

MAB Meeting Report

(1) Welcome and Introduction

Presenter: Chair

The Chair opened the meeting and welcomed especially new MAB Members, Alternates and Observers.

(2) Adoption of the agenda and [minutes of the last meeting](#)

Presenter: Chair, MAB Secretariat

The Agenda of MAB 2022-03 and the MoM of MAB 2022-02 were adopted.

(3) Review of open [action items](#)

Presenter: Chair, MAB Secretariat

The following action items were closed at the meeting:

- EASA to organise a meeting of the MAB Research Group on (i) elaborating the concept of the 'mini-programme' and next steps and (ii) setting up a process to facilitate support to national authorities participating to the two State Representatives Groups. (Action 2022-01/#10)
- EASA to inform the MAB on the final dates of the 2022-03 meeting. (Action 2022-02/#01)
- EASA to respond in writing to MAB taking into account the comments received on the proposed Drones NAAs Community (Action 2022-02/#03)
- EASA to send to MS ToR for the Task Force on USSP certification and ask for nominations (Action 2022-02/#04)
- MAB Members to provide their EPL preferred option in writing to nadezhda.ilieva@easa.europa.eu (Action 2022-02/#05)
- EASA to launch focused consultation on the draft GH regulation (open until 30 September 2022) (Action 2022-02/#06)

A reminder was made to the MAB on the open action regarding the nomination of ReFuelEU Focal Points (see Action 2022-02-02).

Answering to a question related to the action on Electronic Personnel Licences (EPL), EASA informed that the majority of written replies by the MAB were in support of Option 2. The Rulemaking Group is now starting its work and more in-depth discussions on implementation will take place within the rulemaking task.

Furthermore, EASA informed that the revised Rules of Procedure (RoP) of the MAB, as finalised after MAB consultation, are now available on the [EASA website](#).

(4) EASA Update ([Presentation](#)) ([IP01 Status Update RMTs](#) and [IP02 Impact Assessment Study](#))

Presenter: Chair

On the impact of climate change, there was support for the proposed establishment of a European network to support coordination of all aviation stakeholders at European level. In the area of safety intelligence, MS highlighted the challenges when dealing with the interdependencies between safety and security related incidents. Regarding EVT.011, the point was raised that data from the last years might be biased due to the impact of COVID on operations. EASA clarified that this first review will focus more on the level of implementation, due to the short time since the establishment of the rules, while at the same time, it will be an opportunity to highlight any factors related to the COVID crisis which

affected flight crew. Furthermore, EASA informed that a study is being launched on fatigue of ATCOs for the duration of one year and whose scope will include an evaluation of current rules, review of scientific research, and impact of new technologies. MAB members welcomed EASA's extensive work in international cooperation and highlighted the importance of supporting EU candidate countries. EASA also informed that its representation in Panama is opening soon, with the official inauguration expected early next year. Finally, a dedicated workshop will be organised to share the results of the ongoing work on Higher Airspace Operations (HAO).

Action 2022-03-01	EASA to organise dedicated workshop on HAO.	EASA	01/2023
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(5) Environmental topics update ([Presentation](#)) ([Report ENV FP](#))

Presenter: Dietmar Bloemen, Alexandre Triverio

Replying to questions on the Label, the Agency confirmed the good cooperation with operators and manufacturers during the initial testing phase. A report on the testing phase is planned for the next Management Board (MB) meeting in December, while next steps will depend also on the current discussions in the European Parliament and Council regarding the potential establishment of a regulatory framework. Further items raised included the potential future inclusion of Third Country Operators as well as the dimension of aerodromes, and the importance of data transparency. Regarding the SAF Clearing House, it was explained that its objective is to support fuel producers wishing to certify Sustainable Aviation Fuels (SAF) against the fuel specification standards providing a single and independent European capability (see also presentation at MAB 2022-02). On the ATM/ANS environmental transparency working group, EASA informed that a report is expected by end of the year and will be presented to MS. The Environmental Report (EAER) was welcomed and MAB Members were invited to reflect on its recommendations, in particular those addressed to States in view of a possible discussion at the next MB meeting. The MAB also discussed potential ways to implement the recommendation to encourage airspace users to fly 'green' trajectories, including through economic incentives and metrics that better reflect environmental performance during RP4, as well as the mitigation of economic tankering and potential carbon leakage, in the context of flight optimisation, or crediting of SAF use through market-based measures. Finally, the MAB environmental focal point gave an overview of the recent ICAO/EAEG activities, including the recent ICAO 41st Assembly and its outcomes.

(6) ATM Ground Equipment: EASA regulatory process ([Presentation](#)) ([Background Doc: NPA 2022-09](#))

Presenter: Manuel Rivas Vila

EASA presented the current status of the regulatory work on the new framework for the conformity assessment of ATM/ANS equipment, in the frame of rulemaking task RMT.0161, including:

- the context and origin of this RMT, up-to-date plan for the different deliverables, including details about the planned meetings of the EASA Committee on the subject, as well as the planned EASA workshops, intended to allow for sharing and exchanging views with all interested stakeholders towards the finalisation of the new EU regulatory framework. The first workshop will take place on December 16th;
- an initial picture of the feedback received to NPA 2022-09, result of Subtask 1 and containing the proposed framework (1 Delegated Act and 2 Implementing Acts). It was noted that the received comments to the NPA show overall support for the proposal;
- the regulatory solution under development within Subtask 2 for the adaptation of the 8 SES IOP implementing rules to the EASA Basic Regulation framework.

The questions raised in the ensuing discussion addressed, among others, the following main aspects: the competence for the approval of design and production organisations; potential use of partnership agreements; the criteria for the different attestation methods and need for clarity; the transitional provisions; the impact assessment and resourcing implications; the interface/coordination means between Air Navigation Service Providers (ANSP) and manufacturers, as well as between EASA and National Supervisory Authorities (NSAs); the scope for military operations; the need to provide sufficient opportunities for the engagement of stakeholders, and MS in particular, in the next subtasks (IOP rules transfer to the EASA framework, AMC/GM and detailed specifications); and finally the need for alignment of terms/definitions in the text with existing rules. The European Commission expressed appreciation for the good technical discussion taking place in the MAB and addressed the most principal considerations raised by MS. EASA appreciated all feedback and questions and thanked the EC for their support in this initiative. All comments will be duly considered in preparation of the Opinion to be issued in early 2023. Upon requests from MAB Members, EASA will also consider what additional detailed answers/documents can be provided in advance of the workshop on December 16th.

(7) Part-IS implementation ([EASA Presentation](#)) ([Presentation by DG CNECT](#))

Presenter: Gian Andrea Bandieri

The topic was introduced by a presentation by DG CNECT on the NIS-2 Directive, expected in December 2022. Its expected impact on aviation will be wider than that of the current NIS Directive, as also some smaller organisations will be affected. Moreover, duplication of burden to industry, including incident reporting, shall be avoided.

EASA presented the identified challenges stemming from Part-IS implementation and proposed a common cooperative approach to support a timely implementation of Part-IS by Authorities and industry. The ensuing discussion showed large support for the proposal to set up an Authorities' Task Force to jointly discuss and solve the challenges linked with Part-IS implementation. Some elements already emerged from the discussion:

- How to integrate Part-IS in the certification and oversight process;
- How to qualify inspectors, give the current shortage of cybersecurity experts;
- How to deal with the aviation security part;
- Possible establishment of a multinational pool of inspectors;
- Participation of relevant Commission services in the TF.

EASA will send a call for nominations to MAB Members specifying the desired profile/qualification of the members. MAB Members are invited to provide their nomination by end of November and the Task Force is expected to start its work at the beginning of 2023.

Action 2022-03-02	EASA to send to the MAB Terms of Reference of the TF on Part-IS implementation; MAB Members to nominate their members.	EASA and MAB	11/2022
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(8) Drones: update on TF on USSP Certification and rulemaking for the 'certified' category ([Presentation](#)) ([Background Doc: NPA 2022-06](#))

Presenter: EASA Drones Team

The MAB welcomed the creation of the new UAS TeB for the open and specific category, and the plan to discuss at this TeB current pressing implementation issues in these two categories. It was clarified that the TeB will replace the current network of UAS Focal Points (FP). The first UAS TeB meeting will take place in Cologne on 23-24 November, so the MAB are requested to either confirm by 4 November that the national TeB member will be the same person that so far has been serving as UAS FP, or nominate a different Member and/or Alternate (see action below). Replying to questions on the scope

of the new TeB, EASA explained that issues related to the 'certified' category will be discussed at the respective domain TeBs, where the relevant expertise is. Coordination and links between these and the new TeB will be necessary, on EASA as well as on the MS side. Other points raised included the AMC/GM on U-Space (expected in December this year), the exclusion from the AMC/GM of requirements from Regulation (EU) 2017/373 (the AMC/GM will now include relevant stand-alone requirements without cross-references to that Regulation), the provisions on quality assurance and automated verification, cooperation with EUROCONTROL, as well as the certification of the C2 link, which will be part of the new certification specifications. Finally with regards to the Task Force on USSP/CISP certification, further nominations by MS are welcome (see related action below).

Action 2022-03-03	EASA to circulate to the MAB the list of existing UAS Focal Points. MAB to either confirm the existing FP or nominate new member/alternate to the UAS TeB by email to drones@easa.europa.eu using the TeB Nomination Form.	EASA and MAB	04/11/2022
Action 2022-03-04	Task Force on USSP/CISP certification: interested MS who have not yet nominated a member, to send their nomination to drones@easa.europa.eu	MAB	11/11/2022

(9) Workshop on oversight of Search and Rescue by Civil Aviation Operators: update by Irish NAA
 ([Presentation](#)) ([Part SAR Rules](#))

Presenter: Declan Fitzpatrick

The MAB welcomed Ireland's presentation and recommendation with several States supporting the identified emerging issue. FR and FI shared their national experience in which no present need has been identified. The EC confirmed the clear limitations in the existing regulation. Including this issue in the current discussion on the evaluation of the Basic Regulation could provide a solution but only in the long term. EASA also welcomed the work by IE. Current opt-in provisions do not really provide a solution, especially in OPS, as SAR is of a very different nature. Developing guidelines for the opt-in can be challenging due to the need to consider the particularities of each case, however EASA is happy to share any lessons learnt from the ongoing work with NL. EASA will also consider the inputs received during the discussion and revert to the MAB regarding the way forward on how to support the MS work in this area.

Action 2022-03-05	EASA to make a proposal to the MAB on the way forward for SAR.	EASA	Q1 2023
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(10) Maturity Model for NAAs: Re-vitalising the Working Group ([Presentation](#))

Presenter: Jesper Rasmussen

There was overall support from the MAB for the proposed re-vitalisation of the Group, and in particular for the objective to reduce duplications and maximise synergies with SYS inspections and ICAO SSPIA audits. There was also a call to consider online/hybrid meetings in order to facilitate expert participation. MS were invited to either confirm their existing nomination (see list of members in the presentation) or nominate a new member to the Group.

Action 2022-03-06	Maturity Model: MAB Members to consider the current list of Group members and either confirm or appoint new members by email to Bernard.bourdon@easa.europa.eu .	MAB	11/11/2022
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(11) Data4Safety Development (D4S) Phase ([Presentation](#))

Presenter: Erick Ferrandez

FR and ES, among the founding members of D4S, shared their experience and invited more NAAs to join. LU and NL expressed their intention to become members. Replying to a question, it was clarified that D4S members will have to contribute with data, expertise or financial participation. The expectation from NAAs is to provide technical expertise. Regarding existing reporting systems such as ECCAIRS and the D4S added value, EASA explained that the main benefits of the Programme are: the access to a far greater volume and diversity of data streams (occurrences, flight data, traffic data, weather data etc), access to advanced analytical capabilities, as well as cleaning of data, the possibility for 'blind' benchmarking, and direct access to use data according to each organisation's needs. The D4S Charter also enables, through a mutual agreement process, the possibility for two members to share data. On financing, EASA informed that the main financing for the D4S development phase will be through Fees & Charges (as approved by EASA MB) and research funds. Further questions involved the way to tackle discrepancies in data from multiple sources, potential reinforcing of D4S legal basis, and the future inclusion of data beyond safety (health, security, environment etc) which is indeed enabled by the D4S Charter. Finally it was suggested for EASA to be involved in the redrafting of the ICAO Safety Management Manual by the Safety Management Panel WG, in order to reflect these developments in Europe.

(12) Update on EASA Research and Innovation activities ([Presentation](#)), ([Information Paper](#)), ([Working Paper on EASA Research Agenda](#))

Presenter: Marcella Miano, Emmanuel Isambert

Following the presentation, the Chair stressed that EASA activities included in the Agency Research Agenda focus on identified priorities supporting the evolution of aviation standards and regulatory materials, to support the deployment of new technologies and concepts, as well as for building new competences for safety regulators, in line with the Basic Regulation; and invited MS to consider further coordination with national research and innovation programmes. MAB Members welcomed the presentation and called to develop the links and working processes between EU research programmes, national programmes and EASA's portfolio, to avoid duplication and ensure effective synergies. EDA highlighted the dimension of military aviation R&D, as there is room for synergies, a good example of which is drones, as well as dedicated European Defence Fund for military project which might indirectly benefit also civil aviation.

The MAB Research Group Meeting took place in the afternoon; the related summary of conclusions will be shared with the MAB.

Action 2022-03-07	EASA to send to the MAB the summary of conclusions of the MAB Research Group of 26/10/2022.	EASA	11/2022
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(13) Commission Evaluation of EASA: process and next steps ([Presentation](#))

Presenter: European Commission

Ahead of the dedicated workshop in the afternoon, Klaus Winkler from the European Commission introduced the MAB to the process and its objectives. Replying to questions from MAB Members, it was confirmed that the planned survey will be launched in the coming days and there will be the possibility to provide potential further inputs in writing to the consultants and also the European Commission.

(14) AOB

- Publication of AMC/GM

Following up also on the related discussion at the recent EASA Committee meeting, LU, followed by several MS raised their concerns on the delayed publication by the Agency of AMC/GM, often beyond 6 months, mentioning concrete recent examples such as Regulations (EU) 2021/1296, 2021/2237 and 2019/947 (transition period non-existent). MAB Members highlighted that this material is essential for implementation and any delay in their publication effectively decreases the transition time and increases the burden on authorities and industry (in particular when it is during the already busy summer period), and can lead to a higher number of exemptions. This is even more of an issue for smaller authorities. The increase of associated risks by the introduction of too many regulatory changes was also underlined and requested to be considered in the future. MAB Members thus called for applicability dates of regulations to take into account the availability of AMC/GM. It was added that draft AMC/GM are in most cases available at the time of the vote at the EASA Committee but they still need to be amended based on the final regulatory text. Regularly updated E-rules was mentioned as a valuable tool for implementation. The Chair thanked all Members for raising this very important issue at the meeting as well as in written comments; it will be considered very carefully internally and with the EC in the context of the Agency's rulemaking programme.

- Dates of MAB meetings in 2023: 28Feb/01 Mar, 23-24 May, 4-5 October.

Regarding the format of future meetings, the Chair thanked the MAB for all the exchanges during the meeting and in writing. There was consensus that in-person meetings should continue to be organised, however with the possibility of remote connection as an exception in case of unforeseen circumstances (e.g. close contact with COVID 19) as well as for external guests invited for specific agenda items.

MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	27/10/2022
MoM approved by	Luc Tytgat	28/10/2022

Annex - List of Participants

Country	Surname	Name	MAB Membership
Austria	Franz	GRASER	MAB Alternate
Belgium	Anne-Claire	DUPAYS	MAB Member
Cyprus	Michalis	AGISILAOU	MAB Member
Cyprus	Titos	CHRISTOPHIDES	Invited participant
Denmark	Gustav	CHRISTOFFERSEN	MAB Alternate
Denmark	Henrik	ELLERMANN	MAB Member
EDA	Christophe	VIVIER	MAB Oberver
Estonia	Mari	TOODU	MAB Member
European Commission	Klaus	WINKLER	MAB Alternate
Finland	Kirsi	LAHTENMAKI-RIISTAMA	MAB Member
France	Philippe	AURADE	MAB Member
Georgia	Nino	TSOTOIDZE	MAB Oberver
Germany	Raimund	KAMP	MAB Alternate
Germany	Dirk	SAJONZ	MAB Member
Hungary	Erika	VARGA	MAB Member
Iceland	Páll	PALSSON	MAB Member
Ireland	Declan	FITZPATRICK	MAB Member
Ireland	Frank	TONE	Invited participant
Latvia	Dace	REVIZORE	MAB Member
Luxembourg	Stephane	VALLANCE	MAB Member
Montenegro	Mileta	NIKOLIC	MAB Oberver
Netherlands	Frederik	BLAAUW	MAB Member
Netherlands	Rene	PUTTERS	MAB Alternate
Norway	Nina	VINDVIK	MAB Member
Norway	Jan Petter	STEINLAND	Invited participant
Poland	Andrzej	KOTWICA	MAB Member
Romania	Cristina	DONCIU	MAB Alternate
Slovenia	Ana	HOZIC	MAB Alternate
Slovenia	Sabina	GOLOB	MAB Member
Spain	Pablo	HERNANDEZ	MAB Member
Sweden	Magnus	MOLITOR	MAB Member
Switzerland	Luca	ZAUGG	MAB Alternate
Switzerland	Alexandre	TRIVERIO	MAB Member