

MAB Meeting Report

(1) Welcome and Introduction

Presenter: Chair

(2) Adoption of the agenda and minutes of the last meeting

Presenter: Chair, MAB Secretariat

The Agenda of MAB 2021-01 and the MoM of MAB 2020-03 were adopted.

(3) Review of open action items

Presenter: Chair, MAB Secretariat

The following action items were closed:

- EASA to provide to the MAB the final draft of EPAS 2021-2025 and CRD by COB 30/09 for comments until 14/10
- ECCAIRS 2: EASA to organise a dedicated MAB workshop on safety intelligence and ECCAIRS 2 and, in preparation, provide MAB Members with a guide on the migration - post-meeting note: intention is to plan the workshop for second half of November
- Review of rulemaking procedure: MAB members to submit nominations for a new working group to daniel.coutelier@easa.europa.eu
- EASA to organise MAB workshop dedicated to the review of the AB structure.
- MAB to note the presentation available on EAB site 'Towards Single Pilot operations in CAT' and provide any questions/comments in writing to easa.stakeholder.management@easa.europa.eu
Environment: EASA to share paper on the proposed coordination mechanism between MAB/CAEP/EAEG with the MAB for consultation before providing it to EC.
- MAB Members to provide the name and email of their authority's Head of Safety Intelligence (or equivalent) to erick.ferrandez@easa.europa.eu.

A reminder was provided for the following open actions:

- Cybersecurity: MAB to provide to juan.anton@easa.europa.eu the national cyber focal points (open Action from MAB 2019-03) and the persons proposed for the Network of Cybersecurity Analysts.
- Repository & Drones: provide contact details of technical experts by end February 2020 to veronique.magnier@easa.europa.eu
REPIF: Provide to Veronique.magnier@easa.europa.eu information on the rough planning of when the MS want to connect with the Agency drones solution, in order for EASA to organise the appropriate support and testing phase.

(4) EASA Update - [Presentation](#)

Presenter: MAB Chair

After his update, the Chair emphasized EASA's willingness to keep the MAB abreast of its activities. Ensuing discussion centred around SES 2+ and EASA's proposed role as Performance Review Body (PRB).

(5) COVID-19 Crisis response – Presentation by [EASA](#), [IATA](#) and [DGAC](#), [Paper](#)

Presenter: Pascal Luciani (DGAC – TF Member), Giancarlo Buono (IATA – TF Member), Eduard Ciofu (EASA), Ana Dedijer (EASA), Marcella Miano (EASA)

EASA presented an update on the project-RNO, stressing that it needs to evolve to account for the current pandemic situation. The activities originally addressed under Work Stream (WS)2, WS3 and WS5 have been gradually absorbed by the EASA core processes (Certification, Standardisation, GA Roadmap) and thus will no longer be maintained in the scope of an eventual RNO 2.0. The slow recovery of the aviation sector coupled with the persistent travel restrictions would require certain flexibility, however this needs to be properly managed, especially as regards the safety implications, therefore the work of WS1 will need to address both aspects. The work of WS4 will remain vital, as the measures addressing public health risks will need to be maintained, adjusted to reflect the pandemic evolution, and eventually de-escalated. Two members of the RNO-Task Force, Pascal Luciani (DGAC FR) and Giancarlo Buono (IATA) presented their perspective and highlighted the importance of working together between EASA, Member States and Industry. Despite all efforts the situation of the aviation sector remains extremely bad (currently at around 30% of 2019 levels) and the need for coordinated response in Europe and at international level remains as urgent as ever.

An overview of trends established between July and December 2020, based on the data provided by airlines and airports signatories of the COVID-19 Aviation Industry Charter, was presented. MAB Members expressed appreciation for the work done by EASA and underlined the need to give more visibility to the Programme's results. The ePLF project for aviation was also presented as one of the activities EASA is engaging in with the objective to support/facilitate traffic recovery. EASA welcomed the MAB's proposal to organise another joint meeting – as the one in April 2020 - with the NAAs and the National Health Authorities in order to present the progress of the COVID related work. Switzerland informed that FOCA has gone live with a national ePLF system and showed interest in joining the EASA Exchange Platform. EASA welcomed the interest and will get in touch with FOCA in short term.

AOB on ICAO State Letter 2020/136:

EASA informed that it had engaged with ICAO, advising that the plans to restore normal compliance as of 01/01/2021 as called upon in the State Letter, are not realistic, considering the current pandemic evolution. EASA fully subscribes to the call that alleviations cannot last indefinitely and, in order to ensure that aviation safety is not compromised, compliance with applicable standards should be restored. While EASA shares ICAO's vision as regards reducing the use of alleviations, EASA believes that the pandemic evolution, currently raging stronger than ever in many regions of the world, will still significantly disrupt the aviation sector and, as a result, would still require the use of flexibility/alleviations, in specific, well-justified circumstances and complemented by adequate mitigating measures. Such measures should also benefit from a wide acceptance among contracting States, therefore ICAO should consider facilitating the expeditious exchange of such information. In that respect, already as of the last quarter of 2020 EASA has adjusted its guidelines in order to direct its stakeholders to no longer make use of "blanket" exemptions and instead use exemptions that are fully justified by the operational constraints and consider the appropriate mitigations for the respective context. ICAO recognised that and together with other major regulators is working on creating a framework for "targeted exemptions". Certain States indicated in the meeting their support for this approach.

2021-01-01	COVID-19 Crisis response: EASA to organise another joint MAB meeting with Health Authorities	EASA	Q2 2021
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2021-01-02	COVID-19 Crisis response: EASA to circulate list of Member States' FPs on ePLF <i>Post meeting note: List shared on 12/02/21 and the action is closed.</i>	EASA	12/02/2021
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(6) Drones Programme State of Play - [Presentation](#), [Paper](#)

Presenter: Sascha Schott, Maria Algar Ruiz (EASA)

The Drones team updated on its main activities since last MAB, the on-going UAM study, RMT.0230 re-planning, U-space, 2021 deliverables and eVTOL/UAS demo flights. Key messages were on flight authorisations for large UAS and eVTOL aircraft, triggered by EHang's demonstration flight activities and involvement in several EASA MS and EU research projects. It was emphasized to MAB that EASA is the only competent authority for design verifications, that UAS are excluded from Annex I to Basic Regulation and that MS should involve EASA for design verifications when receiving applications for intended UAS operations with a higher than SAIL II risk level (applying SORA Methodology). MAB members were informed of a planned EASA webinar on this topic for NAA focal points for drones and were invited to notify their interest. Several MS raised questions notably related to specifics of the RMT.0230 re-planning, U-space and the lack of technical standards for C5-C6 open category UAS and the authorisation of demonstration/test flights by MS. More detailed discussion/explanations will be offered by EASA during the planned webinar, dedicated to discussions about UAS in the specific categories and UAS flight test authorisations. Austria and Italy informed of on-going national studies on the societal acceptance of drones and were encouraged to share their results. The Chair concluded by reminding MS of the obligation to request EASA's Flight Conditions Approval for UAS prior to issuing Permits to Fly.

2021-01-03	Drones: MAB Members to inform EASA of their interest to attend the dedicated webinar on demo/test flights of eVTOLs and large UAS by email to drones@easa.europa.eu	MAB	19/02/2021
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(7) Environmental topics – Presentation by [EASA](#), by [FOCA](#), Paper by [FOCA](#)

Presenter: Dietmar Bloemen (EASA), Stephen Arrowsmith (EASA), Alexandre Triverio (MAB Environmental Focal Point, FOCA)

An update was provided on the sustainable aviation programme, its workstreams and the achievements from Q3/Q4 2020. Replying to a question on planning and deliverables, EASA noted that further information can be found in the SPD 2021-2023 document. As regards the workstream on Sustainable Aviation Fuel (SAF), several MS noted the relevance of this work and referred to SAF initiatives taking place in their countries. The EASA report on non-CO2 emissions was presented. In the discussion, the importance of further investigation as regards operational impacts on contrail effects was also mentioned. EASA further explained its initial involvement in the domain of hydrogen technology and the importance of developing the necessary competence and support to associated EU and national research projects. Finally, it was noted that the first Steering Group meeting on the European Aviation Environmental Report 2022 was held the previous week, and that EASA would keep the MAB informed of the process going forward.

EASA also gave an update to the MAB as regards the coordination between EASA/ECAC with a good feedback from the MS on the current coordination to exchange information on environmental

activities. The MAB environmental focal point gave an overview on the ECAC Environmental activities and ICAO CAEP priorities (Environmental overview). The continued effort to exchange information between MAB/ECAC on their environmental activities on a regular basis was supported by several MS.

(8) EASA Advisory Bodies (ABs) in 2021 – [Presentation](#), [Paper](#)

Presenter: MAB Chair, MAB Secretariat

EASA presented an update on the AB review, the outcome of the December Management Board and a paper on a draft 2021 AB Work programme. EASA's proposal for a phased approach by the means of launching two pilot projects (Rotorcraft community and Aerodromes industry community) was endorsed, and the proposed draft 2021 Work programme was welcomed by the MAB members as a good basis. Among the issues discussed were the links between the pilot projects and existing TEBs; the level of granularity of the Work Programme and the best way to include topics that affect more than one area such as the COVID-19 pandemic; and the issues faced with the current SharePoint collaboration platform that need to be addressed by the new tool, in particular in terms of access management and alert system. The MAB was invited to provide more detailed comments on the Work Programme in writing.

2021-01-04	AB Work Programme 2021: MAB to provide written comments to the draft paper	MAB	24/02/2021
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(9) EASA/EUROCONTROL cooperation- [Presentation](#)

Presenter: Jussi Myllarniemi (EASA), Philip Hughes (EUROCONTROL)

EASA and EUROCONTROL gave a joint presentation on their significantly strengthened cooperation. The feedback was overall positive. State representatives expressed interest in having more visibility on the Joint Work Programme and TeCO outcomes. EASA (and EUROCONTROL) indicated their willingness to explore how this could be best achieved. EUROCONTROL also indicated that its recent fundamental organisational review did not question this cooperation but on the contrary recognised the TeCO model as a positive example of stakeholder cooperation aiming to answer future challenges of aviation.

(10) Update on research activities - [Presentation](#)

Presenter: Emmanuel Isambert (EASA)

An update of the Agency's research activities was provided, highlighting key achievements in 2020 and main areas under development for 2021. The next meeting of the MAB Research Group is planned for 22 February and a list of the so far nominated representatives will be communicated to the MAB. Among the topics discussed were environmental protection standards, where a workshop addressing state-of-the-art research for Non-CO2 emissions and their climate impact is to be organised by the Agency in 2021, and infectious disease transmission in aircraft, where the proposed initiative by the Agency should not be restricted to COVID-19 only.

2021-01-05	Research: EASA to circulate list of MAB Research Group members. States that have not yet nominated a member and wish to still do it to send nomination to easa.research@easa.europa.eu	EASA & MAB	26/02/2021
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	<i>Post meeting note: List shared on 12/02/21.</i>		
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(11) AOB			
Potential interference by 5G base stations on Low Range Radio Altimeters (LRRAs) – Presentation by Hette Hoekema			
<p>EASA's approach to the concern of potential interference by 5G base stations on Low Range Radio Altimeters (LRRAs) was presented at a high level, as was its relationship with EASA's proposed response to ICAO SL 20/103. An invitation will be sent to MAB members for a workshop to facilitate an expert discussion on the topic, to be held on the 25th of February, with confirmed presentations by Airbus, Thales, DGAC-FR, EUROCONTROL and EASA.</p>			
Brexit:			
<p>Jyrki Paajanen from the Commission presented the Brexit agreement with the UK and responded to some questions on practical arrangements. The Trade and Cooperation agreement covers a wide variety of sectors, but the title on Aviation Safety functions essentially like a BASA. At this stage only initial airworthiness (design and production certification) is included and there are no plans to extend the agreement to new areas in the near future. On design certification, the agreement allows the two sides to accept some checks performed by the other side and directly accept more minor certificates. On production organisations, the agreement goes further and allows the acceptance of any production organisation approval that has been granted in a category on which the party in question has had POA's already issued before 31 December 2020. For new categories, additional scrutiny is required by the importing party. The export certificates used by UK will be CAA Form 1 and CAA Form 52, which will externally be identical with the corresponding EASA certificates, except for the name. For other categories, such as pilot licences, the transition period was intended to provide for the time to adapt. From now on, they are to be handled like any other third country certificate holders. As regards the future relationship with UK CAA, States were reminded that UK CAA is no longer an EASA competent authority and can thus no longer be relied on to support certification and oversight tasks. If an EASA competent authority needs support, it can ask for support from another EASA competent authority, EASA itself, or a Qualified Entity approved in accordance with EASA Basic Regulation. Companies which have their principal place of business in the UK, are third country companies for which EASA is in most cases the competent authority. Over 650 third country certificates have already been issued to UK companies and EASA's role as the competent authority should be respected.</p>			
2021-01-06	EASA to send to MAB invitation to experts' workshop on 5G – Potential interference on Low Range Radio Altimeters (LRRAs). <i>Post meeting note: invitation was sent on 10/02 and the action is closed.</i>	EASA	12/02/2021

MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	11/02/2021
MoM approved by	Luc Tytgat	12/02/2021



Annex 2 List of Participants

Austria	GRASER	Franz	MAB Alternate
Austria	PULEO-LEODOLTER	Karin	MAB Member
Belgium	DUPAYS	Anne-Claire	MAB Member
Belgium	KLEIJKENS	Danny	MAB Alternate
Bosnia and Herzegovina	HASEČIĆ	Djelal	MAB Alternate
Bosnia and Herzegovina	ŠIMUNOVIĆ	Marinko	MAB Observer
Bulgaria	DOBREVA	Eleonora	MAB Member
Croatia	KAPETANOVIC	Ana	MAB Member
Croatia	CESTARIC	Ivana	MAB Alternate
Cyprus	PASPALIDES	ANDREAS	MAB Member
Czech Republic	HEZKÝ	Vítězslav	MAB Alternate
Czech Republic	JELÍNEK	Zdeněk	MAB Member
Denmark	ELLERMANN	Henrik	MAB Member
Denmark	THOMSEN	Niels Bondegaard	MAB Alternate
EC - DG MOVE	ARROYO FERNANDEZ	Alfonso	MAB Alternate,
EC - DG MOVE	LUECKING	Joachim	MAB Member
EDA (European Defence Agency)	MAŽEIKIS	Edvardas	MAB Observer
EFTA Surveillance Authority	GUDMUNDSDOTTIR	Valgerdur	MAB Observer
Estonia	LEVIN	Anastasia	MAB Member
Estonia	RIFK	Priit	MAB Alternate
EUROCONTROL	HUGHES	Philip	MAB Observer
EUROCONTROL	WYBO	Sylviane	MAB Observer
European Agency	VIVIER	Christophe	MAB Observer
Finland	HANNOLA	Jukka	MAB Alternate
Finland	LAHTEENMAKI-RIISTAMA	Kirsi	MAB Member
France	THIRION	Georges	MAB Member
France	AURADÉ	Philippe	MAB Alternate
Georgia	ARCHUADZE	Tamara	MAB Alternate
Germany	SAJONZ	Dirk	MAB Member
Germany	KAMP	Raimund	MAB Alternate
Greece	SOURVANOS	Georgios	MAB Member
Greece	STAMOU	Sotirakis	MAB Alternate
Hungary	VARGA	Erika	MAB Member
Hungary	LŐWINGER	Mate	MAB Alternate
Iceland	ATLASON	Gudjon	MAB Member
Ireland	FITZPATRICK	Declan	MAB Member
Italy	NICOLAI	Fabio	MAB Member
Italy	SILANOS	Marco	MAB Alternate
Latvia	ĻUBĻINA-GOLDMANE	Aivita	MAB Alternate

Latvia	REVISORE	Dace	MAB Member
Lithuania	ŠUMSKAS	Alvydas	MAB Alternate
Lithuania	GOLUBEVAS	Andrejus	MAB Member
Luxembourg	KREMER	Laurent	MAB Alternate
Luxembourg	VALLANCE	Stephane	MAB Member
Malta	TABONE	Carl	MAB Member
Montenegro	VUKCEVIC	Marijana	MAB Alternate
Netherlands	BLAAUW	Frederik	MAB Member
Netherlands	PUTTERS	Rene	MAB Alternate
Norway	AALSTAD	Hege	MAB Alternate
Norway	VINDVIK	Nina Beate	MAB Member
Poland	ROTTER	Julian	MAB Alternate
Poland	WITKOWSKI	Michal	MAB Member
Portugal	SERUCA SALGADO	Carlos	MAB Member
Republic of Moldova	STRATAN	Dan	MAB Observer
Romania	SOLTUZ	Mihai Adrian	MAB Alternate
Romania	ROMAN	Tudorel	MAB Member
Serbia	ZEKIC	Aleksandar	MAB Alternate
Serbia	MILINKOVIC-MEDIC	Marina	MAB Observer
SESAR JU	SIEBERT	Alain	MAB Observer
SESAR JU	BOWEN	David	MAB Alternate,
Slovak Republic	NĚMEČEK	Martin	MAB Member
Slovak Republic	TREUEROVÁ	Zuzana	MAB Alternate
Slovenia	HOŽIČ	Ana	MAB Alternate
Slovenia	GOLOB	Sabina	MAB Member;
Spain	HERNANDEZ-CORONADO QUINTERO	Pablo	MAB Member
Sweden	RAGNARSSON	Anne-Marie	MAB Alternate
Sweden	MOLITOR	Magnus	MAB Member
Switzerland	TRIVERIO	Alexandre	MAB Member
Switzerland	ANDRES	Christian	MAB Alternate
The Republic of North Macedonia	STOJANOSKI	Dragi	MAB Observer
The Republic of North Macedonia	KOLEVSKI	Kire	MAB Alternate
Turkey	Kaymak	Deniz	MAB Observer (EAEG)
Turkey	CELIK	Duygu	MAB Alternate
Turkey	SARIÜNAL	Özgü	MAB Observer
Ukraine	Kustovska	Iryna	MAB Observer (EAEG)
Ukraine	BILCHUK	Oleksandr	MAB Observer
Participants invited for specific agenda items			
<i>Austria</i>	<i>Deimel-Zelenka</i>	<i>Johannes</i>	Invited participant
<i>Belgium</i>	<i>Hansenne</i>	<i>Morgan</i>	Invited participant
<i>Czech Republic</i>	<i>Novackova</i>	<i>Martina</i>	Invited participant
<i>Denmark</i>	<i>Ditlevsen</i>	<i>Jens Erik</i>	Invited participant

<i>France (as RNO TF)</i>	<i>LUCIANI</i>	<i>Pascal</i>	Invited participant
<i>ECDC</i>	<i>JANSA</i>	<i>Josep</i>	Invited participant
<i>EU</i>	<i>Magnus</i>	<i>Gislev</i>	Invited participant
<i>Finland</i>	<i>Katja</i>	<i>Lohko-Soner</i>	Invited participant
<i>France</i>	<i>Mauri</i>	<i>Robert</i>	Invited participant
<i>Germany</i>	<i>Pleines-Schmidt</i>	<i>Frauke</i>	Invited participant
<i>Greece</i>	<i>Chrysikopoulou</i>	<i>Konstantina</i>	Invited participant
<i>IATA (as RNO TF)</i>	<i>BUONO</i>	<i>Giancarlo</i>	Invited participant
<i>Italy</i>	<i>Egoli</i>	<i>Silvia</i>	Invited participant
<i>Malta</i>	<i>Camilleri</i>	<i>Stephen</i>	Invited participant
<i>Netherlands</i>	<i>Lunter</i>	<i>Michael</i>	Invited participant
<i>Norway</i>	<i>Høiem</i>	<i>Hilde</i>	Invited participant
<i>Poland</i>	<i>Reklewski</i>	<i>Tadeusz</i>	Invited participant
<i>Portugal</i>	<i>Sousa</i>	<i>Artur</i>	Invited participant
<i>Romania</i>	<i>Voicu</i>	<i>Mariana</i>	Invited participant
<i>Spain</i>	<i>Iglesias Sastre</i>	<i>Alfredo</i>	Invited participant
<i>Sweden</i>	<i>Hankanen</i>	<i>Marie</i>	Invited participant
<i>Switzerland</i>	<i>Ziegler</i>	<i>Urs</i>	Invited participant