



Summary of Conclusions

MAB 1-2018 meeting

21 - 22 March 2018

EASA Cologne Headquarters, meeting room Airbus

Organised by

**Strategy and Safety Management Directorate - (Strategy
Development and Stakeholder Management Section) SM 0.2.**

AGENDA

1. Welcome and Introduction
2. Adoption of the agenda
3. Adoption of the minutes of the previous meeting
4. Follow-up on items raised during previous meetings and Q & A for update/reports distributed in advance of the meeting
5. Update on Agency activities
6. Agency Environmental protection activities
7. EU Strategic Priorities (EPAS & SPD)
8. MAB SG
9. International Cooperation
10. GA Roadmap - the way forward
11. Fees and Charges Regulation review
12. Coordination with TeBs
13. AOB
14. Closing

Annex 1 List of Actions

MoM prepared by	Kirsti Reinartz-Krott	26.03.2018	Signature
MoM reviewed by	Luc Tytgat	18.04.2018	Signature



1. Welcome and Introduction

The Chair welcomed the attendees.

Some attendees, not having attended the MAB SG before, enquired about the objective and terms of reference of this group. The Agency explained that the amended Rules of Procedure of the MAB, including the description of the role, composition and tasks of the MAB SG will be presented for final adoption at the next MAB meeting. The Chair emphasised the top-down approach the Agency wishes to see from the MAB to the TeBs and that this group should be seen as supporting the MAB in this top-down approach. It was concluded that the MAB SG should retain its name “Strategy Group” and that external experts could be invited for specific agenda points. The Agency should provide further explanation on the links with the CAGs at the next MAB meeting.

All attendees expressed the need to discuss the implementation and understanding of the New Basic Regulation with the Agency. This should include a discussion on the role of the advisory bodies in relation to the new EC procedure using an expert group.

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 the Chair

The Agenda was adopted including the following additional AOB items:

- WS on Basic Regulation
- AT comments on the aeromedical repository
- AT comments on upset recovery training
- MB WS on Better Regulation

3. Adoption of the minutes of the previous meeting

Presented by the Chair and Kirsti Reinartz-Krott, Stakeholder Management Support Assistant

The minutes were adopted without further changes.

4. Follow up on items raised during previous meetings and Q& A for update/reports distributed in advance of the meeting.

Presented by: the Chair, Kirsti Reinartz-Krott, and Daniela Defossar, Senior Strategy Development Officer

- Action list from previous MAB meetings
The list was reviewed. Regarding the action item 13-3-2017 to provide ABs a coherent consultation process, it was explained that the SAB had set-up a TF to review the consultation process. Therefore, an Agency paper on this review has been put on hold to await the results.
- ICAO's 13th Air Navigation Conference
The Chair emphasised the importance of the coordination mechanism and urges MS to participate in this process. The Agency's role is to assist MS during the preparation, i.e. playing the role of a technical facilitator. ICAO has is seeing EASA as an RSOO. The role of EASA vis-a-vis ICAO is also in the hands of States. Furthermore, EASA has been visiting ECAC to reinforce the cooperation between EASA and ECAC.

Action:

1-1-2018: Agency to provide list of members of ECAC/EU coordination group. [Post –meeting note: Closed, the list was sent out as a post-meeting document]



5. Update on Agency activities

Presented by the Chair and Bernard Bourdon, Programme Manager - Aircrew & Medical

- Cybersecurity: Regarding the NIS directive and ongoing RMT on alignment with Regulation 376, it was suggested to consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376.

Action:

2-1-2018: The Agency to consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376

- Drones: The Chair explained that FRONTEX and EMSA are asking Agency support for cross-border-control activities. EASA announced the planning of a WS with MS involved in those operations to discuss a common operational approach.

Action:

3-1-2018: Agency to organise WS for FRONTEX/EMSA/MS operations

- Digital pilot license: The presentation raised a lot of interest and questions, in particular how it would affect existing IT systems/processes and if/when it will be extended to other certificates or licenses. The Agency presented the project as part of the digitalisation roadmap and explained that it is at a proof of concept stage. It was highlighted that mutual recognition and interoperability are crucial issues, especially when considering ramp inspections. The existing national IT systems should remain, if possible. It was suggested to use the ICAO TF to place these issues on a global level, and possibly to support ICAO in setting-up a global platform. The maritime area (IMO) has already agreed on a set of standards. Several MS offered to share their experience, e.g. FI with its driver's license and IT with its sailplane license.

6. Agency Environmental protection (EP)activities

Presented by Kai Bauer, Head of Environment Department, Stephen Arrowsmith, Chief Expert - Environmental Protection

The feedback provided by MAB members focused on

- understanding the (fragmented) responsibilities within EASA but also at EC DGs level and requesting them to be clarified as well as how EASA can better inform MS of the on-going activities;
- looking beyond certification and innovation and consider interfaces with other domains, including SES;
- how MS could incentivise innovation and how EASA should be kept in the loop by MS;
- seeing EP as a service to the citizens and not as a limiting factor, EP as a competitive advantage if done well and with public acceptance;
- Agency to take a leading role for projects, not just act as controlling entity, and to steer EP discussions to better place them into the bigger aviation picture;
- concerning electric propulsion, not to focus on certification only but also provide support to MS on implementing new technology/operations;
- fragmented data and classification of data to allow for better sharing;
- EP in the EPAS, possibly include 'safe environment promotion' activity, EASA's capacity to meet its ambitions and to prioritise the issues based on effect;
- considering people and change management issues;
- Agency support to MS and exchange of information, e.g. in CORSIA implementation, ecoPortal;
- coordination of research actions and benefits to be drawn from EC programmes, e.g. H2020, in particular in attracting funds;
- involvement of NGOs, link with ECAC and other environmental agencies;
- exchange with other European agencies, to see if they have similar EP issues;
- setting up a 'network of environmentalists' to collect data;
- 'balanced approach', with regards to 'land use', noise control', question if the EU could be more active in the field of land use planning;



The Agency took note of the above ideas and will consider these topics in its strategy. The MAB supported the suggested coordination effort with EU CAEP members and is in favour of a dedicated meeting with MAB SG and EU CAEP.

Actions:

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

5-1-2018: Agency to provide information on Eco- Portal

7. EU Strategic Priorities (EPAS & SPD)

Presented by Rodrigo Priego, Head of Safety Programmes Section, Alexander Jacobs, Business Programmes Officer

The MAB gave its support to the EPAS & SPD strategic priorities with the following additions and comments:

- candidate items for action: fatigue risk management, U-space, remote towers, approach operations/ATC;
- give more importance to drones and better reflect cross-domain approach for cybersecurity;
- reconsider segmentation by safety, level playing field, efficiency, picture becomes too blurred;
- consider a bi-yearly update of Volume 1/strategic priorities and yearly update of Vol. 2/detailed actions;
- concerns that safety promotion is treated in the same way as rulemaking tasks, with too much time pressure while it largely relies on volunteers;
- top-down approach GASP > EPAS supported as well as bottom-up approach with proposals from NoA/CAGs;
- consider also GANP and GAsEP;
- consider cross-fertilization EPAS-SSPs;
- PIAs might not be the right instrument to justify actions in the area of level playing field and efficiency since those actions are mainly triggered by industry and Standardisation;
- regarding measurement, oversight models of MS may provide clues for measuring effectiveness of actions;
- the industry should be committed to report on the effectiveness of actions;
- reporting on SMS implementation in the ATM domain might be another good example for measuring effectiveness of actions;
- suggestion to have an overall goal of 'constant safety improvement with a growing aviation industry' instead of the ICAO's '0 fatalities' ambition;
- re-check that the MAB SG discussions/input from 2017 are taken into account;
- question on how realistic it is to have additional Opinions on top of all the rules that need to be tackled in view of the new Basic Regulation;
- emphasising the systematic approach needed for evaluations;
- consider to automatically delete rulemaking tasks which haven't started within a pre-defined timeframe;
- EPAS actions should also include implementation support actions;
- SE member is going to send a research report on pilot working conditions, mental health and safety culture for EPAS action consideration

Action:

6-1-2018: MS to send further comments to draft EPAS/SPD strategic priorities by 20 April to EPAS@easa.europa.eu

8. MAB SG

Presented by the Chair, Daniela Defossar, Senior Strategy Development Officer, Franz Graser AT MAB member

The MAB Rules of Procedure establishing formally the MAB Strategy Group were accepted.

The list of proposed MAB SG items was agreed.

[Post-meeting note: the item of 'review of Advisory Bodies' was added to list later on during the meeting.]



The rapporteur of the MAB SG, Franz Graser, AT MAB member, presented the results of the MAB SG 1 March meeting. The report was noted.

9. International Cooperation

Presented by Frank Steffens, Head of International Cooperation Department, Ana Dedijer, International Cooperation Officer, Krzysztof Kedzierski, International Cooperation Officer, Mark Kieft, Safety Information Section Manager, Willy Sigl, Technical Training & ECQB Section Manager

- International Cooperation: The Agency gave a presentation on the current bilateral agreements with USA & Canada, the ongoing negotiations with China & Japan and the working arrangements and technical cooperation projects worldwide. Furthermore a briefing was given to the MAB on the outcome of the ICAO audit and services it can provide to MS in managing their audit preparation/ICAO online framework. More detailed discussions regarding USOAP and the outcome of the EASA audit will take place in the ENCMC meeting on 7 June.
- Technical training: The MAB supported the work of Common Training Initiative Group (CTIG). The Agency asked the MS to ensure that the right persons are sitting in the CTIG, and to provide domain specific aviation experts. At the next meeting on 12 April, discussions will be held how to further develop work of this group. Invitation letters, as well as follow-up letters had been sent out. The list of CTIG members will be shared with the MAB. Some MS suggested that once the results of CTIG are available, a review of some detailed AMC/GM, in particular in OPS, might be necessary as they seem incompatible with the CTIG competency-based approach. In general, the Agency will need to consider if CTIG deliverables should be reflected in AMC/GM.

Action:

7-1-2018 Agency to distribute agenda and list of CTIG nominated members. [post-meeting note. Sent following the meeting, action closed]

10. GA Roadmap – the way forward

Presented by Dominique Roland, Head of General Aviation & Remotely Piloted Aircraft Systems Department, Boudewijn Deuss, GA Project Manager

The MAB commended the work done by EASA so far.

MAB members emphasised the need for a GA strategy to avoid moving into different directions and fragmentation, or providing bespoke solutions in European rules, adding complexity to the system, e.g. modular LAPL, medical requirements. The rule books on balloons and sailplanes are perceived as another fragmentation. It is suggested to paint a vision first and then decide on the best course of action.

Some members requested the new Basic Regulation to be implemented as fast as possible, also with a view to avoid opt-outs. Discussions on the free movement of Annex I aircraft should be started soon.

It was mentioned that regulatory changes take too long, referring in particular to the EASA committee backlog. Some MAB members also mentioned that regulatory changes might not be the most appropriate means to get people interested in GA. Other means and inspirations from other areas, such as the drones, should be considered.

When considering new technology, not only the technology but whole operational concepts should be considered. The new focus on electric and hybrid aviation technology is supported and should be expanded to include whole operational concepts.

MAB members recognised that a better coordination within MS authorities is needed to gain a better acceptance of GA proposals. Nevertheless, it needs to be accepted that commercial air transport is for the benefit of more citizens and the economy as a whole and may need to take precedence over GA actions, if resources are limited.



When asked to provide exposure data, MS stated that this was difficult, as GA was missing recording tools. It was maybe easiest to approach operators and pilots/owners directly. The Agency mentioned the ARC with which such data could be collected.

One MS mentioned the lack of feedback on occurrence reports submitted to the Agency.

The Agency encouraged MS to come up with their own GA safety promotion productions, and thanked those MS having already done so.

EASA highlighted that the next EASA Safety Conference will have GA as a topic. The Conference is taking place on 6-7 November in Vienna.

It was concluded that further discussions on the GA strategy should be conducted in an upcoming MAB SG meeting.

Action:

8-1-2018 Agency to clarify lack of feedback to MS on occurrence reporting sent to Agency

11. Fees and Charges Regulation review

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

Following the Agency presentation, some MS commented that the project should include a review and possible adaptation of EASA processes. This was noted. The survey launched (ending Friday 23rd) could also provide industry comments on how to improve processes. The risk-based process is supported but concerns were raised if it is achievable.

12. Coordination with TeBs

Presented by the Chair, Daniela Defossar, Senior Strategy Development Officer and Clement Audard, Rotorcraft Safety Coordinator and R.COM Secretary

- Coordination with TeBs: The Agency stated that it wished for a more top-down approach from the MAB to the TeBs and asked for specific subjects to be discussed at the TeBs. MAB members proposed not to direct the contents of the TeB meetings, but to change the handling of the topics, which needed to take more into account the strategic approach. It was suggested to have the Chairmen of TeBs invited to MAB meetings to present their visions and work, following the example of GA at this meeting. This would promote 'horizontalisation'. It is felt that most TeBs work too domain specific and need to better consider the total system approach. Competencies of TeB members need to be described to allow for better work. The SM TeB may need a particular review, as the SM experts were knowledgeable of their system, but not of which domains could make use of such a system. The creation of a 'Commercial Aviation' TeB should be considered. It was also highlighted that the SAFA/SACA/RIGs community is disconnected from the AB structure and should be better linked. Furthermore, Authority Requirements should be tabled in one TeB, possibly the SM TeB.

On the practical side, the MAB repeated the request that the TeBs need the documents more in advance to allow for preparation by MS. Also, the MAB members admitted the need to ensure better coordination within their authority. A further addition to the list of future MAB SG topics was made with 'review of Advisory Bodies'.

- NAA participation at Rotorcraft committee: The R.COM secretary explained that due to the lack of a Rotorcraft TeB, the industry body wished to invite NAA representatives to discuss rotorcraft issues, and in particular rulemaking deliverables early on in the process. Invitations to the MAB had been sent on 29 January, with 7 countries so far answering and nominating permanent observers to the R.COM. Further NAA participants are welcome.

Action:

N/A



13. AOB

Presented by J.L. Garcia Chico, Safety Analysis Officer, Thaddee Sulocki, Principal Coordinator - Approvals & International Relations, Christian Kucher, Flight Crew Licensing Expert, Daniel Coutelier, Senior Better Regulation Officer, Chaouki Chabbi, Deputy Head of Air Crew & Medical Department

- NSA members to ATM CAG: The Agency invited the MAB members to propose NSA staff to become members of the ATM/ANS CAG. A profile would be circulated as postmeeting document as well as a nomination form to use. The nominations should be sent to jose-luis.garcia-chico@easa.europa.eu
It was explained that the FAB work was not being duplicated in the ATM CAG, but that the issues identified at FAB level would be more exposed at EU level when brought to CAG.
- EU medical repository: The AT MAB member announced comments to the project.
- Dissemination of safety information: The DE MAB alternate requested for this item to remain open in the action list. Following the finding on Germany for not disseminating its safety information correctly, the DE MAB alternate suggests for all MS to provide a receptacle for such information, be it a functional mailbox or other means, and that classifications of information might be set up. The Agency stated it was currently not in the position to find a solution, the repository introduced by the new Basic Regulation might provide an answer. It was suggested to give the task to the SM TeB.
- Introduction of the amended EU regulation 1178/2011: The NL MAB observer reminded of the end date of 8th April for the current rule on training organisations and for the new DTO rules which will not be in place by this date. The Agency informed that for the Part DTO and opt outs for sailplanes, the regulatory procedure with scrutiny at Council and EP ends on 15 April, with planned publication in June. To bridge this, the MS were invite to use the Art. 14 template, which will be shared with Air Crew TeB during the following week.
- Workshop on implementation of new Basic Regulation: The AT MAB alternate insisted on a WS or similar for the Advisory Bodies. The Agency replied that this was indeed planned, possibly by extending the October MAB meeting to three days (9-10-11 October).
- Upset recovery training: AT MAB alternate indicated that the authority cannot implement the OPS regulation due to a lack of qualified simulators, since the applicable rules in the Aircrew area are not finalised. This leads to the situation that MS can only issue AOC in non-compliance with OPS AMC. A letter has been addressed to EASA but the answer was not sufficient.

Actions:

12-1-2017 (update): SM TeB to better define safety related information and suggest a way of communicating with MS

9-1-2018 Agency to reply to AT comments on EU medical repository

The next meeting MAB meeting is taking place on 3/4 July. Part of the MAB meeting on 9/10/11 October will be dedicated to the NBR.

14. Closing

Meeting ends 13:30



Annex 1 List of actions from MAB meeting 1-2018 and previous (if needed): as at 14 05 2018				
Item	Action (What)	Responsible (Who)	Deadline (When)	Status (Optional)
12-1-2017	prepare a position paper for harmonised dissemination of safety information	FS.2 to be discussed on 10 th April	Post-meeting	Will be taken up at SM.TEB. Partially closed. Will be part of the review of Agency processes in the light of the new Basic Regulation implementation. On AOB of agenda related to functional mailbox.
13-1-2017	distribute approach to ex-post evaluations together with evaluation of Authority Requirements	Agency	Post-meeting	Open. Will be presented under a future item on 'Better Regulation'.
16-1-2017	share with MAB if possible its own ex-post evaluations undertaken	RO MAB member	MAB 2-2017	Open.
2-2-2017	consider testing integration of questionnaires with NPAs and use CRT for feedback on quality	Agency	Q1 2018	Closed. The deliverables are now accompanied with a quality survey.
7-2-2017	provide links to the authority webpages dealing with AltMoC publication	Member States	MAB 3-2017	Ongoing. AT, BE, CH, FR, NL, NO and UK have contributed. Industry requests direct links to content of AltMoCs.
17-2-2017	include final policy on PBR on agenda of next meeting	Agency	At MAB 3-2017	Will be presented under a future item on 'Better Regulation'.
13-3-2017	provide ABs a coherent consultation process for the RM deliverables and PIAs.	Agency	Post-meeting	Open.
1-1-2018	provide list of ECAC/EU coordination group.	Agency	Post-meeting	Closed
2-1-2018	consider better linking the reporting under the NIS Directive with the on-going RMT on alignment with Regulation 376	Agency		Open



3-1-2018	organise WS for FRONTEX/EMSA/MS operations	Agency		EMSA will organise Workshop, date TBD
4-1-2018	organise a dedicated meeting with MAB SG and inviting European CAEP members to set-up sustainable coordination mechanism	Agency		Open
5-1-2018	Agency to provide information on Eco- Portal	Agency		Open
6-1-2018	send further comments to draft EPAS/SPD strategic priorities by 20 April to EPAS@easa.europa.eu	MAB		Closed
7-1-2018	distribute agenda and list of CTIG nominated member	Agency	Post-meeting	Closed, the documents were sent out as post-meeting documents
8-1-2018	clarify lack of feedback to MS on occurrence reporting sent to Agency	Agency		Closed
09-1-2018	reply to AT comments on EU medical repository	Agency		Open

Annex 2 List of Participants

Attendees (NAAs)	Mr	Franz	Graser	Austrocontrol	Austria
	Mr	Kris	Clarysse	Civil Aviation Authority	Belgium
	Ms	Eleonora	Dobrev	Civil Aviation Administration	Bulgaria
	Mr	Zlatko	Sirac	Civil Aviation Agency	Croatia
	Mr	Christian	Thorhague	Transport Authority	Denmark
	Ms	Susanna	Metsälampi	Transport Safety Agency	Finland
	Ms	Jari	Pöntinen	Transport Safety Agency	Finland



	Mr	Stephane	Corcos	Direction Générale de l'Aviation Civile	France
		On behalf of Georges Thirion			
	Mr	Thomas	Von Borstel	Luftfahrt Bundesamt	Germany
	Mr	Georgios	Sourvanos	Hellenic Civil Aviation Authority	Greece
	Ms	Erika	Varga	Ministry of National Development	Hungary
	Ms	Halla	Sigurdardottir	Transport Authority	Iceland
	Mr	Brian	Skehan	Aviation Authority	Ireland
	Mr	Fritzpatrick	Declan	Aviation Authority	Ireland
	Mr	Marco	Silanos	ENAC	Italy
	Ms	Dace	Revisore	Civil Aviation Agency	Latvia
	Mr	Stephane	Vallance	Civil Aviation Administration	Luxemburg
	Mr	Carl	Tabone	Civil Aviation Directorate	Malta
	Mr	Bob	Rieder	Ministry of Infrastructure and Environment	Netherlands
	Mr	Jan Dick	Steenbergen	Observer	Netherlands
	Ms	Nina Beate	Vindvik	Civil Aviation Authority	Norway
	Mr	Martin	Němeček	Transport Authority	Slovak Republic
	Ms	Melita	Pristov	Ministry of Infrastructure	Slovenia
	Ms	Ana	Hožič	Slovenian Civil Aviation Agency	Slovenia



	Mr	José	Ramirez-Ciriza	AESA	Spain
	Mr	Magnus	Molitor	Transport Agency	Sweden
	Ms	Francine	Zimmermann	Federal Office of Civil Aviation	Switzerland
	Mr	Neil	Williams	Civil Aviation Authority	United Kingdom
	Mr	Bruno	Lassagne	Civil Aviation Directorate	Monaco
	Mr	Arthur	Edwards	Civil Aviation Directorate	Monaco
	Ms	Özgü	Sariünal	Directorate General of Civil Aviation	Turkey
	Ms	Duygu	Celik	Directorate General of Civil Aviation	Turkey
Attendees (EASA)	Mr	Luc	Tytgat	Strategy and Safety Management Director	SM.0
	Mr	Massimo	Mazzoletti	Head of Strategy & Programmes Department	SM.2
	Ms	Daniela	Defossar	Senior Strategy Development Officer	SM.0.2
	Mr	Jesper	Rasmussen	Flight Standards Director	FS.0
	Mr	Bernard	Bourdon	Programme Manager - Aircrew & Medical	FS.3
	Mr	Kai	Bauer	Head of Environment Department	CT.5
	Mr	Stephen	Arrowsmith	Chief Expert - Environmental Protection	CT.0.1
	Mr	Rodrigo	Priego	Head of Safety Programmes Section	SM.2.1
	Mr	Alexander	Jacobs	Business Programmes Officer	SM.2.2



	Mr	Frank	Steffens	Head of International Cooperation Department	SM.3
	Ms	Ana	Dedijer	International Cooperation Officer	SM.3.1
	Mr	Krzysztof	Kedzierski	International Cooperation Officer	SM.3.1
	Mr	Mark	Kieft	Safety Information Section Manager	CT.7.2
	Mr	Willy	Sigl	Technical Training & ECQB Section Manager	SM.3.3
	Mr	Dominique	Roland	Head of General Aviation & Remotely Piloted Aircraft Sys	CT.2
	Ms	Ana	Fernandez de Castro	Strategy & Resources Policy Officer	ED.0.1
	Mr	Clement	Audard	Rotorcraft Safety Coordinator	CT.3
	Mr	Jose Luis	Garcia- Chico	Safety Analysis Officer	SM.1.1
	Mr	Thaddee	Sulocki	Principal Coordinator - Approvals & International Relations,	Flight Standards Directorate
	Mr	Christian	Kucher	Flight Crew Licensing Expert,	FS.3.1
	Mr	Daniel	Coutelier	Senior Better Regulation Officer;	SM.2.1
	Mr	Chabbi	Chaouki	Deputy Head of Air Crew & Medical Department	FS.3
	Ms	Anna	Kouvaritaki	Strategy Development Officer	SM.0.2
	Ms	Regine	Hamelijnck	Senior Safety Management Officee	SM.2.1
	Ms	Frida	Petursdottir	Junior Aviation Professional	SM.0.2
	Ms	Kirsti	Reinartz-Krott	Stakeholder Management Support Assistant	SM.0.2
	Ms	Jolanta	Jaworska	Administrative Assistant	SM.0.2



Apologies	Mr	Marc	Deboeck	EUROCONTROL	
	Mr	Marcin	Szczygiel	Civil Aviation Agency	Poland
	Ms	Olja	Cokorilo	Civil Aviation Directorate	Serbia

