

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 2023-01 and the MoM of MAB 2022-03 were adopted.

(3) Review of [open action items](#)

Presenter: Chair, MAB Secretariat

The following action items were closed at the meeting:

- EASA to organise info-session with hands-on training on the new platform (Action 2021-02/#01)
- 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 (Action 2022-02/#02)
- 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. The TF and the Agency to report progress at next MAB. (Action 2022-02/#07)
- 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. (Action 2022-02/#08)
- EASA to organise dedicated workshop on HAO. (Action 2022-03/#01)
- EASA to send to the MAB Terms of Reference of the TF on Part-IS implementation; MAB Members to nominate their members (Action 2022-03/#02)
- EASA to circulate to the MAB the list of existing UAS Focal Points. MAB to either confirm the existing FP or nominate new member/alternate to the UAS TeB by email to drones@easa.europa.eu using the TeB Nomination Form. (Action 2022-03/#03)
- Task Force on USSP/CISP certification: interested MS who have not yet nominated a member, to send their nomination to drones@easa.europa.eu (Action 2022-03/#04)
- EASA to make a proposal to the MAB on the way forward for SAR. (Action 2022-03/#05)
- Maturity Model: MAB Members to consider the current list of Group members and either confirm or appoint new members by email to Bernard.bourdon@easa.europa.eu. (Action 2022-03/#06)
- EASA to send to the MAB the summary of conclusions of the MAB Research Group of 26/10/2022. (Action 2022-03/#07)

(4) EASA Update ([Presentation](#)) ([Paper](#))
Presenter: Chair

On Part-IS implementation, the MAB welcomed EASA's approach on implementation support, while highlighting the importance of fast availability of AMC/GM, as well as of proportionality for small organisations; on the latter, it was confirmed that the regulation allows for such flexibility so that the measures are proportionate to the risks. On wastewater testing, AT informed that it was one of the first countries to introduce the measure and asked to be reflected in the overview provided by EASA. With regards to the expectation from NAAs' participation to the European network on impact of climate change on aviation (EN-ICCA), it was clarified that this will be a voluntary initiative and while active participation is expected, main objective will be to share national experience on potential risks and related mitigation. There was support for EASA's proposal for a Member State-led Task Force on Search and Rescue (SAR), IE declared their willingness to lead and welcomed EASA's support. The need to avoid duplication with ICAO activities on SAR (Task Force on EUR/NAT level) was noted as well as potential links to unmanned aircraft. On Artificial Intelligence, ES highlighted the need for a pragmatic approach which allows fast progress, and proposed to start with AI applications that are not safety-critical and where un-coupling of human and AI tasks is possible, as well as to take into account relevant developments in the ATM area. On Higher Airspace Operations (HAO), EASA invited Member States (MS) to promote with the ICAO Secretariat the proposal of a dedicated ICAO study group for addressing this new topic in a transversal manner. Finally, EASA reminded MS that do not yet have a member in the Network of Cyber Analysts and want to be associated with this work to nominate a suitable representative.

Action 2023- 01/#01	EASA to share with the MAB the video on GNSS degradation that was shown at the meeting.	EASA	The video has been added in the meeting documents on the MAB platform and the action is closed.
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(5) Update on Environmental matters ([EASA Presentation](#)) ([Presentation](#) and [Paper](#) from MAB ENV FP)
Presenter: Dietmar Bloemen, Alexandre Triverio

Several topics were raised in the discussion following EASA's presentation, and in particular: importance of the preparatory work on RefuelEU, in anticipation of the respective regulation; the expected timeframe and benefits of the SAF Clearing House initiative (to be aligned with the activities of the RLCF Alliance); the importance of the research on non-CO2 and coordination with similar initiatives outside Europe, as well as of involving the Member States – on this, EASA proposed to ensure coordination with MS via the MAB Research Group; the importance of communicating clearly on 'zero emissions' to avoid criticism of 'green washing'; the need for links between the activities of AZEA WG4, Chaired by EASA, and ICAO; and the need for coordination in the preparation of the upcoming 3rd ICAO Conference on aviation alternative fuels (CAAF). Replying to questions on the envisaged new group on Environmental Transparency, EASA informed that the Terms of Reference (ToR) and composition will be defined in close cooperation with the European Commission and communicated to MS, the main objective being to arrive at more accurate KPIs in terms of environmental performance targets in the context of the Single European Sky, and highlighted the interdependencies with safety. ES informed of the launch of a national hydrogen alliance and potential coordination/synergies with AZEA, which was welcomed by EASA.

Finally, the MAB Environmental Focal Point gave an overview of recent ECAC EAEG and ICAO CAEP Activities, including the 1st ICAO CAEP/13 Steering Group meeting, ECAC Guidance on SAF and CAAF.

(6) Drones – update on rulemaking in the certified category ([Presentation](#))

Presenter: Giuseppe Scannapieco

Main issues raised by the MAB in the ensuing discussion focused on: the definition of vertiports and alignment with the Basic Regulation (BR); potential associated costs; implementation challenges related to pre-defined routes; the definition of the final energy reserve (currently still under discussion in the expert group); and the need for close MS involvement in the upcoming amendments of Regulations 2019/947 and 2019/945. ES raised observations on the availability of a CE class marking’s list, data link requirements for BVLOS operations and the Design Verification Report (DVR) for drones operated in SAIL III, which are being discussed at the UAS TeB. IT noted that this rulemaking is not only about certified category drones but also about verticraft with pilots and passengers on board, that in EASA’s proposal are defined as VTOL capable aircraft, called for the use of temporary exemptions to manage the first CAT operations and the development of operational rules only after there is operational experience. The Agency explained that the first authorisations will indeed be on the basis of exemptions to the existing regulations, but to ensure harmonisation and a level playing field, it is important to develop the new operational rules based on today’s concrete business cases and evolve the rules as operational experience will require. With regards to pre-defined routes, EASA explained that aerospace complexity is expected, in the beginning, to be at a level similar to today’s helicopters and General Aviation traffic. On geo-zones, EASA is currently collecting issues related to implementation in view of potential amendments to the published AMC. Replying to a question, EASA informed that the current research project on drone strikes is expected to deliver its report in September and a dedicated event will be organised. FR highlighted difficulties in accessing Operational Suitability Data from manufacturers. EASA took note of this important point and invited also other MS to share any similar experience.

Finally, answering to a question on ICAO’s AAM (Advanced Air Mobility) Study Group, EASA informed that it will be represented in the group and confirmed appropriate coordination activities will be initiated with MS.

Action 2023-01/#02	EASA to present to the MAB the results of the research project on drones strikes.	EASA	Q3/Q4 2023
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(7) Data4Safety (D4S): status of development phase and proposal for a MAB/SAB Liaison function ([Presentation](#))

Presenter: Leopold Viroles

Replying to questions on potential benefits from the programme, the Agency explained that D4S targets to bring benefits at two levels: (1) at systemic level i.e. the level of the entire European aviation system hence benefits to the whole set of EASA MS and EU Aviation Industry. It is on this dimension that the MAB (at plenary level and via its participation/representation in the “Liaison Group”) is expected to support and advise; (2) benefits for the individual Members, both MS and Industry. These benefits are developed and shaped directly through the membership at the level of the D4S Programme (D4S Steering Board). In terms of the tasks of the “Liaison Group”, it was specified that it should help the programme to focus on the right priorities and with the definition of use cases, ensuring benefits at systemic level. Detailed Terms of Reference will be developed once the concept for MAB/SAB representation is agreed. Among the other issues raised were: potential links to the future repository of information, as currently the focus has been on occurrence reporting; the programme’s role in safety intelligence strategy; potential expansion of the programme’s scope beyond safety e.g. in environment,

cybersecurity, impact of severe weather conditions etc; EASA resources to support the programme – on this, EASA informed that the critical amount of resources have been secured for the development phase, internally with the reinforcement of the EASA D4S Programme team that will continue over 2023 as well as for outsourcing services (big data and data science).

Action 2023- 01/#03	MAB Members to make proposals on how the MAB could be adequately represented in the “liaison group” (contact: data4safety@easa.europa.eu)	MAB Members	03/2023
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(8) Status of the eMCO and SiPO Programme (Extended Minimum-Crew Operations and Single Pilot Operations) (Presentation)

Presenter: Andrea Boiardi

MAB Members expressed a lot of interest in this new area and raised some comments, including the challenges associated with societal acceptance (related also to cases of pilot incapacitation); the importance of support by flight crew associations; concerns on fatigue risk management and the need for thorough assessment and data before implementation; the very ambitious timeline and the need for alignment with international developments. The Agency confirmed that the activity has been included in ICAO’s Working Plan and next steps will be to start working with the affected ICAO Panels and for industry to present the technical aspects of the concept. Answering to questions on international cooperation, the Agency informed that the most advanced talks are with the US FAA. The relevant rulemaking task is scheduled for end of this year and to be completed by 2027, which is an optimistic timeline while work is proceeding with ICAO and with industry. Regarding potential age limitations, the Agency explained that several requirements are under consideration both as initial medical requirements as well as additional medical screening to mitigate risks. Finally, with regards to the important aspect of integration with ATM, SESAR JU informed of the launch of a major Research and Development project which has similar timeline and can offer synergies, which was welcomed by EASA. The Agency will continue to provide regular updates on the eMCO/SiPO project to the MAB.

(9) Testing Innovation in real life conditions - A way forward in the short term (Presentation)

Presenter: Marcella Miano

The limitations of the current BR to exploit the potential of innovative solutions and test them in real life conditions were raised by EASA and confirmed by some MS. The MAB supported the approach to use the existing tools such as the provisions of Art. 71 and Special Conditions, to support the testing of innovative products/solutions. The potential in particular in areas such as UAS and U-Space, as well as to assess the societal acceptance of new solutions and products, was highlighted by the MAB as was the need to develop the authorities’ own competences and skills in these emerging areas. NO, CH, and IT offered to share their experience from national initiatives, while SESAR JU informed of Research & Innovation initiatives in the ATM and U-Space area, promoting the concept of sandboxes to industry, which was welcomed by EASA. The Agency is in the process of identifying suitable pilot projects, which will be used to further finetune the guidance through an iterative process. The MAB Research Group will be the platform to exchange with MS and to support EASA in the development of guidance material, which will be shared with the MAB plenary once mature.

Action 2023- 01/#04	EASA to table the topic of regulatory sandboxes to the MAB Research Group in order to discuss the concept and for the Group to contribute to the drafting of the material.	EASA and MAB Research Group	Q4 2023
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(10) Priorities, challenges and opportunities for the ICAO EUR/NAT Regional Office in 2023**(Presentation)***Presenter: Nicolas Rallo (ICAO)*

The MAB Chair welcomed Mr Nicolas Rallo, Director of the EUR/NAT Regional Office of ICAO, emphasizing the importance of cooperation and synergies, which was also the objective of this discussion at the MAB. Mr Rallo presented the challenges, opportunities as well as priorities for the Regional Office in 2023 in the areas of safety, capacity and efficiency, security and facilitation, economic development, and environment. MAB Members welcomed the presentation. Responding to questions on national aviation safety plans, Mr Rallo underlined the strong cooperation with EASA on the European Aviation Safety Plan (EPAS) as the basis for the Regional Aviation Safety Plan (RASP), while pointing out that certain non-EASA States in the region need dedicated support, beyond RASP, to develop their state plans and identify critical priorities; and invited EASA and, through EASA also interested MS, to join efforts with ICAO in supporting them. Cybersecurity was identified by the MAB as an area of particular interest. Mr Rallo explained that the ICAO work on this cross-domain issue is led by the ICAO Headquarters and addressed in several ICAO regional groups as applicable. Legal aspects and the low ratification rate of the respective protocols and conventions are important aspects. He also informed that cybersecurity will be among the topics discussed at the upcoming EUR/NAT DGCA meeting focusing on 5 domains: sustainability, resilience (incl. public health and cybersecurity), collaboration for implementation support, women in aviation, and ratification of conventions and protocols. The Agency welcomed stronger dialogue, building on areas such as EPAS and the EASA/ECDC Aviation Health Safety Protocol as two examples of successful cooperation in the EUR/NAT region, as well as on managing emerging safety risks such as space weather, and thanked Mr Rallo for joining the MAB meeting.

(11) Rulemaking programme: update and exchange on Art. 6(9) of the new Rulemaking Procedure**(Presentation) (Paper)***Presenter: Michael Gerhard*

In the discussion, MAB Members stressed the importance of the new step (art. 6(9) advice on the draft final opinion) in the Rulemaking Procedure and MAB's role to identify and discuss outstanding issues. This will contribute to the efficiency of the end-to-end process and support the discussions at the EASA Committee and Expert Group. MAB members agreed with the process to seek the advice, but they reminded that the deliberation of advices received should happen through a transparent dialogue with all MS, instead of on a bilateral basis, and that the typical period given to MS to provide their advice should rather be three weeks. In exceptional cases, where there are objective reasons why the process cannot be followed, MAB members welcomed the approach taken by EASA at the end of last year for RMT.0161 to still seek for the advice; not to seek the advice is not an option in case similar cases occur again.

The MAB further welcomed EASA's willingness to ensure the timely availability of AMC/GM, underlying their role in implementation, Part-IS being an important example. On EPAS consultation, there was support for the Agency's approach, while noting that the summer holiday season should be avoided.

The new database on the transposition of SARPS was also welcomed, and the Agency was requested to investigate whether additional information can be included with an explanation on the Agency's decision for non-transposition of certain SARPs. MAB members welcomed the overview provided on the different means of consulting and seeking advice from MAB. Replying to a question on when a new

Comment Response Tool may be available, EASA informed that there is no confirmed timeline but its introduction is a priority. Finally, it was suggested to add the planned rulemaking task ‘Introduction of extended minimum-crew operations’ (RMT.0739), once launched, to the regular overview of tasks, provided to the MAB via Information Paper. Closing the discussion, the MAB Chair thanked all Members for their constructive comments on further improvements to the processes and tools which were well noted by the Agency.

Action 2023-01/#05	EASA will share with the MAB a paper providing an overview of the measures it is taking to ensure timely availability of AMC/GM.	EASA	MAB	02-2023
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(12) Update on ATM activities ([Presentation](#))

Presenter: Athanassios Tziolas

With regards to conformity assessment, the MAB welcomed EASA plans to involve closely the MS and other stakeholders in the development of AMC/GM and technical specifications, including the organisation of workshops. They also highlighted that further EASA support will be required to address the challenges foreseen in the implementation of the regulations. EASA confirmed that various means are being considered to support implementation, including webinars and supporting material. Among the issues raised was the need for clarity on the expected tasks of National Supervisory Authorities (NSAs). EASA confirmed that the related AMC/GM material is under development with priority on clearly identifying the competent authorities’ activities during the transition period, with regards to the statement of compliance and the information they will need to provide on already deployed systems. On ATCO licencing, Competency-based Training and Assessment (CBTA) was highlighted as an area where close alignment with the other domains is necessary and EASA informed that a transversal Agency task is coordinating the approach in all domains. Replying to a question from the MAB, EASA also confirmed that there is a rulemaking task which will look into combining the medical requirements of the Aircrew and ATCO regulations; while the task has been de-prioritised currently in favour of more urgent tasks, EASA is already ensuring that the requirements are aligned. Closing the discussion, the MAB Chair invited NAAs to link with and associate closely their NSAs in order to have a complete picture of the implementation and related challenges in particular on conformity assessment as well as ATM issues in general.

Information on the Common Project One – ATM Functionality 6 is available on the EASA website

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-supports-industrialisation-initial-trajectory-information-sharing-af6>

Action 2023-01/#06	ATCO Study: Reminder to MAB Members who may still want to share any previous study, material or data to the Agency	MAB	10/03/23
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(13) AOB

- Definition of “appliance”, raised by Sweden

Magnus Molitor briefly presented Sweden’s written remarks to the MAB with regards to Article 140(2) of the Basic Regulation on Transitional provisions - “Definitions”, concerning “appliances”, and potential implications on the Bilateral Agreement between USA and EU due to misalignment in the

definition of “appliance“ between EASA and the FAA. The Agency presented the next steps to address this, via RMT.0727 Subtask 3, with an NPA planned in 2024 (see detailed [Presentation](#) from EASA).

- New AltMOC module – publication of AltMOCs, raised by France

Philippe Auradé presented France’s written remarks to the MAB with regards to the possibility to use the existing Flextool and its new AltMOC module to share AltMOCs among Member States. This was supported by SE, MT and SI. The Agency noted the request for sharing more information and reminded of the differences between AltMOCs and exemptions (currently shared in the Flextool) in terms of legal basis and sensitivity of data. A potential future solution could be the inclusion of AltMOCs in the repository of information after careful assessment of the information that can be shared. It was agreed that the issue will be followed up on a bilateral basis with FR while keeping the MAB informed. Finally, there was a request to share with the MAB the presentation given at the recent information session on AltMOC module functionalities.

- Standardisation questionnaires in ATM area, raised by Estonia

Mari Toodu raised an issue of duplication of efforts and therefore resources needed for the submission of questionnaires in the ATM area, on eCMA and in preparation of audits and called for improvements to the process in order to increase efficiency and alleviate the burden on MS. EASA took note of the issue and it was agreed that it will be raised and followed up at the ATM/ANS TeB.

Action 2023-01/#07	EASA to share presentation on AltMOC module functionalities	EASA	The presentation has been uploaded on MAB platform as post-meeting document and the action is closed.
Action 2023-01/#08	EASA to provide an update to the MAB on the AOB raised by FR w.r.t. the publication of AltMOCs.	EASA	MAB 02-2023

MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	03/03/2023
MoM approved by	Luc Tytgat	03/03/2023

Annex - List of MAB Participants

Country	Surname	Name	MAB Membership
Austria	Franz	GRASER	Alternate
Austria	Karin	PULEO-LEODOLTER	Member
Belgium	Anne-Claire	DUPAYS	Member
Belgium	Kris	CLARYSSE	Member (new)
Bulgaria	Eleonora	DOBREVA	Member
Croatia	Ana	KAPETANOVIC	Member
Denmark	Gustav Kongsted	CHRISTOFFERSEN	Alternate
Denmark	Henrik	ELLERMAN	Member
EC - DG MOVE	Klaus	WINKLER	Member
ECTL	Paul	EIJSEN	Alternate
ECTL	Philip	HUGHES	Observer
EDA	Christophe	VIVIER	Alternate
Estonia	Mari	TOODU	Member
Finland	Kirsi	LAHTENMAKI-RIISTAMA	Member
France	Philippe	AURADE	Member
France	Louis	TEODORO	Alternate
Georgia	Nino	TSOTOIDZE	Observer
Germany	Raimund	KAMP	Alternate
Greece	Konstantinos	KARAGEORGIS	Member
Hungary	Mate	LOWINGER	Alternate
Iceland	Páll	PALSSON	Member
Ireland	Declan	FITZPATRICK	Member
Italy	Mario	TORTORICI	Member
Latvia	Aivita	LUBLINA-GOLDMANE	Alternate
Luxembourg	Stephane	VALLANCE	Member
North Macedonia	Kire	KOLEVSKI	Alternate
Malta	Carl	TABONE	Member
Montenegro	Mileta	NIKOLIC	Observer
Netherlands	Frederik	BLAAUW	Member
Norway	Nina Beate	VINDVIK	Member
Poland	Andrzej	KOTWICA	Member
Portugal	Cecilia	CARDOSO	Alternate
Romania	Madalina	CATRINA	Member
SESAR JU	Alain	SIEBERT	Observer
Slovakia	Martin	NEMECEK	Member
Slovenia	Sabina	GOLOB	Member
Spain	Pablo	HERNANDEZ	Member
Sweden	Anne-Marie	RAGNARSSON	Alternate
Sweden	Magnus	MOLITOR	Member
Switzerland	Alexandre	TRIVERIO	Member
Switzerland	Luca	ZAUGG	Alternate