



Summary of Conclusions

MAB 2-2018 meeting

12-13 July 2018

EASA Cologne Headquarters, meeting room Airbus

Organised by **Business, Strategy & Stakeholder Management (SM.2.2.)**

AGENDA

1. Welcome and Introduction
2. Adoption of the agenda
3. Review of open action items, follow-up on items raised during previous meetings and Q&A for update/reports distributed in advance of the meeting
4. Research
5. Ex-post evaluation
6. EPAS
7. NBR Roadmap actions for the MAB and MAB SG Report
8. Fees and charges
9. Cybersecurity
10. AOB

[Annex 1 List of Actions](#)

[Annex 2 List of Participants](#)

MoM prepared by	Daniela Defossar	25/07/2018	Signature
MoM reviewed by	Luc Tytgat	06/08/2018	Signature



1. Welcome and Introduction

Presented by Luc Tytgat, Strategy and Safety Management Director and MAB Chair

The Chair, Luc Tytgat, opened the meeting and welcomed the participants.
He particularly welcomed the new MAB members//alternates from Ireland and Denmark.

2. Adoption of the agenda

Presented by Luc Tytgat, Strategy and Safety Management Director and MAB Chair;

The Agenda was adopted including the following additional AOB items:

- Brexit and impact on Member States,
- ICAO State Letter 11 on the amendment of ICAO Annex I regarding drone pilot licenses, and
- Improvements to the rulemaking process.

3. Review of open action items, follow-up on items raised during previous meetings and Q&A for update/reports distributed in advance of the meeting

Presented by the Chair and Daniela Defossar, Senior Strategy Development Officer; Daan Dousi, Acting Aircrew & Medical Standards & Implementation Section Manager; Bernard Bourdon, Programme Manager - Aircrew & Medical; Jean-Pierre Arnaud, Safety Management Expert; Aigars Krastins, Senior Occurrence Reporting Officer / Project Certification Manager;

The open actions were reviewed and EASA reported the following:

12-1-2017 Prepare a position paper for harmonised dissemination of safety information

The SM TeB has not met since this action was allocated. It is expected to be on the agenda of their next meeting in fall 2018.

13-3-2017 Provide ABs a coherent consultation process for the RM deliverables and PIAs

The SAB has established a TF to determine for itself how it would respond to EASA consultations. This TF should come to a conclusion by the end of July. EASA suggested to await the SAB decision and come back to this item during the next MAB meeting.

2-1-2018 Consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376

This is presently being discussed with EC. EASA will report back once this discussion is finalised.

4-1-2018 Organise a dedicated meeting with MAB SG and inviting European CAEP members to set-up sustainable coordination mechanism

The meeting takes place on 7 September in Cologne. A separate invitation will be sent.

The minutes of meeting of the MAB 1 2018 meeting were adopted in writing. No comments had been received.

The Chair invited participants to raise questions or comments on the Information Papers distributed in advance of the meeting.

IP on Occurrence Reporting

It was clarified that a quarterly report is only sent to a MS whenever there is a change in the status.



IP Upset Prevention and Recovery Training (UPRT)

AT requested an explanatory paper on the different adoption level of the rules and how the rules already being adopted should be implemented in the meantime. EASA responded that the implementation of UPRT was discussed at length during the Aircrew TeB meeting, held on the 29th May 2018, without any pending issue left for additional discussion.

IP Electronic Personal License

ES indicated that it wishes to send some comments in writing and is interested in participating in the group discussing “use cases”.

IP Update on RAG WG on common SMS assessment methodology

Regarding recommendation 10, EASA explained that the training development for the use of the EASA management system assessment tool was discussed with the SM TeB in January 2018. Later in April 2018, only 2 MS confirmed their interests in participating to the design and maintenance of that training material. EASA therefore concluded that this training should be developed in house. The UK expressed its interest to be associated to this activity.

BG raised the point that the EASA Standardisation teams should not check upon the conduct of SMS assessment before the training is available. It was reminded that the use of the EASA assessment tool is not mandatory; finally the Chair proposed to discuss this item bilaterally with the EASA staff in charge of the Standardisation visits before EASA visits BG.

4. Research

Presented by the Chair; Werner Kleine-Beek, Research Officer

Following the presentation, the Chair particularly emphasised the importance of coordinating research activities to avoid duplication. The benefits of establishing a safety, security and environmental inventory to feed national research in MS was highlighted. EC supported EASA in applying such steering function.

Several MS described the research responsibility within their State, with some NAAs having their own research budget and others relying on a national research entity.

Responding to questions, EASA explained the available resources in EASA and its collaboration with the US. EASA and FAA have no formal working arrangement on research. Coordination is rather point to point and there are also common research projects.

Suggestions for research included to investigate how safety equipment first used in a military environment can be brought to the civilian environment, considering that the military has most likely a vast operational experience. It was also asked if EASA would not be best placed to continue the research work of AEA on ground de-/anti-icing procedures.

Actions:

1-2-2018: EASA to send e-mail to MS with explanation regarding a model for interaction between national and EU research programmes and request to nominate research FP

2-2-2018: EASA to consider identifying methods of making military safety equipment and in-service experience available to the civilian market

3-2-2018: EASA to investigate if it could revive the research on de-/anti-icing which was previously supported by AEA



5. Ex-post evaluation

Presented by Gilles Gardiol, Senior Impact Assessment Officer

EASA presented its approach to ex-post evaluations.

MS provided the following comments:

- Additional indicators which could be considered are Standardisation findings, the results of the SYS audits, exemptions, results from product audits and approval of maintenance programmes;
- Unintended consequences should also be studied, e.g. cost shared flights driving small commercial companies out of business;
- New items to evaluate might be BASAs and the burden it puts on MS, the GA Roadmap

Responding to questions, EASA explained the evaluation methodology requires the inclusion of any element, such as standardisation findings, and to study unintended consequences. EASA also informed that a rotorcraft roadmap is being developed. An evaluation of the rotorcraft rules would delay this process too much as it takes one year to perform an evaluation. EASA also indicated that the Impact Assessment, Monitoring and Evaluation team have resources to process 2 evaluations per year.

Action:

4-2-2018: MS are invited to provide further input on the following points by 7 September:

- **Which topics/rules do you consider relevant/priority for evaluations in 2019-2023?**
- **Do you have any permanently open issues from the inspections, monitoring activities that request evaluation?**
- **Which are the rules that generate administrative burden for you?**

6. EPAS

Presented by Rodrigo Priego, Head of Safety Programmes Section;

EASA presented the draft EPAS 2019-23 with the main changes compared to the previous version.

MS commented on the interrelation between safety and security, welcomed the reprioritisation of items, asked about future ground handling actions, requested a better definition of the environmental and level playing field drivers and asked for consideration of the USOAP score when measuring safety performance.

EASA stated that new EPAs proposals can be submitted via its website. Concerning indicators, EASA prefers to use the Standardisation ones as they are more accurate than the USOAP score. EASA invited MS to identify further “negative priorities”. EASA also explained that ground handling actions will be added once the roadmap is finalised.

EC complemented the discussion by stating that the EPAS as strategic document is at a very good level. EC encouraged MS to comment to EASA.

The Chair concluded that there is general agreement on the EPAS structure and that non-safety areas such as environment and security have to be better reflected in future EPAS editions.

The discussion on the EPAS was followed by a discussion on the rulemaking process, in particular on the length of adoption process and need to avoid duplication of discussions.

The following was concluded:



- Importance of (preliminary) impact assessments > to decide on the best intervention logic and to ensure alignment with strategic priorities and objectives.
- Considering bullet 1, the need for EASA, Member States and industry (Advisory Bodies) to agree on an option upfront, and with EC highlighting legal considerations upfront.
- Depending on the rulemaking task, to limit the involvement to affected stakeholders having an interest, i.e. wide and open public consultation only where it is strictly necessary.
- Commit the TeBs to monitor the work of rulemaking groups and to present to the MAB their assessments at key points, to allow the MAB to confirm MS positions and alignment with strategic goals.
- Importance of post-evaluation's and feedback loops.

Actions:**5-2-2018: MS to comment draft EPAS by 7 September****6-2-2018: EASA to propose rulemaking process concept paper for future MAB discussion****7. NBR Roadmap actions for the MAB and MAB SG Report***Presented by Presented by the Chair; Marcella Miano, Policy Officer; Franz Graser, MAB member from Austria*

The Chair highlighted the role of the MAB in the implementation of the New Basic Regulation. Franz Graser reported on the discussions of the previous MAB SG meeting.

FI expressed its interest to be involved in the review of advisory bodies.

It followed a brief discussion on the relationship between MAB and MAB SG which was concluded as follows:

- While the MAB SG may prepare certain discussions, it was agreed that the MAB has to review and endorse the work. Consequently, all the work on the New Basic Regulation will be brought for agreement to the MAB.
- The assessment of advisory bodies should be used to clarify in the Rules of Procedure the role of MAB and MAB SG, in particular that the MAB endorses the work of the MAB SG.

EASA informed MS about the Workshop on the New Basic Regulation, planned to take place on 1 October in Cologne. The target audience are MS and stakeholders implementing the new Basic Regulation and not yet being so familiar with the changes. The outcome of the Workshop will be used to complete e-learning material which is presently being developed by EASA.

Action:**7-2-2018: Present MAB SG discussions as questions and items for endorsement at the next MAB meeting****8. Fees and charges***Presented by Ana Fernandez de Castro, Strategy & Resources Policy Officer*

EASA provided a presentation on the state of play of the fees and charges regulation review.

Member States asked questions related to third country organisations/operators, the consideration of national fees within the New Basic Regulation transfer of oversight possibilities and the adoption process. Some Member States commented that they object changes to the en-route charging system.



EC clarified that it foresees only minimal discussions in the EASA Committee (1 or 2 meetings) and that it wishes the MAB to discuss the proposal upfront to come to a conclusion. It was also highlighted that an opinion of the MB is needed, taking into consideration the opinion of the SAB.

EASA committed to keep the MAB informed and will reflect on the best way to have discussions with the MAB once the fees and charges proposal is mature.

Action:

8-2-2018: EASA to consider the best approach for discussing with the MAB the final draft fees and charges regulation proposal

9. Cybersecurity

Presented by Jean-Paul Moreaux, Principal Coordinator - Cybersecurity (Aviation); Aristotelis Tzafalias, European Commission, DG Connect

EASA provided a presentation explaining the cross domain aspects of cybersecurity and links with the NIS Directive implementation. In particular the need for Member States to coordinate on national level was highlighted. This was complemented by a presentation of DG Connect on the NIS Directive implementation. DG Connect expressed the expectation for EASA to play a strong coordination role, in particular in bringing safety and security experts together. It was concluded that we need to ensure a sector consistent approach on determining the criticality of services. EASA informed that it would set up a coordination group.

Action:

9-2-2018: EASA to ask MS for support to be invited to future DG CNECT/NIS Directive Collaboration Group meetings

10-2-2018: MS to liaise with their respective national competent authority for the implementation of the NIS Directive

10. AOB

Presented by the Chair; Daniela Defossar, Senior Strategy Development Officer; Gilles Gardiol, Senior Impact Assessment Officer; Stephanie Rostren, Head of Legal Department & Chief Legal Adviser; Franz Graser, MAB member from Austria

EASA presented a turnover /budget report to support the assessment of economic impacts. EASA welcomes feedback on the information paper related to the assessment of the significance of an economic impact.

EASA clarified that the ICAO State Letter 11 on amendments to Annex 1 is a type II State Letter requiring from MS to notify differences, if any. EASA is presently working on a recommendation which will be provided to MS using the normal State Letter process.

Some MS highlighted the impact of Brexit: on one hand, being confronted with many (prospective) applications for licenses and certificates, on the other hand, having undertakings with many service providers from the UK which cannot be easily replaced. It was suggested to await more high level input from EC.

EASA is going to send a communication to MS inviting them to nominate focal points on ground handling by end of July.



Annex 1 List of actions from MAB meeting 2-2018 and previous (if needed): as at 06/08/2018				
Item	Action (What)	Responsible (Who)	Deadline (When)	Status (Optional)
12-1-2017	Prepare a position paper for harmonised dissemination of safety information	FS.2 to be discussed on 10th April	Post-meeting	It is expected to be on the agenda of SM TeB 2 – 2018 meeting in October 2018
13-3-2017	Provide ABs a coherent consultation process for the RM deliverables and PIAs.	Agency	Post-meeting	Postponed due to SAB TF
2-1-2018	Consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376	Agency		Open
1-2-2018	EASA to send e-mail to MS with explanation regarding a model for interaction between national and EU research programmes and request to nominate research FP	Agency / Member States		Request to nominate research FP sent with draft meeting minutes
2-2-2018	EASA to consider identifying methods of making military safety equipment and in-service experience available to the civilian market	Agency	31/01/2019	Open
3-2-2018	EASA to investigate if it could revive the research on de-/anti-icing which was previously supported by AEA	Agency	31/01/2019	Open



4-2-2018	MS to provide input on the following points: - Which topics/rules do you consider relevant/priority for evaluations in 2019-2023? - Do you have any permanently open issues from the inspections, monitoring activities that request evaluation? - Which are the rules that generate administrative burden for you?	Member States	7 September 2018	Open
5-2-2018	MS to comment draft EPAS	Member States	7 September 2018	Open
6-2-2018	EASA to propose rulemaking process concept paper for future MAB discussion	Agency	MAB 3-2018 or 1-2019	Open
7-2-2018	Present MAB SG discussions as questions and items for endorsement at the next MAB meeting	MAB Strategy Group	MAB 3 -2018	Open
8-2-2018	EASA to consider the best approach for discussing with the MAB the final draft fees and charges regulation proposal	Agency	30 September 2018	Open
9-2-2018	EASA to ask MS for support to be invited to future DG CNECT/NIS Directive Collaboration Group meetings	Agency	31 August 2018	Open
10-2-2018	MS to liaise with their respective national competent authority for the implementation of the NIS Directive	Member States	By 31/12/2018	Open



Annex 2 List of Participants

Attendees (NAAs)	Mr	Franz	Graser	Austrocontrol	Austria
	Mr	Marc	De Smet	Civil Aviation Authority	Belgium
	Ms	Eleonora	Dobрева	Civil Aviation Administration	Bulgaria
	Ms	Ana	Kapetanovic	Civil Aviation Agency	Croatia
	Mr	Mette	Knoth Sørensen	Danish Transport and Construction Agency	Denmark
	Mr	Alfonso	Arroyo Fernandez	DG MOVE	European Commission
	Mr	Aristotelis	Tzafalias	DG CNECT	European Commission
	Ms	Susanna	Metsälampi	Transport Safety Agency	Finland
	Ms	Jari	Pöntinen	Transport Safety Agency	Finland
	Mr	Georges	Thirion	Direction Générale de l'Aviation Civile	France
	Mr	Dirk	Sajonz	Luftfahrt Bundesamt	Germany
	Mr	Raimund	Kamp	Federal Ministry of Transport and Digital Infrastructure	Germany
	Mr	Georgios	Sourvanos	Hellenic Civil Aviation Authority	Greece
	Ms	Halla	Sigurdardottir	Transport Authority	Iceland
	Mr	Fritzpatrick	Declan	Aviation Authority	Ireland
	Mr	Marco	Silanos	ENAC	Italy
Ms	Anna	Cudare	Civil Aviation Agency	Latvia	



	Mr	Stephane	Vallance	Civil Aviation Administration	Luxemburg
	Mr	Carl	Tabone	Civil Aviation Directorate	Malta
	Mr	Bob	Rieder	Ministry of Infrastructure and Environment	Netherlands
	Ms	Hege	Aalstad	Observer Civil Aviation Authority	Norway
	Mr	Marcin	Szczygiel	Civil Aviation Authority	Poland
	Ms	Claudia	Virlan	Civil Aviation Authority	Romania
	Ms	Zuzana	Treuerova	Transport Authority	Slovak Republic
	Ms	Melita	Pristov	Ministry of Infrastructure	Slovenia
	Mr	José	Ramirez-Ciriza	AESA	Spain
	Mr	Magnus	Molitor	Transport Agency	Sweden
	Mr	Marcel	Kägi	Federal Office of Civil Aviation	Switzerland
	Mr	Mark	Searle	Civil Aviation Authority	United Kingdom
	Mr	Arthur	Edwards	Civil Aviation Directorate	Monaco
	Ms	Mileta	Nikolic	Civil Aviation Authority	Montenegro
Attendees (EASA)	Mr	Luc	Tytgat	Strategy and Safety Management Director	SM.0
	Mr	Massimo	Mazzoletti	Head of Strategy & Programmes Department	SM.2
	Ms	Daniela	Defossar	Senior Strategy Development Officer	SM.2.2
	Mr	Daan	Dousi	Acting Aircrew & Medical Standards &	FS.3.1



				Implementation Section Manager	
Mr	Georges	Rebender		Head of Air Crew & Medical Department	FS.3
Mr	Bernard	Bourdon		Programme Manager - Aircrew & Medical	FS.3
Mr	Jean-Pierre	Arnaud		Safety Management Expert	FS.2.1
Mr	Aigars	Krastins		Senior Occurrence Reporting Officer / Project Certification Manager	SM.1.2
Mr	Kai	Bauer		Head of Environment Department	CT.5
Mr	Rodrigo	Priego		Head of Safety Programmes Section	SM.2.1
Mr	Alexander	Jacobs		Business Programmes Officer	SM.2.2
Mr	Cristian Ionut	Panait		Medical Expert	FS.3.1
Ms	Ana	Fernandez de Castro		Strategy & Resources Policy Officer	ED.0.1
Mr	Jean-Christophe	Nicaise		Acting Sec. Manager - Strategy & Safety Management Director's Office	SM.0.1
Mr	Emmanuel	Isambert		Senior Research Officer	SM.0.1
Mr	Werner	Kleine-Bleek		Research Officer	SM.0.1
Mr	Gilles	Gardiol		Senior Impact Assessment Officer	SM.2.1
Mr	Jean Michel	Mastio		Head of Finance & Procurement Dept. / Deputy Resources & Support	RS.4
Mr	Christopher	Holgate-Romanov		Head of Applicant Services Department,	RS.3
Mr	Jean-Paul	Moreaux		Principal Coordinator - Cybersecurity	FS.4.4



	Ms	Stephanie	Rostren	Head of Legal Department & Chief Legal Adviser	ED.2
	Ms	Anna	Kouvaritaki	Strategy Development Officer	SM.2.2
	Ms	Frida	Petursdottir	Junior Aviation Professional	SM2.2
	Ms	Jolanta	Jaworska	Administrative Assistant	SM.2.2

