

MAB Meeting Report

(1) Welcome and Introduction

Presenter: Chair

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

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

Presenter: Chair, MAB Secretariat

The Agenda of MAB 2020-03 and the MoM of MAB 2020-02 were adopted.

(3) Review of open action items

Presenter: Chair, MAB Secretariat

The following action items were closed:

- *AI 4 Review of open actions: Rotorcraft safety & lack of exposure data. MAB to continue working with national experts to obtain better exposure data for helicopter operations. MAB to provide more Member States experts to Network of Analysts focal point group. Provide nominations to NoA to Florent.MOREL@easa.europa.eu.*
- *AI 6 Artificial Intelligence Roadmap: Presentation at next MAB 2020-02 on EASA's work on reduced cockpit operations (RCO) taskforce.*
- *AI 8 ICAO: MAB to provide the summary of discussions to national ESANCG focal points to ensure appropriate coordination and avoid duplication of efforts with national focal points working with ESANCG.*
- *AI 14 Rulemaking procedure: Post-MAB addition: EASA will follow up on the use of the accelerated procedure (Art 16 MB Decision 18-2015)*
- *AI Drones : NPA 2020-07: For MS to ensure once final EASA's Decision is taken considering all comments and all parties concerns, that JARUS SORA and AMC are aligned*
- *AI SST: include SST in the rulemaking programme consultation process*
- *AI AOB Higher Airspace Operations: – written comments to EASA proposal available on SharePoint within 2 weeks after the MAB meeting.*
- *AI Just culture & ECCAIRS: Dedicate MAB 2020-03 meeting to the topic of safety intelligence, just culture and ECCAIRS, including participation from Commission to present the Staff working document resulting from the evaluation of the Occurrence Reporting regulation.*

With regards to the review of the rulemaking procedure, EASA proposed the creation of a dedicated working group, and MAB Members were invited to submit nominations within two weeks. Finally, MS emphasized the need for EASA to provide meeting documents well in advance to allow for sufficient preparation and to ensure adequate notification to the MAB.

Action	Owner	Deadline
2020-03-01 AI 3: Review of rulemaking procedure: MAB members to submit nominations for a new working group to daniel.coutelier@easa.europa.eu	MAB	15/10/2020
2020-03-02 EASA to publish MAB meeting documents on SharePoint sufficiently in advance of the meeting and inform regularly the MAB on new uploads/updates.	MAB Secretariat	Continuous

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

Presenter: Chair

After his update, the Chair emphasized EASA's willingness to keep the MAB abreast of its planning and activities. With regards to a question on the Boeing 737 MAX, EASA confirmed the objective of a coordinated, to the extent possible, return to service.

(5) RNO Programme Update - [Presentation](#)

Presenter: Eduard Ciofu (EASA)

EASA presented the work conducted in the context of the RNO project. In particular, it was noted that the measures in the Aviation Health Safety Protocol (AHSP) provide adequate protection to passengers and front-line personnel. This is however insufficient as the uncoordinated and rapidly changing entry restrictions are reducing the confidence of the traveling public and negatively influence the demand. Safety remains a priority and is being continuously monitored. The initial assumptions of fast paced recovery have not been confirmed and will require addressing certain specific issues (e.g. absorption of training backlog). Project RNO will need to evolve to account for the post-crisis reality and rely more on the established EASA processes, which are also evolving to adjust to the "new normal". The Agency will continue its monitoring efforts under the aviation Charter and will report regularly to the MS on the overall performance in ensuring the safety of passengers.

2020-03-03	AI 5: EASA to provide periodic reports to the MAB on the monitoring under the Industry Charter for COVID-19, which can be used as communication tools by the authorities on the results achieved under the AHSP.	EASA	Continuous
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(6) Drones Programme State of Play - [Presentation](#)

Presenters: Sascha Schott, Natale Di Rubbo, Ken Engelstad, Giuseppe Scannapieco, Thomas Oster (EASA)

The update by the EASA drones team raised a lot of interest and comments by the MS, including on: standards in support of the design of UAS in the open category, where the majority of MAB members considered the existing delay an issue that may affect the implementation of the open category; the development of standards for drones operated in the standard scenarios, which has not started yet and is also a concern for the MAB; standards in support of the operator's compliance with SORA; and the work remaining on U-Space at the EASA Committee, where the MS are awaiting the missing Annexes. Due to lack of sufficient time to cover all questions at an adequate level of detail, Sascha Schott proposed to process the comments and come back to the MAB with a consolidated written response.

2020-03-04	AI 6: EASA drones team to provide written answers to the questions and comments raised by MAB during the discussion on Agenda Item 06 'Drones Programme State of Play'. <i>Post-meeting note: the answers are to be appended to this report but will be submitted separately, and the MAB will be notified accordingly.</i>	EASA	02/10/2020
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(7) EPAS update - [Presentation](#)

Presenters: Regine Hamelijnc, Martin Schaefer (EASA)

On the final draft EPAS 2021-2025, Switzerland, supported by many MS, expressly thanked the Agency for having reconsidered the issue of ground-handling (GH) rulemaking (RMT.0728), and highlighted the importance of a coordinated approach, as safety issues in GH are compounded by the current crisis. It was confirmed that the publication of RMT.0251 Opinion (SMS in Part-21 & Part-145) is still planned

for this year. Clarification was provided on how the Agency defined the timelines for the MSTs (Member State Tasks) (cf. Special SM TeB meeting 24/09). Regarding questions on the origin of the three new MST actions, these stem from three BIS (weather info to pilots, airborne collision and Human Factors). EASA's proposal for new and adapted RMTs to develop environmental protection requirements for Supersonic Transport Aircraft (SST) was supported, with France and the Netherlands welcoming the development of operational requirements. Finally, MAB requested confirmation that they will be provided with the full document and 'additional opportunity to comment' and it was confirmed that the final draft would be shared by 30/09. It was clarified that this does not constitute a full, formal consultation round.

2020-03-05	AI 7: EASA to provide to the MAB the final draft of EPAS 2021-2025 and CRD by COB 30/09 for comments until 14/10. <i>Post meeting note: documents sent on 30/09</i>	EASA / MAB	30/09 for EASA and 14/10 for the MAB
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(8) European Information Sharing and Cooperation Platform on Conflict Zones - [Presentation](#)

Presenter: Denis Koehl (EASA)

Denis Koehl presented the key objectives of EASA's initiative to establish a European Information Sharing and Cooperation Platform on Conflict Zones. The complementary role in supporting the existing EU Risk Assessment mechanism, improvement in timely information sharing between MS and EU air carriers, as well as capacity building to achieve a common understanding of threats and safety/security concerns were indicated as key elements. MS (DE, NL, PL, ES, IT, FI) and aviation industry (IATA, A4E) welcomed the initiative. Close cooperation between States and stakeholders, swiftness and 24/7 availability of information, capacity building, as well the need to ensure high level of digitalization and alignment with other aviation initiative (ICAO) were raised as key topics for the implementation. Referring to comments about the relation of the initiative to the existing EU Alerting System, the EC informed that the project presented by EASA has been fully coordinated with DG MOVE / DG HOME and received their support. Concluding the discussion, the Chair thanked for the support received and invited the States being represented in PAR AG to inform their representatives about the outcome of the meeting. In relation to the financing of the tender published by EASA to support the implementation the Platform (trial version) as from early 2021, the Chair confirmed that this will be covered in full through the EC subsidy and no impact on EASA expenditures is foreseen.

2020-03-06	AI 8: European Information Sharing and Cooperation Platform on Conflict Zones: MAB Members who have a PAR AG Counterpart to liaise with them on the large support expressed, and the clarifications provided on the financing of the proposal	FR, DE, ES, FIN, PL, IR, SE	02/10/2020
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(9) Connecting the safety intelligence block – Presentations by [EASA](#) and [EC](#)

Presenters: Erick Ferrandez, Geert Kinders (EASA), Clarisa Barbero (EC)

Acknowledging that the MAB had raised several questions on different elements of the Safety Risk Management process, Erick recapped EASA vision and actions to build a Safety Intelligence (SI) landscape at European Level and explained how the Data4Safety programme will impact and power the SI landscape. Geert Kinders introduced another major positive change in the SI landscape with the upcoming entry into service of ECCAIRS 2. Finally Erick proposed to open the communication lines between the Head of Safety Intelligence (or equivalent) of the NAAs and EASA in order to have ad-hoc discussions on the European SI landscape. Several MS voiced their appreciation of the initiatives and

their support to EASA's vision. Questions were raised on the funding of Data4Safety (earmarked funds) and coordination with existing bodies (Erick underlined that the intent was to enhance this coordination by creating a sensible relay). Finally it was decided to organise a workshop that would enable MS to get more familiar with ECCAIRS 2 and the Data4Safety programmes.

Clarisa Barbero from DG MOVE made a presentation on the R376 evaluation, elaborating on the Better Regulation assessment criteria, the main findings and observations of the evaluation and the next step, which is the Commission Staff Working Document (CSWD). Clarissa clarified that the CSWD is currently on a draft form and being processed and the outcome cannot be pre-empted at this stage.

The Chair stated that the provisions of the current regulation might become incompatible with the evolution of the aviation industry and the corresponding new type of safety risks attached to drones operations and intentional cyber-attacks. Similarly the emergence of disruptive technologies might require new type of reporting requirements.

2020-03-07	AI 9: MAB Members to provide the name and email of their authority's Head of Safety Intelligence (or equivalent) to erick.ferrandez@easa.europa.eu	MAB	15/10/2020
2020-03-08	AI 9: 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 - <i>post-meeting note: intention is to plan the workshop for second half of November</i>	EASA	11/2020

(10) Cybersecurity information exchange mechanism - [Presentation](#)

Presenter: Juan Anton (EASA)

Juan Anton presented a proposal for an information exchange mechanism with the MS related to cybersecurity incidents. Comments received highlighted the importance of sharing information and supported the initiative, as well as the need to address aspects such as: coordination with existing initiatives, including appropriate discussions within the ESCP (European Strategic Coordination Platform); possible synergies with the existing Network of Analysts (NoA) for safety; the type of information to be analysed and shared (incidents, vulnerabilities...); link to possible changes to Regulation 376/2014. Some of those aspects will be discussed during the kick-off of this initiative. Replying to questions, EASA clarified that the network does not include Industry participants as the intention is to provide MS with the proper environment to freely discuss risks and actions to take and as there are other initiatives with industry participation. Following comments on resources, EASA clarified that joining this Network of Cyber Analysts is on a voluntary basis for MS and is proposing that MS contribute with experts possibly also from their national cybersecurity agencies.

2020-03-09	AI 10 Cybersecurity: MAB to provide to juan.anton@easa.europa.eu the national cyber focal points (open Action from MAB 2019-03) and persons proposed for the Network of Cybersecurity Analysts.	MAB	15/10
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(11) Environment Update – EASA [Presentation](#), Env. Focal Point [Presentation](#) and [Report](#)

Presenters: Kai Bauer, Erika Herms (EASA), Alexandre Triverio (CH)

Agenda item 11 included a presentation and report on CAEP/EAEG activities from Alexandre Triverio, acting as MAB focal point for environmental issues. This new set-up was the result of a special MAB meeting in April bringing together MAB members and their respective environmental counterparts. EASA presented the newly adopted EASA Sustainable Aviation Programme and announced that the work on the 2022 European Aviation Environmental Report (EAER) will be launched in the coming weeks. As regards the Implementation of the latest amendments of ICAO Annex 16 on noise, engine

emissions and CO₂, Erika Herms presented the related Opinion to be published before the end of 2020. The Chair pointed to the importance of this new approach in improving the information flow and co-ordination between the MAB and the European CAEP members as well as ECAC. Urs Ziegler, FOCA Head of Environment and CAEP co-chair, reiterated the need for better co-ordination between the MAB and their environmental counterparts as identified at the combined April meeting. He informed about an upcoming internal ECAC-EPMG meeting where the interaction and co-ordination will be discussed. Germany stressed that further actions towards formalising the co-ordination would be needed. Based on the feedback received, the chair proposed to engage with the EU observer to CAEP and EAEG co-chairs to develop a proposal for consideration by ECAC.

2020-03-10	AI 11 Environment: EASA to share paper on the proposed coordination mechanism between MAB/CAEP/EAEG with the MAB for consultation before providing it to EC.	EASA	10/2020
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(12) Review of Advisory Bodies' structure - [Presentation](#)

Presenters: Chair, MAB secretariat

EASA presented a proposal for a more top-down, topic-driven approach for the technical Advisory Bodies (AB) using new working methods (online meetings and collaboration) and based on a database of MAB/SAB nominated technical experts working on the basis of a MAB/SAB agreed Work Programme. While the general concept of a more efficient and agile structure was in principle supported, several comments and reservations were noted, in particular: the need for effective reporting loop between the MAB and the technical work, as well as for bottom-up communication; the importance of maintaining the TEBs and their networking role; and the importance of physical meetings in addition to WebEx for networking purposes. The Chair emphasized the need for a stronger steering role of the MAB and agreed that, while priority should be given to online meetings when more efficient and cost effective, some physical meetings will still be needed. Replying to questions, he also noted that the proposed change would not affect rulemaking consultations as performed today. Several MS requested more information and time to consult internally and EASA will organise a dedicated workshop on this topic.

2020-03-11	AI 12 AB review: EASA to publish on EAB platform the report of the Taskforce on AB performance. <i>Post meeting note: published on 01/10 – link - and the item is closed.</i>	EASA	2020-03-11
2020-03-12	AI 12: EASA to organise MAB workshop dedicated to the review of the AB structure. <i>Post-meeting note: the intention is to plan the workshop in the first week of November so as not to coincide with the EASA Committee the week before.</i>	EASA	Early November

(13) Update on REPIF (Repository of Information) Project – [Presentation](#) and [IP](#)

Presenter: Veronique Magnier (EASA)

Véronique Magnier presented the status of the repository project and the future architecture. The drones solution finalised successfully the beta-testing phase on 30 September with Ireland, and the Agency will start the production phase. The solution should be released around mid-October, in line with the planning presented at MAB 2020-01. Partnership agreement Annex 7 is ready, following MAB consultation, and will be sent to MS. It was reminded that only the MS who signed this agreement can connect with the Agency drones solution. Regarding the future architecture, the Agency will leverage

the CORAL capabilities, the Repository being a back-up system. The following points were discussed: EUCARIS questionnaire (the Agency was not involved in this initiative. EUCARIS will have to contact EASA to connect with the drones solution, as not all NAAs will be able to use EUCARIS. This would overcomplicate the solution and add delays. The drones solution does not need EUCARIS system to be connected with). The implementation of the repository will start mid-2021 with pilot licensing and airworthiness organisation approvals, the release should start from 2022, and other information added step-by-step. At some stage, the drones solution will be replaced by the repository. When developing and implementing the repository architecture, the Agency will try to ensure the compatibility, but cannot promise it. Timeline for connection with drones solution: the development and testing phase with Ireland took around one month.

The endorsement of the future repository architecture by the MAB was confirmed. The MAB 2020-01 action of to provide the contact details of drones IT focal points to Veronique Magnier remains open.

2020-03-13	AI 13 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.	MAB	
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(14) Update on DLAP project to create a digital licence for aviation pilots – [Presentation](#) and [Concept Paper](#)

Presenter: Bernard Bourdon (EASA)

Bernard Bourdon presented a financial mechanism for launching the dLAP platform. It was highlighted that the subsidy budget could be used for the one-off development of the platform, however the EC has conditioned the provision of EASA subsidies to fund this initial development of dLAP, on the firm commitment of MS to cover the operating costs, to ensure the sustainability of the system over time, and that funds can be transferred from MS to the EASA budget. The operational phase will be funded by the interested MS and is proportionate to the number of licences issued. EASA Repository of Information (art.74) enables significant savings of the operational costs due to synergies in terms of infrastructure and maintenance. Therefore, the operating costs are kept limited due to the fact that the platform would be hosted by EASA.

Asked about the timeframe, EASA indicated that it would meet the CORAL timeline (first delivery likely in 2022). Participants further inquired about the use of an independent solution already on-going for national drivers' licences, and EASA indicated that fragmented solutions might not provide all the intended dLAP services benefiting from the global data exchange between MS. Several MS (IE, DE, AT, NL, ES, NO, FI, IT, FR i.a.) confirmed support but requested more time to study the financial aspects and a formal invitation letter from EASA with the legal conditions was requested and agreed.

2020-03-14	AI 14 dLap: EASA to send invitation letter to MS requesting their formal commitment to cover the operational costs of the dLap implementation to ensure sustainability of the system.	EASA	15/10/2020
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(15) Part 21 Light – [Presentation](#) and [IP](#)

Presenters: Michael Gerhard, Boudewijn Deuss, Carl Garvie (EASA)

Carl Garvie and Boudewijn Deuss provided an overview of the draft Opinion for a Part 21 Light that will provide alleviation and proportionality for design and production organisation of aircraft that are used primarily for sports and recreational usage. MS reminded EASA of the importance of this rulemaking task and that the proposal is eagerly awaited by MS and industry. The concept and information

presented was well received. MS asked questions to better understand the proposal and made a number of comments for consideration by EASA when finalising the Opinion. In particular:

- There was significant interest in the next focussed consultation workshop with stakeholders, prior to the AB consultation which is planned end of 2020. It is expected that this workshop will address a number of outstanding queries that the NAAs might have.
- Clarification was requested on the compliance of a declared aircraft with a Restricted Certificate of Airworthiness with ICAO Annex 8 and the best means to ensure transparency for NAAs;
- The need to amend other Regulations to accommodate the Part 21 Light concept was discussed, in particular to permit the usage of declared aircraft with a Restricted Certificate of Airworthiness for training purposes;
- Germany expressed stronger reservations with the concept of the proposal and will send written comments;

The MAB offered its further support to provide advice in case of remaining outstanding issues.

2020-03-15	AI 15 Part 21 Light: EASA to keep MAB informed of the on-going focus group work and liaise with MAB before publication of the Opinion.	EASA	End 2020
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(16) Towards Single-Pilot Operations (SiPO) in CAT - [Presentation](#)

Presenter: Andrea Boiardi (EASA)

Due to extended discussions on previous agenda items and subsequent lack of time, it was agreed to take note of the presentation as shared on the EAB platform and provide written comments to EASA.

2020-03-16	AI 16: MAB to note the presentation 'Towards Single Pilot operations in CAT' and provide any questions/comments in writing to easa.stakeholder.management@easa.europa.eu	MAB	22/10
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(17) AOB

- Jesper Rasmussen presented several aspects related to **flexibility provisions** (on electric a/c Pipistrel Virus as well as COVID-related) – [Presentation](#)
- Ireland inquired on any updated risk assessment / contingency measures for the case of a hard **Brexit**. It was agreed to provide a written reply.

Post meeting note: reply provided by the European Commission Regulation (EU) No 2019/494 was intended as a contingency regulation for the situation where UK would have left without any withdrawal agreement. It was also focused only on those subjects, where the persons affected were not able to take their own preparedness measures, as was the case e.g. for pilots or the many UK-based organisations that have now applied for EASA third country approval. As we now have the withdrawal agreement in place, the need for contingency measures has further reduced. Article 41 of that agreement is crucial in this respect as it allows to continue to use any parts that were issued EASA Form 1's by UK entities before the end of the transition period. Similarly it solves the problem with the continued validity of any releases from maintenance etc. As regards the design certificates where UK will become the State of Design, the economic partnership agreement is our main focus, even if we are evidently keeping all options open and ready to react in an appropriate manner to any new developments. However it is currently important to focus on the overall agreement and we are

concentrating our efforts on forging an agreement that serves the interests of the EU Member States and their citizens optimally.

- MAB members were invited to note the preliminary dates of 2021 meetings: 17-18 February, 19-20 May, 6-7 October.

When closing the meeting, the Chair thanked in particular for all their contributions over the years Bod Rieder (NL), Chema Ramirez (ES) and Halla Sigrún Sigurðardóttir (IS) who attended their last MAB Meeting.

2020-03-17	AOB Brexit: written reply to be provided to the question of Ireland on contingency measures in case of hard Brexit.	EASA	15/10 – <i>post meeting note: reply provided in the Meeting Report and the action is closed.</i>
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MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	02/10/2020
MoM reviewed by	Luc Tytgat	02/10/2020

Annex 1: Post-meeting note - Action Item 2020-03-04 - AI 6: EASA drones team to provide written answers to the questions and comments raised by MAB during the discussion on Agenda Item 06 'Drones Programme State of Play'

Open and specific category:

- RMT 0729 (regular update of Regulations (EU) 219/945 and 2019/947): no additional changes planned. If any MS will provide an input for change (e.g. need for a new standard scenario) a rulemaking activity will be started
- RMT 0730 (regular update of AMC and GM): several activities are going on, 2 decisions will be published within Q1 2021
- NPA 2020-07 BVLOS in urban environment: a proposal was presented to the NAA on 29 September addressing all comments received. The proposal is to offer to NAA the possibility to require that UAS operators use certified UAS when they conduct operations in the medium risk of the specific category (e.g. BVLOS urban). A simplified certification process has been proposed, proportionate to the risk
- Support to implementations: 8 webinars conducted since June on a weekly basis, each focusing on one topic. 3 more planned before the end of the year
- Standards in support of the design of UAS in the open category: on 22 July ASD STAN submitted to the EC and EASA a draft of the standard. The draft was not considered mature enough to start the ballot phase. ASD STAN will provide a new schedule for the development of the standard. A meeting between EC, ASD STAN and EASA is scheduled on 9 October. The majority of MAB members considered this delay an issue that may affect the implementation of the open category. In case the extension of the limited open category should be considered. EASA will discuss with the EC and ASD STAN to verify if their recovery plan will still allow the implementation of the open category within the current schedule.
- The development of standards for drones operated in the standard scenarios did not start yet. This is also a concern for the MAB. EASA will discuss this topic with the EC.
- FR commented also that standards in support of the operator's compliance with SORA should be evaluated as priority, considering those developed and under development from EUROCAE. EASA is evaluating those standards and is planning a first NPA by the end of this year and an additional one by next year.
- SE raised a concern regarding compliance with the data protection regulation (GDPR) of the "broker solution" proposed by EASA for the exchange of information of the UAS operator registration information. The comment was provided formally to EASA during the consultation phase of the documentation on the repository. The EASA GDPR advisor had assessed compliance of EASA proposal and found no criticalities. Answer to SE comment will be provided as part of the consultation process.

U-space

- The concern from FR is noted about the fact that when developing the AMC/GM we need to consider that some high-level concepts of the U-space regulation have not been fully endorsed by some Member States. However, it is expected that most of the elements of the regulation is known (and will not drastically change) and the expert group can already start on that basis, especially regarding the U-space services. In response to the question on the nominations of experts, the final list of experts for the group on the development of AMC/GM will be established in the first week of October.
- In response to the comment from ES, the European Commission will present at the next EASA Committee the full package that includes the amendment to Reg. 2017/373 and Reg. 923/2010

(SERA) as well as the amendment to the SES2+ on the pricing aspect for the CIS. With regard to the problems mentioned around the integration between manned and unmanned aircraft, it is true that technical standards are still to be developed/validated but the Agency is following the progress of the work done in that area and will use them accordingly to ensure that air safety is properly mitigated when manned aircraft need to operate in the U-space airspace. For now, the approach of this first set of U-space regulation is at strategic and pre-tactical level.

- In response to the link with SERA and the need for traffic rules raised by NL, it is considered that there is no need for traffic rules in this first phase of U-space. It was acknowledged very early in the development of the draft regulation back in 2019 that rules of the air for unmanned aircraft should be developed but it was not possible to propose a full and coherent set of such rules in a very short timeframe at that time. But indeed, this is an area where the next step of regulation should be addressed.

Certified category

- No questions submitted on this topic

. UAS

- Objective #1: Awareness material was published already AMC/GM with decision expected Q1 2021
- Objective #2: Part 1 (public) end 2020. Parts 2 and 3 (restricted) Q1 2021
- Objective #3: Deliverable serves as input to objective #2
- Objective #4: Deliverables are the respective industry standards to be published by respective standardization entity e.g. EUROCAE
- Objective #5: 1. High level definitions, 2. analysis of related manned aviation processes as well as 3. action plan in a first instance are EASA (internal)

Geographical Zones

- Focused consultation Webinar Last week of November (date tbd)
- Advisory Bodies Consultation January/February 2021
- Decision End Q1 2021

Annex 2 List of Participants

Austria	Graser	Franz
Austria	Puleo-Leodolter	Karin
Belgium	Kleijkens	Danny
Belgium	Pauwels	Tom
Bulgaria	Dobreva	Elenora
Croatia	Kapetanovic	Ana
Czech Republic	Hezky	Vitězslav
Denmark	Bondegaard Thomsen	Niels
Denmark	Ellermann	Henrik
Estonia	Levin	Anastasia
Finland	Pontinen	Jari
France	Aurade	Philippe
France	Thirion	Georges
FYROM	Kolevski	Kire
Germany	Kamp	Raimund
Germany	Sajonz	Dirk
Greece	Sourvanos	Georgios
Hungary	Löwinger	Mate
Hungary	Varga	Erika
Iceland	Sigurdardottir	Halla
Ireland	Fitzpatrick	Declan
Italy	Nicolai	Fabio
Italy	Silanos	Marco
Lithuania	Golubevas	Andrejus
Luxembourg	Kremer	Laurent
Luxembourg	Vallance	Stephane
Malta	Tabone	Carl
Netherlands	Rieder	Bob
Norway	Aalstad	Hege Susan
Norway	Vindvik	Nina Beate
Poland	Rotter	Julian
Portugal	Seruca Salgado	Carlos
Romania	Soltuz	Adrian
Serbia	Medic	Marina
Slovak Republic	Nemecek	Martin
Slovenia	Golob	Sabina
Slovenia	Hozic	Ana
Spain	Ramirez	Jose Maria
Sweden	Molitor	Margnus
Switzerland	Andres	Christian
Switzerland	Triverio	Alexandre
Turkey	Celik	Duygu
Commission	Arroyo Fernandez	Alfonso
EDA	Vivier	Christophe

EUROCONTROL	Hughes	Philip	
A4E	Baumann	Achim	AI 8 EU Conflict Zones
A4E	Monks	John	AI 8 EU Conflict Zones
Commission	Gislev	Markus	AI 11 Environment Update
EAEG (Austria)	Deimel-Zelenka	Johannes	AI 7 EPAS & AI 11 Environment Update
EAEG (EU)	Magnus	Gislev	AI 7 EPAS & AI 11 Environment Update
EAEG (France)	Mauri	Robert	AI 7 EPAS & AI 11 Environment Update
EAEG (Germany)	Pleines-Schmidt	Frauke	AI 7 EPAS & AI 11 Environment Update
EAEG (Greece)	Chrysiopoulou	Konstantina	AI 7 EPAS & AI 11 Environment Update
EAEG (Italy)	Egoli	Silvia	AI 7 EPAS & AI 11 Environment Update
EAEG (Malta)	Camilleri	Stephen	AI 7 EPAS & AI 11 Environment Update
EAEG (Netherlands)	Lunter	Michael	AI 7 EPAS & AI 11 Environment Update
EAEG (Norway)	Hoiem	Hilde	AI 7 EPAS & AI 11 Environment Update
EAEG (Poland)	Reklewski	Tadeusz	AI 7 EPAS & AI 11 Environment Update
EAEG (Portugal)	Sousa	Artur	AI 7 EPAS & AI 11 Environment Update
EAEG (Spain)	Iglesias Sastre	Alfredo	AI 7 EPAS & AI 11 Environment Update
EAEG (Sweden)	Hankanen	Marie	AI 7 EPAS & AI 11 Environment Update
EAEG (Switzerland)	Ziegler	Urs	AI 7 EPAS & AI 11 Environment Update
EAEG (Turkey)	Kaymak	Deniz	AI 7 EPAS & AI 11 Environment Update
EAEG (Ukraine)	Kustovska	Iryna	AI 7 EPAS & AI 11 Environment Update
EBAA	Baltus	Robert	AI 8 EU Conflict Zones
EBAA	Glantz	Johan	AI 8 EU Conflict Zones
ERA	Rhodes	Nick	AI 8 EU Conflict Zones
France	Gachot	Thierry	AI 8 EU Conflict Zones
France	Longchamp	Herve	AI 8 EU Conflict Zones
France	Marcou	Nicolas	AI 6 Drones Programme State of Play
IATA	Buono	Giancarlo	AI 8 EU Conflict Zones
Lithuania	Petkuvienė	Jurgita	AI 8 EU Conflict Zones
Lithuania	Pukanasis	Aurimas	AI 8 EU Conflict Zones