

MAB Meeting Report

(1) Welcome and Introduction

Presenter: Chair

The Chair opened the meeting and welcomed especially new MAB Members.

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

Presenter: Chair, MAB Secretariat

The Agenda of MAB 01-2022 and the MoM of MAB 03-2021 were adopted.

(3) Review of open action items

Presenter: Chair, MAB Secretariat

The following action items were closed at the meeting:

- 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 Aviation Health Safety Protocol (2020-03/#05).
- EASA to propose at the next MAB a paper on a Taxonomy group detailing composition, scope, mandate and strategy (2021-02/#08).
- EASA to provide to the MAB a synthetic overview of EU/EASA international cooperation activities (2021-03/#01).
- MAB members to provide additional written comments, if any, to drones@easa.europa.eu within 2 weeks (2021-03/#04).
- Review of rulemaking process: EASA to send to the MAB a draft text of the Management Board decision (2021-03/#05).
- Review of rulemaking process: EASA to organise dedicated meetings of the MAB TF and if necessary the MAB to discuss the feedback (2021-03/#06).
- EASA to organise MAB webinar on eco label (2021-03/#07).
- MAB members to provide further contributions on the two options presented by EASA to accommodate the new knowledge needs in Maintenance licenses and training to Maint_AB@easa.europa.eu (2021-03/#08).

A kind reminder for feedback on the below environmental actions was made:

- Member States to take action to inform operators of their obligation under Regulation (EU) 598/2014 to submit aircraft noise certificate data to the Environmental Portal (2021-02/#03).
- If not already done, MS to provide the contact details of their focal points responsible for Regulation (EU) 598/2014, in order to give them access to the EASA Environmental Portal (2021-02/#04).

In connection to EASA's open action to organise info-session with hands-on training on the new platform (2021-02/#01), Christopher Holgate-Romanov, Head of the EASA Transformation Department, gave a short update on the status of the new collaborative platform. Due to the integration between the collaborative tool and the access management system, the technical issues encountered in the implementation of the latter have impacted the timeframe for the rollout of the collaborative platform

beyond the pilot test cases. The Agency remains committed to resolving these with the utmost urgency and will keep the MAB updated on the progress.

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

Presenter: Chair

The MAB Chair presented a broad overview of latest developments in EASA. In international cooperation, he informed the MAB of exploratory talks with Transport Canada on a potential extension of the BASA to new Annexes (FSTD, Air Ops/TCO). Hette Hoekema, Chief Expert - Avionics & Electrical Systems, also presented the latest status with regards to 5G Potential Interference and the activities of EASA and FAA in this domain.

MAB Members welcomed the upcoming update of the Aviation Health Safety Protocol with a view of supporting a harmonised de-escalation strategy. DE reminded that one of the conclusions of the RNO Task Force (TF) has been that a robust framework is needed to address health aspects; the TF will provide a final report with lessons learnt from the crisis. The update on the Network of Cyber Analysts (NoCA) was welcomed in particular in light of the cybersecurity regulatory proposals discussed at the EASA CMT. On ECCAIRS, it was recommended to focus on functionalities that facilitate Member States' migration. Finally, it was agreed to provide regular updates on EASA events and their format (physical/web/hybrid).

Action	EASA to provide regular updates on upcoming events at MAB meetings.	EASA	Continuous
2022-01-01			

(5) Review of EASA Rulemaking procedure ([Presentation](#)) ([Draft MB Decision](#)) ([Information Paper](#))

Presenter: Michael Gerhard

The MAB welcomed the work done by EASA and the MAB Task Force on the new rulemaking procedure. The MAB considers the draft MB decision being mature and agreed that EASA presents it to the MB for adoption in a written procedure. The MAB asked EASA to also make available, as supporting document for interpretation, the rationale provided together with the draft MB Decision. MAB members asked EASA to ensure that – in case of exceptional initiation of a rulemaking task prior to its planning in EPAS – the priority is considered, also vis-à-vis other ongoing actions; furthermore, to consider in the application of the new procedure further efficiency gains through innovative meeting methods. The MAB asked the Agency to revisit in about two or three years whether the efficiency gains expected with the new MB Decision are being achieved.

Finally, to allow the MAB to prepare any advice needed, the MAB asked EASA to present regularly which deliverables are expected to be finalised within the next months.

(6) Update on rulemaking programme implementation ([Updated presentation](#))

Presenter: Michael Gerhard

The MAB welcomed the update on the rulemaking programme and identified some EPAS actions that they wish to follow in more detail. The MAB also agreed with the proposed changes in the process to establish the next EPAS edition, and in particular the split of the strategic discussion and the discussion on the EPAS action. MS thanked EASA for having taken their concerns and criticism from the previous years on that process into consideration. Further MAB comments included the need for adequate consultation of the AMC/GM on cyber security and safety concerns related to parachuting operations currently only addressed through safety promotion in EPAS. On the question of dLap, EASA took an action to come back to the MAB (cf. action below)

Action 2022-01-02	EASA to provide to the MAB a response on whether a rulemaking group will be established for dLap. <i>Post-meeting note: indeed a group is planned, with the composition intended to retain the former dLAP contributors (AT, IE) with some additional members added. EASA will reach out to the ABs when we will consult the draft ToR.</i>	EASA	02/2022 The reply is included in the Meeting Report and the action is closed.
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(7) 2022 Work Programme of the Advisory Bodies ([Draft Work Programme](#)) ([Replies to MAB Comments](#)) ([Presentation](#))

Presenters: Chair, MAB Secretariat

The MAB welcomed the Work Programme. ES noted the need to expand the current work on dLap to include ATCO licences and the Agency agreed to explore how this can be already implemented. The final version of the WP will be shared with the MAB following conclusion of the SAB consultation in the coming weeks. A further opportunity to discuss how to improve coordination between the ABs will be at the planned dedicated workshop.

Action 2022-01-03	Updated WP to be sent to the MAB as soon as SAB consultation is complete.	EASA	02/2022
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(8) Drones Programme State of Play ([Presentation](#))

EC update on the development of the Drones Strategy ([Presentation](#))

Presenters: Sascha Schott, Maria Algar Ruiz, Natale di Rubbo, Giancarlo Crivellaro – European Commission

The EASA Drones Section provided the MAB with a summary of the main achievements since last MAB and an outlook on the main upcoming deliverables. The presentation concluded with two questions addressed to the MAB (on whether a new MS-led task force should be considered to propose adaptations to EU peculiarities of the SORA Air Risk Model, and on 'specific' category remote pilot competency objectives). Main reactions of MS included a strong request for the establishment of a UAS TeB or other advisory group, criticism on design verifications, and questions on EASA organisation approvals in the domain of UAS under BR Art. 65. On design verifications, it was clarified that indeed more time is needed to continue the discussions with stakeholders on the amendments to Specific Operations Risk Assessment - SORA. EASA intends to address this topic in a dedicated ED decision planned for the second quarter of 2022, together with the comment response document (CRD) providing the answers to all comments received to NPA 2021-09. In addition to the responses provided on all topics during the meeting, EASA agreed to consider a form of formal UAS governance and come back to the MAB. Finally, for the European Commission, Giancarlo Crivellaro provided the MAB with a comprehensive update on the development of the Drones Strategy.

Action 2022-01-04	MAB Members to send additional comments, if any, on this agenda item in writing after the meeting.	MAB	22/02/2022
Action 2022-01-05	Following the written comments, EASA to provide a response to the MAB request for a dedicated advisory group on drones.	EASA	MAB 2022-02

(9) Update on REPIF (Repository of Information) Project (Presentation)

Presenter: Gernot Kessler

The recently very progressive development of the drone broker was detailed and appreciated by MAB Members. Obstructions to join the broker by a few MS are expected to be removed soon.

For the repository of information, the draft rule development has been expedited and consultation is intended to be performed before summer. Given the challenging circumstances, the project will focus on the necessary and mandatory, i.e. addressing the expectations as per Art. 74 of the Basic Regulation. Beneficial but optional elements will be deferred. As per unanimous decision by the Task Force, this goes explicitly for the earlier envisaged 'Repository ID'. EASA will inform the MAB in more detail on this technical matter in writing.

Action	EASA to provide more information in writing to the	EASA	03/2022
2022-01-06	MAB on the issue of the 'Repository ID'.		

(10) Interdependencies between civil aviation safety and related socioeconomic factors (Presentation) (Report)

Presenter: Jean-Marc Cluzeau

The MAB welcomed the Art. 89 report published by the Agency and expressed their agreement on its conclusions. Employment and working conditions of aircrew are high on the agenda of many Member States, this being a sensitive social issue at the moment. However they concurred with the Agency that there is no demonstrated correlation between the employment and working conditions at a given airline and its safety performance. The MAB concurred with the Agency proposal to further discuss possible EPAS actions on (1) focussed oversight on the implementation of Regulation 376/2014, with a focus on Just Culture and (2) a research task to map the impact of socio-economic factors on safety including the aspect of data collection. It was clarified that both the detailed scope and timing of those actions will be discussed within the ongoing EPAS cycle.

(11) Higher Airspace Operations (HAO) Task Force (Presentation)

Presenter: Giovanni Di Antonio

The MAB welcomed with interest the interim status update on the EASA HAO TF, whose task is to take preparatory actions to define the future regulatory framework on HAO. Following questions from MAB Chair and members, the TF Chair confirmed that the scope of the TF's work includes the climate and environmental aspects, as well as spaceports. The MAB supported the intention to explore, in the HAO context, the innovative notion of 'regulatory sandboxes' to facilitate the initial operations and help develop the future HAO regulatory framework. The notion still has to be defined, as part of the TF's work. It was clarified that the TF will be associated, through EASA, to the preparation of the ECAC paper for next ICAO General Assembly. The TF was invited to carefully set the target level of safety for HAO as it will structure the work. Finally, the MAB Chair called for a close involvement of EASA in the ECHO project and on the need to maintain the ECHO Library accessible after the end of the project, to support EASA's future regulatory work.

Action	Include in the agenda of the next MAB meeting a further TF update with more details on the timeline for the TF deliverables as well as on the 'regulatory sandbox' approach, including spaceports, if appropriate, taking also into account the	EASA/TF	MAB 2022-02
2022-01-07			

	experience and ongoing work of Member States (e.g. IT).		
Action 2022-01-08	Member States who are interested in appointing a member to the Task Force to send their nomination to nathalie.le-cam@easa.europa.eu	MAB	02/2022

(12) Environmental topics ([Presentation](#))

Report from the MAB Environmental Focal Point on key discussions related to ECAC EAEG and ICAO-CAEP ([Information Paper](#))

Report on Aviation Summit organised by the French Presidency of the EU Council – environmental aspects ([Presentation](#))

Presenters: Dietmar Bloemen, Alexandre Triverio, Georges Thirion

Several Member States showed their appreciation of EASA's technical expertise offered in CAEP and strongly stressed the importance of EASA's continued participation in CAEP and EAEG due to its unique certification expertise. This message was also supported by the NL environmental FP and Co-Chair of the EAEG. On the Environmental label, some MS agreed to raise awareness among their operators to join the testing phase but also requested EASA's support e.g. through the organisation of dedicated webinars with MS and their industry. MAB Members needing more information on the status of the testing phase, including participating airlines, were invited to contact EASA's label team (cf. email address below). Among the comments raised was the need for more research and coordination as regards Non-CO2 climate impact recognizing the potential contribution of SAF; the importance of the EAER as a solid reference and guide on aviation environmental matters for the EU; as well as the importance of EASA's technical support to the "Fit for 55" legislative package due to its unique aviation expertise. Following a question, it was clarified that the EAER recommendations will be published together with the EAER report in June 2022.

The MAB Environmental Focal Point briefed the MAB on key discussions related to ECAC EAEG and ICAO-CAEP, referring to the CAEP 12 meeting, SST developments, and potential agreement of an LTAG at ICAO Assembly 41.

Finally, Georges Thirion briefed the MAB on the environmental aspects and conclusions of the Aviation Summit, organized by the EU Council French Presidency (Toulouse, 4 February 2022). Concluding this agenda item, the Chair and MAB Members joined in thanking Georges for his commitment and significant contribution to the work of the EASA Advisory Bodies over the past 14 years, and wished him all the best for his retirement.

2022-01-09	MAB Members are invited to raise awareness among their operators to join the EASA environmental label test phase. Interested operators can contact the label team via env.label.aviation@easa.europa.eu .	Action Owner	MAB 2022-02
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(13) Helicopter Emergency Medical Services (HEMS) – upcoming regulatory proposals ([Updated presentation](#))

Presenters: Eric Bennett, Cristian Panait, Bernard Bourdon

HEMS Opinion - RMT.0325/326: MAB comments included concerns on opening the sector to single engines (IT) and a call for more harmonisation in SAR, being under MS control but progressively more commercialised (IE). EASA explained that, given the complexity of helicopter performance, a

compromise was found in the expert group that reviewed the comments to the NPA and highlighted the importance of the endorsement process which gives the choice and flexibility to MS.

RMT.0287(2)(b) – pilot age limits: Following the presentation, it was clarified that there is a strong demand from the rotary wing industry to extend the scope to CAT, as already envisaged in the BIS and that adequate mitigation measures would need to be defined in a RMT. There was overall consensus to move forward with completing the regulatory work on the extension of pilot age in single pilot HEMS operations without delay. There was also support by several MS to extend the scope to CAT in a second WP, NL and DE supporting the extension to include also fixed wings CAT while AT prioritizing helicopter CAT operations. To address the limited amount of data, there was a call (SE, NO) for a short peer review of the proposal by the Medical Experts' Group (MEG). Several MS reminded that this pilot age extension is already in place since many years under exemption and IT highlighted that HEMS were the most demanding conditions and a sudden incapacitation in HEMS cannot be solved only by the doctor (*post meeting clarification: that is correct, however the close cooperation with the medical crew allows early detection in between medical examinations of any signs and symptoms which may lead to incapacitation*). It was concluded to refine the planning for further extending pilot age limit in other CAT single pilot operations (rotorcraft OPS, fixed wing) under the RMT umbrella.

(14) EASA's role in the SES regulatory framework ([Presentation](#))

Presenter: Christine Berg - European Commission

Christine Berg gave a comprehensive overview of EASA's role in the current SES regulatory framework. Following her presentation, she noted that, previously, the EASA Advisory Bodies had not dealt with SES matters but this has changed with the adoption of the new EASA Basic Regulation, which has strengthened the link between EASA framework and the SES and has moved the relevant comitology process of ATM/ANS related regulatory proposals regarding safety and interoperability from the Single Sky Committee to the EASA Committee. This has also resulted in the progressive migration of some SES advisory bodies to EASA, as it has been the case of the NCP Safety Oversight Working Group. She emphasized the important role the MAB has to play in upcoming rulemaking related to ATM/ANS which will be tabled at the EASA Committee/Expert Group. This is the case, for example, of the regulatory proposal on conformity assessment of ground systems (under RMT.0161), where a swift decision-making will be key to ensure its adoption by September 2023, so early involvement of experts at national level in the work of EASA will be needed. The importance of including the dimension of civil-military cooperation was also underlined. Governance and advisory structures need to be developed together and deployed together, and EASA has an important role to play. Although the strengthening of EASA's role is an overall improvement, it can represent a challenge for the Member States having to reflect a civil-military view within EASA bodies on ATM/ANS matters.

Following a question, it was further clarified that all aspects presented were exclusive to the current framework and separate to the on-going discussions at the Council and European Parliament on the SES2+ package. Responding to a question on the draft delegated acts for conformity assessment of ATM/ANS systems and their constituents, EASA clarified that this will follow the normal rulemaking process, and an effort will be made to facilitate stakeholder understanding either through the ABs or in workshops when time allows. The Chair thanked Christine Berg for her intervention and called for the MAB to be ready to address these developments.

(15) Research & Innovation Update ([Presentation](#))

Presenter: Emmanuel Isambert

The MAB welcomed the presentation of the Agency's activities for research and innovation (R&I) and the proposal for a mini-programme dedicated to key research actions to be undertaken by public actors.

Several Members underlined the importance of building on existing arrangements made by several MS and on involving countries with limited resources for public R&I engagements into the governance. The need to liaise with other public actors than NAAs was also raised (e.g. national innovation agencies). The Members tasked the MAB Research group to work further on elaborating the concept of the mini-programme and possible next steps. It was also clarified that the R&I topics under consideration go beyond safety. EASA's offer for the possible support to the Clean Aviation and SESAR 3 State Representatives Groups was also welcomed and will be further discussed within the Research Group.

Action 2022-01-10	EASA to organise a meeting of the MAB Research Group on (i) elaborating the concept of the 'mini-programme' and next steps and (ii) setting up a process to facilitate support to national authorities participating to the two State Representatives Groups.	MAB	Q2 2022
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(16) Contributions from MAB members & AOB

Presenters: MAB Chair, Magnus Molitor, Jyrki Paajanen - European Commission, Frederik Blaauw, Stéphane Vallance

Due to the lack of time, the following AOB items were only briefly introduced by the speakers and MAB Members were invited to refer to the corresponding material published on Sharepoint and to contact them in case of questions. EASA apologised for not having the possibility to discuss more widely and welcomed feedback from MAB Members and, in case of interest, to include them in a future MAB meeting.

- Operational Risks with Remote Tower Co-located Operations, Interim Report by Swedish Transport Agency ([Report](#)) – Magnus Molitor

See also Aeronautical Information Circular on residual risk:

<https://aro.lfv.se/Editorial/View/10886/AIC%20A22022%20Alternativ%20vid%20flygning%20till%20RTC>

- Update on the work of the taskforce on gyrocopters ([Report](#)) – Frederik Blaauw
- Landing Site Minima (CAT SET IMC) ([Presentation](#)) – Stéphane Vallance

Principal Place of Business (PPoB) ([Management Board WP](#)):

Jyrki Paajanen, DG MOVE E.4, illustrated the main points of a Paper developed by the Commission services and EASA on the correct determination of PPoB of approved organisations. The correct determination of the PPoB is vital to the ability of Competent Authorities to oversee organisations effectively and to ensure the required level of safety. At the same time, the increasing existence of multinational companies has made this determination more complex and it is also evident that some companies are engaging in “authority shopping” to establish a convenient oversight regime for themselves. The Paper summarizes the applicable regulatory framework and proposes several criteria that Competent Authorities should consider when evaluating the PPoB of an organisation, recognising that a multitude of operational scenarios is possible. Considering that even if the PPoB can be determined, a multinational organisation is still a legitimate company form, and it is important that Member States organise oversight in a cooperative manner between themselves – and where relevant also EASA - so that the different operations locations of a company are covered sufficiently. Following the presentation, several Authorities concurred on the relevance of the issue and supported the Paper; the Agency confirmed that

PPoB will be given more attention in the future Agency's standardisation work. Finally, it was suggested that Authorities liaise with the Agency and the Commission on the practical application of the identified criteria, as well as on proposals for further improvement. The paper will be next discussed in the February EASA Committee and the intention is to turn it into a standardisation guideline that gives EASA and the Member States the necessary tools for their oversight.

Finally, EASA took the action to provide a reply to Ireland's question on the report required as per Article 9b of Regulation (EU) 965/2012 re peer support programmes, psychological assessment, etc (cf. below).

Action 2022-01-11	<p>EASA to provide information to the MAB with regards to the issuance of a report required by Art. 9b of Regulation (EU) 965/2012.</p> <p><i>Post-meeting note: In compliance with Regulation (EU) 2018/1042, EASA is initiating an evaluation task EVT.0011 Support programmes, psychological assessment of flight crew and the systematic and random testing of psychoactive substances. This evaluation follows the requirement in the rules that the Agency shall conduct a continuous review of the effectiveness of those provisions and to produce a first report on the results of such a review by 14 August 2023. We intend to start developing the project in 2022 by involving relevant expertise, together with assistance from the EASA Member States and EASA. We are currently drafting the ToR and discussing internally the best way forward.</i></p>	EASA	<p>02/2022</p> <p>Information added to the meeting report and the action is closed.</p>
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MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	11/02/2022
MoM approved by	Luc Tytgat	11/02/2022

Annex 1 List of Participants

Name	Surname	Country	MAB Membership
Alexandre	TRIVERO	Switzerland	MAB Member
Alfonso	ARROYO FERNANDEZ	EC	MAB Alternate
Ana	HODZIC	Slovenia	MAB Alternate
Anastasia	LEVIN	Estonia	MAB Alternate
Anastasios	ELIA	Cyprus	MAB Alternate
Andreea	PERCA	Switzerland	Invited participant
Andrejus	GOLUBEVAS	Lithuania	MAB Member
Anne-Claire	DUPAYS	Belgium	MAB Member
Anne-Marie	RAGNARSSON	Sweden	MAB Alternate
Carl	TABONE	Malta	MAB Member
Christian	ANDRES	Switzerland	MAB Alternate
Christine	BERG	EC	Invited participant
Constantino	LA SELVA	EDA	MAB Observer
Dace	REVIZORE	Latvia	MAB Member
Declan	FITZPATRICK	Ireland	MAB Member
Dirk	SAJONZ	Germany	MAB Member
Duygu	CELIK	Turkey	MAB Observer
Eleonora	DOBREVA	Bulgaria	MAB Member
Erika	VARGA	Hungary	MAB Member
Fabio	NICOLAI	Italy	MAB Member
Federico	GRANDINI	EC	Invited participant
Franz	GRASER	Austria	MAB Alternate
Frederik	BLAAUW	Netherlands	MAB Member
Georges	THIRION	France	MAB Member
Georgios	SOURVANOS	Greece	MAB Member
Giancarlo	CRIVELLARO	EC	Invited participant
Gudjon	ATLASON	Iceland	MAB Member
Henrik	ELLERMANN	Denmark	MAB Member
Jyrki	PAAJANEN	EC	Invited participant
Jose Luis	GARCIA-CHICO	EC	Invited participant
Jorge	PINTO	EC	Invited participant
Karin	PULEO-LEODOLTER	Austria	MAB Member
Kirsi	KAHTENMAKI-RISTAMA	Finland	MAB Member
Line	LYKKE RASMUSSEN	Denmark	MAB Alternate
Aivita	LUBLINA GOLDMANE	Latvia	MAB Alternate
Magdalena	OSTRIHANSKY	Poland	MAB Alternate
Magnus	MOLITOR	Sweden	MAB Member
Mari	TOODU	Estonia	MAB Member
Marina	MEDIC	Serbia	MAB Observer
Mario	TORTORICI	Italy	MAB Alternate
Martin	NEMECEK	Slovakia	MAB Member
Mate	LOWINGER	Hungary	MAB Alternate
Michal	KOZŁOWSKI	Poland	MAB Member

Mileta	NIKOLIC	Montenegro	MAB Observer
Nina	VINDVIK	Norway	MAB Member
Nino	TSOTIDZE	Georgia	MAB Observer
Pablo	HERNANDEZ-CORONADO	Spain	MAB Member
Philippe	AURADE	France	MAB Alternate
Raimund	KAMP	Germany	MAB Alternate
René	PUTTERS	Netherlands	MAB Alternate
Sotirakous	STAMOU	Greece	MAB Alternate
Stéphane	VALLANCE	Luxembourg	MAB Member
Sylviane	WYBO	Eurocontrol	MAB Observer
Luc	TYTGAT	EASA	MAB Chair
Athanassios	TZIOLOS	EASA	MAB Secretariat
Jeremy	TEAHAN	EASA	MAB Secretariat
Savina	ZAKOULA-CHERDRON	EASA	MAB Secretariat
Joana	VIEIRA GOMES	EASA	MAB Secretariat

MAB Environmental Counterparts

Name	Surname	Country	MAB Membership
Johannes	Deimel-Zelenka	Austria	MAB Environmental Counterpart
Morgan	Hansenne	Belgium	MAB Environmental Counterpart
Martina	Novackova	Czech Republic	MAB Environmental Counterpart
Jens Erik	Ditlevsen	Denmark	MAB Environmental Counterpart
Gislev	Magnus	EC	MAB Environmental Counterpart
Katja	Lohko-Soner	Finland	MAB Environmental Counterpart
Olivier	Meynot	France	MAB Environmental Counterpart
Frauke	Pleines-Schmidt	Germany	MAB Environmental Counterpart
Konstantina	Chrysikopoulou	Greece	MAB Environmental Counterpart
Ágnes	Korpádi	Hungary	MAB Environmental Counterpart
Silvia	Egoli	Italy	MAB Environmental Counterpart
Stephen	Camilleri	Malta	MAB Environmental Counterpart
Michael	Lunter	Netherlands	MAB Environmental Counterpart

Hilde	Høiem	Norway	MAB Environmental Counterpart
Tadeusz	Reklewski	Poland	MAB Environmental Counterpart
Artur	Sousa	Portugal	MAB Environmental Counterpart
Mariana	Voicu	Romania	MAB Environmental Counterpart
Alfredo	Iglesias Sastre	Spain	MAB Environmental Counterpart
Marie	Hankanen	Sweden	MAB Environmental Counterpart
Urs	Ziegler	Switzerland	MAB Environmental Counterpart
Deniz	Kaymak	Turkey	MAB Environmental Counterpart
Iryna	Kustovska	Ukraine	MAB Environmental Counterpart