

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 02-2022 and the MoM of MAB 01-2022 were adopted.

(3) Review of open action items

Presenter: Chair, MAB Secretariat

The following action items were closed at the meeting:

- Member States (MS) to take action to inform operators of their obligation under Regulation (EU) 598/2014 to submit aircraft noise certificate data to the Environmental Portal. (Action 2021-02#03)
- If not already done, MS to provide the contact details of their focal points responsible for Regulation (EU) 598/2014, in order to give them access to the EASA Environmental Portal. (Action 2021-02#04)
- AB performance: EASA to organise a dedicated MAB workshop in 2022. (Action 2021-03#03)
- Updated WP to be sent to the MAB as soon as SAB consultation is complete. (Action 2022-01#03)
- Drones: MAB Members to send additional comments, if any, on this agenda item in writing after the meeting. (Action 2022-01#04)
- Following the written comments, EASA to provide a response to the MAB request for a dedicated advisory group on drones. (Action 2022-01#05)
- EASA to provide more information in writing to the MAB on the issue of the 'Repository ID'. (Action 2022-01#06)
- Include in the agenda of the next MAB meeting a further TF update with more details on the timeline for the TF deliverables as well as on the 'regulatory sandbox' approach, including spaceports, if appropriate, taking also into account the experience and ongoing work of Member States (e.g. IT). (Action 2022-01#07)
- Member States who are interested in appointing a member to the HAO Task Force to send their nomination to nathalie.le-cam@easa.europa.eu. (Action 2022-01#09)
- MAB Members are invited to raise awareness among their operators to join the EASA environmental label test phase. Interested operators can contact the label team via env.label.aviation@easa.europa.eu. (Action 2022-01#09)

In connection to EASA's open action to organise an info-session with hands-on training on the new platform (2021-02/#01), Christopher Holgate-Romanov, Head of the EASA Transformation Department, gave a short update on the status of the new collaborative platform.

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

Presenter: Chair



In the area of Information Security, the Chair invited the Member States to support the swift adoption of the regulatory package. MAB Members highlighted the importance of AMC/GM to Part-IS, and, in general, of including draft AMC/GM when publishing an Opinion. Some remaining issues with ECCAIRS were highlighted. With regards to Data4Safety, support was expressed by some MS and it was clarified by EASA that today it is partially financed from the Agency's fees & charges reserve, following approval by the Management Board. Further options for sustainable funding are being explored for the next, operational, phase. The importance of international cooperation activities in promoting European interests, also ahead of the ICAO Assembly, was emphasized by the MAB. Following request from some MS, EASA will explore the possibility to change the dates of the next MAB meeting, which currently coincides with the ICAO Assembly, and will inform the MAB swiftly.

Action 2022-02-01	EASA to inform the MAB on the final dates of the 2022-03 meeting.	EASA	05/2022
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(5) Environmental topics update ([Presentation](#)) ([Report from MAB ENV FP](#))

Presenter: Dietmar Bloemen, Alexandre Triverio (MAB ENV FP)

MAB members were updated as regards the main Q1-Q2 activities under the sustainable aviation programme, including EASA's SAF initiatives (requesting focal points for RefuelEU preparation), Label, ATM transparency WG, ICAO involvement, international cooperation projects. Several MS thanked EASA for confirming its continued engagement in ICAO's CAEP 13 cycle. MS stressed the importance of achieving a Long Term Aspirational Goal (LTAG) at ICAO level, and referred to the importance of coordination at EU level including the relevance of EASA's support on this subject, in collaboration with other MS, through its international cooperation projects. On SAF some MS referred to the ECAC/Eurocontrol paper on 'Single European SAF Map' (submitted at ECAC in May for the DGCA 158 meeting), considering the work proposed in the paper a duplication with EASA's anticipated work under Refuel EU and highlighted support to EASA's role in the Refuel EU initiative. MS further advised the Agency not to forget the business jet aviation community in its SAF activities, while other MS commented that Lower carbon aviation fuels (fossil based) should also be considered. EDA stressed the importance of working together on the common ambition for military and civil aviation to tackle environmental issues and informed of a new project on renewable energy. On the EASA labelling project, MS stressed the relevance of testing the label also with the flying public. Finally, the MAB environmental focal point gave an overview of the recent ICAO/EAEG activities, also addressing the importance of an LTAG.

Post-meeting note: as requested at the meeting, more information on the workshop on aviation sustainability and registration details can be found here: [Sustainable Pilot Training Webinar - Online | EASA \(europa.eu\)](#)

Action 2022-02-02	MS to provide a Focal Point as regards the preparation for the ReFuelEU implementation, in particular for the obligations for which interaction between the MS and EASA is required per the legislative proposal, at Environment@easa.europa.eu	MAB	09/2022
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(6) Drones Programme State of Play ([Presentation](#), [Replies to written comments](#) & [Draft TOR for Drones NAA Community](#))

Presenter: EASA Drones Team

With regards to the draft ToR for the proposed Drones NAAs Community, several MS expressed support for the overall direction but underlined the significance of formalising and empowering the group i.e.

by creating a TeB. The Agency explained that, due to the new and fast evolving sector, a more flexible structure could serve better and more efficiently at a first stage, with a view to further evolving based on this experience, as well as that compliance with the MB procedure for cases where there is strong disagreement from MS, must be ensured in all cases, regardless of the group's format. Responding to a question on the group's scope being limited to the open and specific category, it was explained that, if the scope would expand further, the overlaps with other TeBs would add too much complexity, while it would be very challenging for the members to cover all areas of expertise required. Needed synergies with the GA.TeB were also mentioned by the MAB, as well as needed links to industry stakeholders. DE re-iterated issues related to the design verification report, in particular with regards to its legal basis, which will also submit in writing. The Agency explained that it was decided at the last expert group meeting that it will be up to MS to decide whether they accept a declaration, or require verification of compliance. Regarding support to oversight, the next webinar on oversight from NAAs to UAS operators takes place on 28 June (contact drones@easa.europa.eu in case of interest). Finally there was support for the proposed Task Force on USSP certification and some MS (SE, FI, ES) expressed interest in participating.

Action 2022-02-03	EASA to respond in writing to MAB taking into account the comments received on the proposed Drones NAAs Community.	EASA	06/2022
Action 2022-02-04	EASA to send to MS ToR for the Task Force on USSP certification and ask for nominations.	EASA	06/2022

(7) Repository of Information (REPIF) - status update on draft Opinion ([Presentation](#))

Presenters: Gernot Kessler

EASA updated on the progress made by several Member States in connecting to the Broker. Furthermore, the key points as result of the recently concluded consultation on the draft Opinion were discussed. Reactions by MS during the consultation had focused primarily on data protection concerns, while no blocking issues had been identified. Together with the Opinion, an elaborate Comment Response Document will be provided by EASA, clarifying all questions raised. Finally, LU expressed interest in joining the REPIF Task Force, which was welcomed by the Agency.

(8) EASA Safety Risk Portfolio following Russian invasion of Ukraine ([Information Paper](#), [Presentation](#))

Presenter: Aigars Krastins

EASA informed that it had surveyed its safety partners to identify the safety issues stemming from the war in Ukraine. These issues should be considered by authorities in their oversight, as applicable, and by operators in their risk assessment as part of SMS. EASA was invited by the MAB to assess the long-term consequences of sanctions in particular in terms of re-integration of the different elements into the system. As a first step, the current regulatory provisions for dealing with suspended certificates and approvals could be looked at. Insight on the next steps was further provided by EASA. The MAB emphasized the need, as part of the next steps, to monitor the safety trends related to the identified safety issues and to develop mitigation measures when necessary for the issues at risk identified in the portfolio. Finally, following questions from MAB Members, it was clarified that the authorities can use the material to communicate and raise awareness to the organisations under their oversight.

(9) Evolution of ATCO training ([Presentation](#))

Presenter: Jussi Myllarniemi

MAB Members were in general supportive as regards EASA's role and the objectives to develop the ATCO licensing framework to respond to future challenges. The importance of CBTA (Competence Based Training and Assessment) was emphasised by the MAB, including its transversal nature over several aviation domains. Other points by MAB Members included the need for a coordinated European approach in the ICAO process, the possibility to extend the training scheme e.g. for AFISO's, as well as to ensure that national competent authorities have the necessary assessment training and guidance available. The importance of the human and socio-economic dimensions concerning such a new framework was also stressed. Some Members underlined that the Steering Groups established in the two strategic ATM tasks by EASA (ATCO Plan and ATM Ground equipment) should not compromise the role of the normal rulemaking groups. EASA confirmed that the strategic tasks of the Steering Groups are indeed of a different nature. Finally, some Members expressed their willingness to support the rulemaking task on ATM Ground equipment.

(10) Electronic Personnel Licences ([Presentation](#))

Presenters: Jesper Rasmussen, Francesco Gaetani, Nadia Ilieva

Some MAB Members expressed support for the Agency's preferred Option 2 (i.e. MS develop and manage an IT tool - optional to paper) - based on common technical standards), while a few others would have preferred Option 4 of a central IT system developed and managed by EASA. The Agency stated that Option 4 could be indeed considered as the best long-term objective, provided all the conditions for its achievement are fulfilled (e.g. change in the Basic Regulation). Additional time of two weeks to analyse the options together with IT experts was requested and agreed. Further comments from the MAB included the importance of the link to the repository, the need to consider UAS aspects and a call to promote the European approach at ICAO level. DE expressed interest to support the rulemaking work. Finally, it was clarified that the proposal includes all licences and not only commercial ones.

Action 2022-02-05	MAB Members to provide their preferred option in writing to nadezhda.ilieva@easa.europa.eu	MAB	01/06/2022
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(11) Upcoming draft Opinion on ground-handling ([Presentation](#) & [Supporting Material](#))

Presenter: Adina Szonyi

There was overall support and agreement to launch the focused consultation (an extension was agreed till September). Some positive aspects were highlighted such as the approach on building a strong cooperative oversight (through the rules, as well as outside) or the scalable SMS by GH service providers (GHSP). Further comments from MAB Members included: 1) the need for a communication campaign to prepare stakeholders who may not be used to working under a regulation; 2) the fact that training requirements for inspectors could be too demanding for smaller authorities - equally, language proficiency requirements could be problematic; 3) the subsequent amendments to align the ADR and Air Ops Regs (these will be included in the Opinion, while the elements to be amended have already been identified and included in the package shared with the MAB); 4) the need for stronger control of GH involving transport of dangerous goods (DG), as in other domains, either with a prior approval (although this may not be possible in a declaration regulatory regime) or a different solution (compliance with ICAO TI and Annex 18 and require DG handling under the aircraft operator's SPA.DG)

- this issue will require further analysis; 5) the fact that limiting or suspending the activity of a GHSP in a declaration regime, and especially when only one GHSP is available, would be very problematic – also to be further analysed; and 6) the need to clarify the responsibilities of EU operators for GH services provided to their aircraft and passengers at aerodromes outside the EU.

It was further clarified that, under the subsidiarity principle, MS can continue to regulate non-safety-related aspects, e.g. social or economic, at national level. The assessment of associated risk, among which the financial situation of a GHSP, is addressed in the draft GM, as a lesson learned from the COVID-19 pandemic. Finally, EASA will organise a [GH webinar on 30 June](#), as part of the focused consultation.

Action 2022-02-06	EASA to launch focused consultation on the draft GH regulation (open until 30 September 2022).	EASA	06/2022
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(12) Higher Airspace Operations (HAO) Task Force ([Presentation](#)) ([Information by EASA](#))

Presenters: Giovanni Di Antonio, TF Chair

The TF Chair presented the accelerated work plan of the TF and confirmed that the high-level regulatory structure is due to be delivered by end of this year. He also confirmed that the concept of regulatory sandbox will be developed as part of the TF work programme, to allow early deployment of HAO in Europe. The MAB Chair stressed the importance of preparing a regulatory framework to enable safe operations in the Higher Airspace. The Agency informed that EASA is also working on the regulatory sandbox concept with the objective of running a few pilot projects to test the concept and develop, based on the pilots, guidance for both the Agency and the MS. Selection criteria are being defined to identify pilot projects after the summer. The Advisory Bodies will be consulted on the draft guidance, following a presentation of the main outcomes of the pilot projects. The Commission stressed the need to get timely results, consistent with the outcome of the ECHO project and of the ICAO General Assembly i.e. by end 2022. To this effect, the Agency explained its intention for the parallel development, by end of 2022, of an “EASA HAO roadmap”, following the Best Intervention Strategy, building on the work of the ECHO project and of the TF deliverables, and including stakeholders’ consultations.

The MAB overall supported the TF and the Agency proposals. MS called for guidance on whether suborbital operations will fall under the legal regime of aviation or space and on how to address jurisdiction and liability issues for vertical launches in the exclusive economic areas over the high seas. IE highlighted the heavy coordination required among different authorities in view of the Virgin Orbit launch foreseen in Europe this year. The Agency reminded that, in any case, traffic will transit through the aviation airspace below FL600 and thus, we need to ensure that the safety and environmental conditions are not compromised. IT also informed on the ongoing activities at national level, with the development of a spaceport in southern Italy and national guidance on regulatory sandboxes.

Action 2022-02-07	The HAO TF should pursue its work with a view to deliver the high-level regulatory structure by the end of the year; in parallel and in coordination with the TF, the Agency will prepare an “EASA HAO Roadmap” also for the end of the year, clarifying as far as possible, among others, the questions by MS. <ul style="list-style-type: none"> The TF and the Agency to report progress at next MAB. 	HAO TF Chair and EASA	MAB 2022-03
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(13) Aviation Security ([Presentation](#))

Presenters: Adam Borkowski



The Agency presented an overview of EASA activities in the area of aviation security and outlined objectives and challenges. MAB Members welcomed EASA's involvement in aviation security, and stressed the importance of having a coordinated approach between safety and security, given the clear existing interdependencies. This coordination should take place at national and EU level and involve close cooperation between EASA and all the affected services of the European Commission. As a possible way forward, the MAB advised to develop a working paper or road map describing EASA's objectives and planned activities in implementing art.88 of the Basic Regulation dealing with security matters related to civil aviation, where interdependencies between safety and security exist. In this way stakeholders and affected parties could have a better understanding of EASA activities and priorities. Additionally, it was proposed by the MAB to organise a dedicated seminar on interdependencies between safety and security for the benefit of security experts.

Action 2022- 02-08	EASA to develop a paper on its objectives and planned activities in the field of aviation security and in implementing art. 88 of the BR in particular, as well as on concrete topics requiring coordination/cooperation between safety and security authorities. Furthermore, EASA to consider the organisation of a seminar with safety and security experts in 2023.	EASA	Q4 2022
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(14) AOB & Contributions from Member States

- *EASP (European Aviation Safety Programme) update – European Commission*
- *Short information on the final report '[Operational Risks with Remote Tower Co-located Operations](#)' (topic will be discussed at the Air OPS TEB of 16-18 May) - Magnus Molitor (Sweden)*
- *Implementation of the note on Principal Place of Business (PPoB) - Dirk Sajonz (Germany)*

EASP: Alfonso Arroyo for the European Commission informed of the on-going inter-service consultation on the draft new EASP and presented the main structure of the document. This edition of the EASP aims at increasing its practical functionality in terms of explaining the European system and is thus longer and more pedagogic than previous editions. The document is expected to be ready in time for a first discussion at the next EASA Committee in June, with a view of having a final version at the October EASA Committee and the adoption of the Programme in November.

Remote towers: Magnus Molitor informed the MAB on the publication of the final report by the Swedish Transport Agency on 'Operational Risks with Remote Tower Co-located Operations' including eight recommendations. The topic is being followed up in the Air OPS TeB.

PPoB: Responding to the issue raised by DE, the European Commission and EASA informed that the note is being complemented by the inputs and comments received by Member States after the discussion at February's EASA Committee and a document with standardisation guidelines is expected to be available for Member States in the next couple of months.

ES expressed concern about the continued delay in the FTL regulation for Helicopters and non-scheduled CAT aeroplane operations, and invited EASA to standardise the implementation of some requirements in the regulation, such as when pilot recurrent training/checking may be allowed to be conducted in the aircraft instead of a simulator.

Closing the meeting, the Chair thanked the MAB Members for the numerous interactions and very constructive discussions.

MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	19/05/2022
MoM approved by	Luc Tytgat	20/05/2022

Annex 1 List of Participants

Name	Surname	Country	MAB Membership
Franz	GRASER	Austria	MAB Alternate
Karin	PULEO-LEODOLTER	Austria	MAB Member
Anne-Claire	DUPAYS	Belgium	MAB Member
Selma	HODZIC	Bosnia and Herzegovina	MAB Observer
Eleonora	DOBREVA	Bulgaria	MAB Member
Irena	GRMOVSEK HUTINOVIC	Croatia	MAB Alternate
Ana	KAPETANOVIC	Croatia	MAB Member
Anastasios	ELIA	Cyprus	MAB Alternate
ANDREAS	PASPALIDES	Cyprus	MAB Member
Henrik	ELLERMANN	Denmark	MAB Member
Line	LYKKE RASMUSSEN	Denmark	MAB Alternate
Christophe	VIVIER	EDA	MAB Observer
Edvardas	MAŽEIKIS	EDA	MAB Observer
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Mari	TOODU	Estonia	MAB Member
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Sylviane	WYBO	EUROCONTROL	MAB Observer
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Dirk	SAJONZ	Germany	MAB Member
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Aivita	ĻUBĻINA-GOLDMANE	Latvia	MAB Alternate
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Laurent	KREMER	Luxembourg	MAB Alternate
Stephane	VALLANCE	Luxembourg	MAB Member
Charles	PACE	Malta	MAB Member
Carl	TABONE	Malta	MAB Member
Mileta	NIKOLIC	Montenegro	MAB Observer
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Michal	KOZŁOWSKI	Poland	MAB Member
Magdalena	OSTRIHANSKY	Poland	MAB Alternate
Duarte	SILVA	Portugal	MAB Member
Dan	STRATAN	Moldova	MAB Observer
Madalina	CATRINA	Romania	MAB Member
Cristina	DONCIU	Romania	MAB Alternate
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Anne-Marie	RAGNARSSON	Sweden	MAB Alternate
Christian	ANDRES	Switzerland	MAB Alternate
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Ertuğrul	AKÖZ	Turkey	MAB Observer
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Luc	TYTGAT	EASA	MAB Chair
Athanassios	TZIOLAS	EASA	MAB Secretariat
Marcella	MIANO	EASA	MAB Secretariat
Savina	ZAKOULA-CHERDRON	EASA	MAB Secretariat
Joana	VIEIRA GOMES	EASA	MAB Secretariat

MAB Environmental Counterparts



Name	Surname	Country	MAB Membership
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