



**MINUTES OF MEETING**

**Subject** MAB 2019-01  
**Date** 19-20 February 2019  
**Location** EASA Headquarters, Cologne, Germany  
Boeing conference room

**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
4. EASA Update
5. Rotorcraft Safety Roadmap
6. EPAS 2020 and strategy discussion
7. Eco label
8. New Basic Regulation - Reallocation of responsibility upon request of organisations – Article 65
9. Development in the Air Traffic Management/Air Navigation System domain
10. AOB
11. Fees and charges regulation review update
12. General Aviation
13. Drone disruption
10. AOB continue

<b>MoM Distribution:</b>
To all meeting participants and EASA management

<b>MoM prepared by</b>	Dominique Fouda	<b>03/04/2019</b>
<b>MoM reviewed by</b>	Luc Tytgat	<b>23/04/2019</b>

### 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.

### 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
- Point in Space (PinS) implementation at hospital heliports
- Acceptable Level of Safety Performance

### 3. Review of open action items

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

The open actions and actions of the last meeting were reviewed.

### 4. EASA Update

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

Luc Tytgat presented an update on EASA's achievements in 2018 and priorities for 2019.

**Actions:**

**1-1-2019:** MAB requested the Agency to share with the other MS the experience it is having in Greece with the support Office.

**2-1-2019:** EASA is requested to take the lead in a discussion on how Europe can have a stronger influence at ICAO, in setting global standards and impact decision making.

### 5. Rotorcraft Safety Roadmap

*Presented by Clement Audard; Rotorcraft Safety Coordinator*

Clément Audard presented the Rotorcraft Safety Roadmap after Luc had mentioned in the EASA update that Rotorcraft safety as a strategic priority for the Agency. The Member States have expressed a general support for the initiative. They confirmed the need to take action to improve Rotorcraft safety and that the priority should be put on training. The Rotorcraft Safety Roadmap is a joint activity between the NAAs, the industry and the Agency for which the support and active involvement of NAAs will be instrumental to its success.



## 6. EPAS 2020 and strategy discussion

*Presented by Régine Hamelijnck, Senior Safety Management Officer; Gilles Gardiol, Senior Impact Assessment Officer*

The MAB discussed the 2020-2024 Strategic Priorities. Many comments supported more stability in EPAS strategic priorities; these should not be discussed annually. Some items should be afforded higher priority, e.g. electric & hybrid aircraft, fatigue risks. The need to manage safety and capacity impacts of climate change was highlighted. EASA should assess whether items retained as priority increase efficiency of the system. This assessment should be part of the prioritisation, as currently done for the ATM Master Plan. MAB expressed support for integrated risk management, but requested further clarification on the concept.

### Actions:

**3-1-2019:** Member States were invited to provide further comments to the open questions included in the WP in writing by the 4th of March 2019.

## 7. Eco label

*Presented by Kai Bauer, Head of Environment Department*

Kai Bauer presented an update of the ecolabel project. The Member States generally supported the concept. To make it a success Member States pointed out the need for the clarity of the purpose of the ecolabel, the definition of the right metrics and the need for careful implementation. Some asked about the priority of the ecolabel in the current budget situation and whether EASA is the most appropriate organization to develop such a concept. The Agency confirmed that it will adopt a step by step approach and will present the concept at the Management Board meeting in June for a launch in December 2019. As regards metrics, implementation and communication, the task force will be the place to discuss and find good solutions.

## 8. New Basic Regulation; Reallocation of responsibility upon request of organisations – Article 65

*Presented by Jessper Rasmussen, Flight Standards Director*

EASA explained its intention to outsource, to the extent possible, most of the activity back to the concerned NAAs, through the partnership agreement, as indicated in the Art.65. EASA will have to develop procedures and check-lists to be used by the NAAs, following the same principles already used today for outsourced activities. It was agreed that EASA will prepare a document with high level principles that EASA intends to follow when accepting the requests for reallocation of responsibility. The document will be presented at the next MAB meeting. A pilot case exercise will be conducted to assess the case of one airline which is interested in this transfer of responsibility to EASA.

## 9. Development in the Air Traffic Management/Air Navigation System domain

*Presented by Natalie Dejace, Head of ATM/ANS & ADR Department and EASA ATM Policy Coordinator*

Nathalie Dejace presented the objective of the task force to the MAB: The Task Force is expected to provide an overview of effectiveness of existing arrangements for safety and environmental oversight of the operational plans to deal with capacity shortage issues for summer 2019 and come forward with concrete propositions



from a regulatory perspective that could help alleviate the capacity problems expected in the future. The deliverables are expected to be presented to the MB meeting in June 2019. No comments were received.

## 10. AOB

*Presented by Natalie Dejace, Head of ATM/ANS & ADR Department and EASA ATM Policy Coordinator; Frans Graser, MAB Alternate from Austria;*

PinS implementation at hospital heliports: Nathalie Dejace presented the Agency's view on the issue. PinS procedures meet the criteria of instrument approach procedures. Given the lack of a definition - and based on analysis of the Chicago Convention (article 15) as well as the content of ICAO Annex 14 ,15 and PANS-AIM - the Agency's interpretation of the term "open to public use", is that an aerodrome (and heliport) which is open to public use is not necessarily open for all purposes; its use may be limited to certain operations / types of users; a prior permission/approval may also be required for its use. In any case, "uniform treatment" of the users of an aerodrome open to public use is always required. Member States are responsible to ensure effective implementation of the relevant provisions of the Basic Regulation.

Brexit: Frans Graser, MAB Alternate from Austria provided a short presentation on the impact of Brexit on Austrocontrol and thanked the UK CAA for the good cooperation. EASA provided answers to questions related to the interpretation of the information published by EASA and the Commission so far essentially on the validity of AME certificats, ARC, and Release to service.

## 11. Fees and charges regulation review update

*Presented by Ana Fernandez de Castro, Strategy & Resources Policy Officer*

EASA gave MAB members an update of the fees and charges regulation review update. An alternative solution to the 3 solutions presented to fix the financial issues was introduced by Luc: the user contribution derived from route charges to cover part of the ATM related activities performed by EASA. This alternative solution will not be included in the draft regulation until there is a political maturity.

### Actions:

**4-1-2019:** EASA to prepare a concept paper on the user contribution.

## 12. General Aviation

*Presented by Dominique Roland, Head of General Aviation & Remotely Piloted Aircraft System*

Dominique Roland and Boudewijn Deuss presented the EASA GA 2.0 Roadmap. The Member States expressed a full support for the Agency's efforts in the GA domain. They underlined the need to make these efforts more visible and to look at the interfaces with other projects such as the electric propulsion, drones and rotorcraft projects. EASA announced the launch of the 'EASA Safety Award' at AERO 2019.



### 13. Drone disruption

*Presented by Jon Round, Head of Airspace, Air Traffic Management and Aerodromes, UK Civil Aviation Authority*

Jon Round from the UK CAA presented the lessons learnt and key considerations for handling deliberate intent to disrupt with drones, following the Gatwick events of December 2018. He stressed the following factors as very important to consider when dealing with such an event: the importance of clearly knowing who are the decision makers, the role of the regulator, handling political pressure and media management, accountabilities of key players, human behaviours when faced with something unknown, what is the rest of the world doing and the balance of risk debate.

EASA is working on 5 pillars concerning drones:

- Prevention and deterrence to reduce negligent drone uses around airports
- Airport preparedness to manage potential misuse of drones in their vicinity
- Assessment of the threat and development of adequate and proportionate responses
- Drone activity disruption
- Monitoring of occurrences

### 10. AOB continue

*Presented by Jean-Pierre Arnaud, Safety Management Expert; Eugenia Diaz Alcazar, Airworthiness Standards & Implementation Section Manager*

Acceptable Level of Safety Performance: Jean-Pierre Arnaud, the secretary of the SM TeB informed that on 14/02/2019, the SM TeB members took the decision to establish a sub-group (SG) in order to review the concept of (Acceptable) Level of Safety Performance (ALoSP) as described in ICAO Annex 19 and article 6 of (EU) 1139/2018. The deliverables of such WG are:

- Determine the challenges and obstacles of (A)LoSP
- Get a common understanding and propose a way forward for (A)LoSP using EPAS section 4.2 as a starting point; further support the SSP implementation in a European harmonized way; and
- Improve coordination with SMICG whilst supporting the current ICAO review on ALoSP in a European uniformed approach.

Complex motor-powered aircraft: it is not defined in the NBR and the Agency has to consider the references in current implementing rules.

#### Actions:

**5-1-2019:** Member States are invited to make comments or any recommendations to that (A)LoSP SG in writing by 15 May 2019 to Jean-Pierre Arnaud [jean-pierre.arnaud@easa.europa.eu](mailto:jean-pierre.arnaud@easa.europa.eu).

### Post-meeting note

In order to find a better balance between the need to assess the quality of rulemaking documents and the number of surveys that are regularly sent to advisory bodies, EASA will replace the current practice of sending quality surveys to the advisory bodies after each rulemaking publication by the incorporation of a few quality related questions within the publication of each NPA.



**Annex 1 List of actions from MAB meeting 2019-01 and previous (if needed): as at 04/04/2019**

<b>Annex 1 List of actions from MAB meeting 1-2019 and previous (if needed): as at 13/03/2019</b>				
<b>Item</b>	<b>Action (What)</b>	<b>Responsible (Who)</b>	<b>Deadline (When)</b>	<b>Status (Optional)</b>
<b>2-1-2018</b>	Consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376	Agency		Open
<b>4-1-2018</b>	Organise a dedicated meeting with MAB SG and inviting European CAEP members to set-up sustainable coordination mechanism	Agency		Open
<b>1-2-2018</b>	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	31 January 2019	Closed. Request to nominate research FP sent with draft meeting minutes from the MAB 2 2018 meeting. Document sent with draft meeting minutes from the MAB 2019-01.
<b>2-2-2018</b>	EASA to consider identifying methods of making military safety equipment and in-service experience available to the civilian market	Agency	31 January 2019	Closed. Document sent with draft meeting minutes from the MAB 2019-01.
<b>3-2-2018</b>	EASA to investigate if it could revive the research on de-/anti-icing which was previously supported by AEAI	Agency	31 January 2019	Closed. Document sent with draft meeting minutes from the MAB 2019-01.
<b>8-2-2018</b>	EASA to consider the best approach for discussing with the MAB the final draft fees and charges regulation proposal	Agency	30 September 2018	Open
<b>3-3-2018</b>	EASA to update the working paper on Article 64 and to share it with	Agency	31 January 2019	Open



	MS for further review and input			
<b>8-3-2018</b>	MS to comment on the fast-track ICAO alignment mechanism	Member States	15 January 2019	Open
<b>11-3-2018:</b>	EC/EASA/MAB to find a mechanism how information can be shared more systematically and regularly. EASA to prepare a 2 page document describing the research institutional framework in the EU and how MS participate and what role of the MAB will be	Agency	31 January 2019 for the document; to be followed by further discussions in the MAB	Closed. Document sent with draft meeting minutes from the MAB 2019-01.
<b>16-3-2018</b>	Discuss the ICAO strategy as regards priorities and the best means to influence ICAO at the next MAB SG meeting	Agency	19/20 February 2019	Open
<b>18-3-2018</b>	EASA to answer all questions from MS in relation to the opt-in of Search and Rescue Services in writing	Agency	15 January 2019	Open
<b>1-1-2019</b>	MAB requested the Agency to share with the other MS the experience it is having in Greece with the support Office	EASA	December 2019	Open
<b>2-1-2019</b>	EASA is requested to take the lead in a discussion on how Europe can have a stronger influence at ICAO, in setting global standards and impact decision making	EASA	December 2019	Open
<b>3-1-2019</b>	Member States were invited to provide further comments to the open questions included in the WP in writing by the 4th of March 2019 (Austria already commented)	Member States	4 March 2019	Closed. We received written feedback from Austria, France, Ireland, Netherlands, Sweden, Italy, Belgium



<b>4-1-2019</b>	EASA to prepare a concept paper on the user contribution	EASA	December 2019	Open
<b>5-1-2019</b>	Member States are invited to make comments or any recommendations to (A)LoSP SG in writing by 15 May 2019 to Jean-Pierre Arnaud <a href="mailto:jean-pierre.arnaud@easa.europa.eu">jean-pierre.arnaud@easa.europa.eu</a>	Member States	15 May 2019	Open

## Annex 2 List of Participants

Attendees (NAAs)	Franz	Graser	Austrocontrol	Austria
	Karin	Puleo-Leodolter	Ministry for Transport, Innovation and Technology	Austria
	Kris	Clarysse	Civil Aviation Authority	Belgium
	Eleonora	Dobreva	Civil Aviation Administration	Bulgaria
	Zlatko	Širac	Civil Aviation Agency	Croatia
	Kåre	Clemmesen	Transport, Construction and Housing Authority	Denmark
	Mette	Mette Knøth Sørensen	Transport, Construction and Housing Authority	Denmark
	Alfonso	Arroyo Fernandez	DG MOVE	European Commission
	Susanna	Metsälampi	Transport and Communications Agency	Finland
	Jari	Pöntinen	Transport and Communications Agency	Finland
	Georges	Thirion	Direction Générale de l'Aviation Civile	France
	Philippe	Auradé	Direction Générale de l'Aviation Civile	France



Dirk	Sajonz	Luftfahrt Bundesamt	Germany
Declan	Fritzpatrick	Aviation Authority	Ireland
Marco	Silanos	ENAC	Italy
Grégory	Delbeke	Ministry of Sustainable Development and Infrastructure	Luxemburg
Bob	Rieder	Ministry of Infrastructure and Watermanagement	Netherlands
Robert	Simons	Human Environment and Transport Inspectorate	Netherlands
Nina Beate	Vindvik	Civil Aviation Authority	Norway
Magdalena	Ostrihansky	International Affairs Department	Poland
Mihai Adrian	Soltuz	Civil Aviation Authority	Romania
Melita	Pristov	Ministry of Infrastructure	Slovenia
Ana	Hožič	Civil Aviation Agency	Slovenia
José	Ramirez-Ciriza	AESA	Spain
Magnus	Molitor	Transport Agency	Sweden
Anne-Marie	Ragnarsson	Transport Agency	Sweden
Francine	Zimmermann	Federal Office of Civil Aviation	Switzerland
Alexandre	Triverio	Federal Office of Civil Aviation	Switzerland
Neil	Williams	Civil Aviation Authority	United Kingdom
Jon	Round	Civil Aviation Authority	United Kingdom



	Christophe	Vivier	Single European Sky	European Defence Agency
	Marc	Deboeck	Directorate European Civil-Military Aviation	EUROCONTROL
	Mileta	Nikolic	Civil Aviation Authority	Montenegro
	Özgü	Sariünal	Directorate General of Civil Aviation	Turkey
	Oleksandr	Bilchuk	State Aviation Administration	Ukraine
Attendees (EASA)	Luc	Tytgat	Strategy and Safety Management Director	SM.0
	Jesper	Rasmussen	Flight Standards Director	FS
	Massimo	Mazzoletti	Head of Strategy & Programmes Department	SM.2
	Dominique	Roland	Head of General Aviation & Remotely Piloted Aircraft System	CT.2
	Stephanie	Rostren	Head of Legal Department & Chief Legal Adviser	ED.2
	Kai	Bauer	Head of Environment Department	CT.5
	Nathalie	Dejace	Head of ATM/ANS & ADR Department and EASA ATM Policy Coordinator	FS.4
	Christopher	Holgate-Romanov	Head of Applicant Services Department	RS.3
	Dominique	Fouda	Business, Strategy & Stakeholder Management Section Manager	SM.2.2
	Rodrigo	Priego	Safety Programmes Section Manager	SM.2.1
	Clement	Audard	Rotorcraft Safety Coordinator	CT.3
	Regine	Hamelijnck	Senior Safety Management Officer	SM2.1
	Jean-Pierre	Arnaud	Safety Management Expert	FS.2.1



	Gilles	Gardiol	Senior Impact Assessment Officer	SM2.1
	Gian Andrea	Bandieri	Principal Coordinator - Standardisation	FS
	Ana	Fernandez de Castro	Strategy & Resources Policy Officer	ED.0.1
	Thaddee	Sulocki	Principal Coordinator - Approvals & International Relations	FS
	Giulio	De-Crescenzo	Aerodromes Standards & Implementation Section Manager	FS.4.3
	Gerli	Rebane	Legal Adviser	ED.2
	Alexandra	Florin	Drones Project Manager	ED
	Maria	Algar Ruiz	UTM - SESAR Coordinator	ED
	Eugenia	Diaz Alcazar	Airworthiness Standards & Implementation Section Manager	FS.1.1
	Anna	Kouvaritaki	Strategy Development Officer	SM2.2
	Valerie	Landry-Sivel	Flight Standards Director's Office Section Manager	FS.0.1
	Jolanta	Jaworska	Administrative Assistant	SM.2.2

