

Stakeholders' Advisory Body

European Aviation Safety Agency

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SAB18 (2023-01)

14th – 15th March 2023

IATA Training Center - Madrid; Paseo de la Castellana 95; 28046 - Madrid

Meeting minutes - Final

Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.17.01	Workshop on Ecolabel to be arranged during Q1/2023. K. Winkler to confirm EU involvement.	S Anderson / EASA	Date to be confirmed.
SAB.17.02	Arrange dedicated a meeting/call on the way forward on incorporation of innovation in the training domain. To involve interested SAB members, EASA Flight Standards and training staff.	S Anderson / EASA	Action amended to focus on training.
SAB.17.05	Arrange a call with SAB CG and CAS.COM Chair on D4S participation	S Anderson	To be confirmed
	NEW ACTIONS SAB18		
SAB.18.01	SAB plenary members to review SAB 2022 annual report by 24/03/23.	All SAB Plenary members	
SAB.18.02	SAB plenary members to comment on ACI proposal on Integrating eVTOL Traffic into the Airport Environment by 27/03/23.	All SAB Plenary members	
SAB.18.03	Launch the call for associations to nominate representatives in the miscellaneous communities.	S Anderson	
SAB.18.04	Launch the nomination process for representatives in the Communities Steering Groups (CSTG).	S Anderson	
SAB.18.05	Circulate call for volunteers for leadership of AG.002 (Digitalisation) clusters 3, 4, and 5.	S Anderson	

#	Subject
1.	Coffee / arrivals
2.	Welcome and Introduction, including list of new Plenary nominations since previous meeting.
	<p>Refer to presentation.</p> <p>G. Buono welcomed members to the first SAB plenary meeting of 2023.</p> <p>S Anderson reported the following new SAB plenary members since the last meeting.</p> <ul style="list-style-type: none"> • Sinéad Quirke, Director of Safety at IAA replaces Osman Saafan as CANSO member of the SAB plenary. • Switch from Robert Alway to Ola Blomqvist as the AEI member of the SAB Plenary with Geir-Ove Eriksen as alternate. • Switch from Arik Zipser to Gianluca Carpino as an ECA Alternate to the SAB Plenary. • Laure Baltzinger replaces Eric Parelou as ASD member of the SAB Plenary with Cedric Chevrel as alternate. <p>S. Anderson noted that the SAB 2022 annual report had been circulated by email on 14/03/23.</p> <p>New Action SAB.18.01: SAB plenary members to review SAB 2022 annual report by 24/03/23.</p>
3.	Approval of agenda and minutes from SAB17 (2022-03)
	<p>The agenda was reviewed and approved.</p> <p>Comments on the minutes of SAB#17 2022-03 to be provided to the secretary by 17/03/23.</p>
4.	SAB subcommittee Briefs
	<p>a) CAS.COM – Johan Glantz The last meeting took place on 19/05/23 with the November 2023 meeting having been cancelled. Discussion points were EPAS, future of the CAS.COM and SB input to D4S. Written report to be provided post meeting.</p> <p>b) GA.COM – Michael Erb Refer to report covering the following topics.</p>

- Air Ops Requirements for GA.
- Unleaded AVGAS development.
- GNSS reversion for GA- Potential synergies with FAA NAV strategy.
- Publication of information about national parks and environmental protection zones in AIP and Charts.
- Proportionality of ATM/ANS Part-FPD (Flight Procedure Design) requirements - Possibility for smaller entities to design IFR procedures for GA.
- Certifying staff (Part-66 L-Licenses) regarding light aircraft (WP07).
- Licencing and Training requirements for GA.
iConspicuity update.

Christian Mueller questioned the timeline regarding AVGAS. It was confirmed that there is a plan in REACH programme to require authorisation for use of additive TEL. Some companies have applied for this. In the US the expected deadline is 2030. Kyle added that the US the STC from ??? is approved for fixed wing and not rotorcraft and that piston engine manufactures are evaluating the potential to add lower octane fuels to their TCs.

c) R.COM – Christian Mueller

Refer to [report](#) covering the following topics.

- Agenda Items of the last RCOM.
- Overload of the industry due to too high rate of change.
- Regulatory framework in many European countries prohibiting the best use of the helicopter.
- NPA 2022-10: Crash-Resistant Fuel Systems (CRFS)

Francois Duclos questioned whether any work is ongoing on with FAA on eVTOL. It was stated that work is just starting, divergence on regulatory frameworks in US and EU has been noted. HAI and EHA are working to identify divergence in rotorcraft rulemaking including for eVTOL and engage with regulators to promote alignment. Kyle Martin added that GAMA have written to the regulators on this topic.

d) DM.TEC – Philippe Fouchard

No meeting since the last SAB Plenary.

e) EM.TEC – Hans Mayer

Refer to [report](#) covering the following topics.

- EASA Advisory Body – New structure
- CAW rulemaking update
- AML Categories Survey Result
- Obsolete / outdated National CAW Rules
- Discussion about Article 1 of Regulation (EU) No 1321/2014
- Definitions in context with pilot/owner maintenance
- B2L Status
- Problem of CRS for some Business Jets
- RMT.0737 Electronic Licence
- D4S - Status

f) FS.TEC – Thomas Leoff

Refer to [report](#) covering the following topics.

- Working group on Immersive Training
- Outcome and status of the Focused Consultation for RMT.0190, RMT.0587 and RMT.0678.
- Re-organisation of the SAB – refer to [presentation](#)

Michel Rocca added that the CBTA issue is shared with GA. It was noted that we should learn from rulemaking experience over the last 20 years in terms of an overarching framework.

Conclusion that there is a need to be proportionate in dealing with different parts of aviation with many different types of operation across commercial and general aviation.

g) ADR.TEC – Florian Schur

Refer to [report](#) covering the following topics.

- Candidate issue: Integration of eVTOL operations into the airport environment as regards arrival & departure routes. This topic is addressed in detail under agenda item 9.

h) ATM/ANS.TEC – Tanja Grobotek

Refer to [report](#) covering the following topics.

- Improved working procedures
- ATCO action plan
- Establishment of a regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment)
- ATCO Fatigue study
- Updated rulemaking procedure.
- High level steering groups

	<ul style="list-style-type: none"> • ATCO Action plan • Rulemaking updates <p>Ansgar Sickert noted that the planned joint TEB/TEC session was a positive step and should become standard practice across all TECs/COMs. The Chair noted that this approach was a fundamental part of the intent for the revised AB structure but that it required the commitment of the member states.</p> <p>i) C.COM – Francois Duclos Refer to report covering the following topics.</p> <ul style="list-style-type: none"> • International cooperation • AEH/SW assurance development (Abstract Layer-AL) • SMS regulations and deployment • Lessons learnt on Part 21 privileges. • Non-Installed Equipment (NIE) • 737 MAX recommendation • Sustainable aviation & ecolabel • EASA Resources in Certification • SAB reorganisation <p>Kyle Martin noted that EASA and FAA have now published the Bilateral Enhancement Plan and noted that GAMA and ASD would continue to work together with other manufacturers associations on engaging with the authorities on validation matters.</p> <p>The Chair noted that from the PAR-AG report the EASA budget situation looks challenging and EASA resources may be impacted. It was noted that this topic is covered in detail under agenda item 10, report of AG.003 – PAR-AG support.</p>
<p>5.</p>	<p>EASA Progress report on Single Pilot/Extended minimum crew operations</p>
	<p>Refer to presentation.</p> <p>A. Boiardi presented the status of Status of the eMCO and SiPO Programmes (Extended Minimum-Crew Operations and Single Pilot Operations). The following aspects were covered.</p> <ul style="list-style-type: none"> • Background on eMCO and SiPO with focus on eMCO

	<ul style="list-style-type: none"> • eMCO general principles • Concepts of operations • Approach to the global safety case • Overview of ongoing streams and activities • Foreseen implementation timeline <p>The Chair highlighted the public perception issue with this topic and the need for clear and tailored communication for the pilot community and the general public.</p> <p>Roland Vermeiren highlighted the need for a new risk assessment concept for aeromedical assessments based on scientific data. EASA noted this observation and recognised the assistance required from the aeromedical community.</p> <p>Laure Baltzinger raised a question on the interaction with the ATM and whether bridge was being made between the 2 safety approaches. EASA confirmed that workshops have been held with stakeholders in order to ensure this.</p> <p>Eamon Wylie raised a question on stakeholder involvement to date. It was confirmed that OEMs, ECA, IATA, EBAA, Operators, ANSP, Member States have been involved in discussions to date. Cabin crew role has been considered for larger aircraft in terms of safety and security risks. The potential impact on ATM workers was also noted.</p> <p>The drivers behind the initiative were discussed. The Chair highlighted the need to focus on the potential positive aspects and safety benefits of this initiative whilst ensuring that safety is maintained, particularly regarding minimum crew operations and ensuring flight crew rest. ECA did not support the Chair conclusions on the use eRCO and ECA comment that we are asking for a very precautionary approach.</p> <p>Johan Glantz added that in the small jet sector with no crew rest facilities this will be a significant topic. John Monks supported the view that we should be looking at alertness and the overall management of risk across the sector.</p> <p>Luc Tytgat stated that the intent was to ensure wide stakeholder engagement on the topic that periodic presentations to the SAB and MAB on this topic and recognised the need to put greater emphasis the positive benefits.</p>
<p>6.</p>	<p>EASA updates on ATM activities</p>
	<p>Refer to presentation.</p> <p>A. Tziolas presented an update on ATM activities in EASA covering the following topics:</p> <ul style="list-style-type: none"> • Development of the AMC/GM on conformity assessment • ATCO licensing • ATCO fatigue study

	<ul style="list-style-type: none"> • Role of EASA in SESAR R/D & deployment: Initial Trajectory Information Sharing Common Project One ATM Functionality 6 (CP1 AF6) <p>The Chair asked about the readiness of EASA to deliver on upcoming certification of equipment programmes in terms of resource levels and skills. EASA stated that preliminary assessment shows that there will be adequate resource recognising that the volume of activity is not yet fully understood.</p> <p>A follow up question was raised on the ATCO licensing activity and whether there is coordination with the activity on digital pilot licensing. It was confirmed that there is full coordination on the transversal aspects.</p> <p>Tanja Grobotek offered to help facilitate engagement on ATCO fatigue and on licensing to organise a high-level workshop at CEO level to ensure the objectives are clearly understood.</p> <p>Ansgar Sickert asked a question about the timelines and methodology for subtask 4 (Aerodromes). It was confirmed that the task will be undertaken by the EASA Aerodromes section but that nothing has yet been published.</p> <p>Kyle Martin asked about manufacturing industry participation in the CP1 industrialisation forum. It was stated that the following have currently been agreed, Airbus, Boeing, Dassault and ASD. GAMA will follow up separately on this.</p> <p>Ken Delaney questioned whether ADS-C would be mandated and requested early engagement with industry for planning purposes and to avoid bottlenecks in the supply chain. Operators as well as OEMs need to be involved.</p>
<p>7.</p>	<p>Environmental matters update</p>
	<p><u>Industry Report</u></p> <p>Refer to presentation.</p> <p>T. Grobotek presented the industry report on environmental matters focused on Destination 2050 and the CANSO Green ATM Accreditation Programme.</p> <p>The need to expedite the open action to organise a dedicated workshop on Ecolabel was noted.</p> <p>The discussion on AZEA from the closed session was mentioned and the need to coordinate within associations and with EASA on AZEA outcomes.</p> <p>Luc Tytgat stated that EASA are willing to consider what already exists and what makes sense with respect to ATM. One criterion will be to comply with Commission requirement to not give the impression of supporting greenwashing. A dedicated Ecolabel workshop will be supported by EASA. On AZEA it was noted that this is not a DG-MOVE initiative and has been launched by DG-DEFIS in support of the Aeronautics Industry Policy. It is focussed on delivering a report to show the conditions to be met in order to certify zero emissions aircraft, including all the supporting infrastructure.</p>

	<p><u>EASA Report</u></p> <p>Refer to presentation.</p> <p>D. Bloemen presented the EASA report on environmental matters covering the following topics:</p> <ul style="list-style-type: none"> • ATM/ANS Environmental Transparency Working Group • Status SAF projects: RefuelEU preparation, EU Clearing House, Fuel Standards • EASA participation to AZEA Industrial Alliance • Environmental protection in international cooperation • Launch of Non-CO2 research project <p>Michael Erb raised a question on whether there is an intent to consider sustainable AV-GAS. While min focus is JET-A1, AV-GAS could be considered, and EASA would be happy to receive input from the GA community to shape any future activity.</p> <p>Francois Duclos suggested that regarding AZEA we should make a clear distinction between what the 2 groups within AZEA and CONCERTO are doing to avoid overlap given the EASA resource constraints. It was suggested that one or other should lead and feed the other activity. Luc Tytgat agreed and are committed that CONCERTO conclusions should be used by the AZEA partners and that SAB members within AZEA have a role to play in this through their direct involvement in AZEA and through the SAB. Dietmar Bloemen also noted that whilst there is some potential overlap in scope, AZEA is also looking at other aircraft types in addition to those considered by CAJU / CONCERTO. It was noticed that AZEA WG is not expected to go into the detail of means of compliance but rather to identify the regulatory barriers to facilitate technology uptake.</p> <p>Kyle Martin raised a question on the planned pilot project on Jet Fuel standards (slide 18). A concern was expressed about the creation of a parallel or competing standards to ASTM standards in place for many years. It was stated the European Parliament request to EASA to lead this is a positive move in that the aviation sector will be defining the certification requirements rather than DG-CLIMA or DG-ENVIRONMENT.</p>
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8.	<p>Preparations for summer 2023 disruption</p> <p>E. Ciofu and J. Rasmussen reported on the EASA preparations for potential disruption in summer 2023.</p> <p>The approach is start planning earlier than 2022 where the ramp up of aviation was somewhat faster than anticipated. The analysis to map potential risks from disruption is being revised. An EASA event initiated during the COVID recovery – Aviation Safety</p>
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	<p>Week will take place this year. An update to the Safety Information Bulletin issued in 2022 is also planned for 2023. This will also address ground services. Industry feedback is welcome.</p> <p>The Chair noted the need to take care of avoiding duplication and asked if hazards and concrete measures have been identified. EASA responded that the creation of a hazard register is underway and that this would form the basis for the safety promotion campaign. It was noted that some work had already been done at Commission level regarding all risks and that any safety related aspects from this may be of use.</p> <p>The need to improve the sharing of real time weather information with Europe was highlighted by ECA. ECA stress the need of monitoring the Crew Fatigue and the roster, transit margin to avoid the misuse of Captain Discretion to extend the FTL.</p> <p>Nikki Jones noted that the importance of considering crew training and fatigue reporting within the safety week promotion activities. The opportunity to share experience on such topics at the upcoming SAFE360 event was noted by EASA.</p> <p>The Chair emphasised the importance of standardisation across Member States.</p> <p>Carol Sharkey emphasised the need to avoid duplication and to avoid overly prescriptive guidance material, noting that the industry should be in a better position than for summer 2022.</p>
<p>9.</p>	<p>SAB Closed Session</p>
	<p>Closed session discussion on the following topics.</p> <p>a) SAB concerns with current AZEA approach Refer to <u>presentation</u>.</p> <p>Gilles Garrouste presented an assessment of the regulatory elements of the AZEA (Alliance for Zero Emission Aviation) programme relative to the role of the SAB. An overlap between AZEA WG 4 and the role of the SAB Plenary and with CAJU projects has been identified. A potential way forward would be to merge the AZEA WG into the SAB framework under the new RoP with EASA remaining the lead organisation. EASA stated that it is not possible to change the current set up as this is a DG-DEFIS initiative while EASA is within DG-MOVE. The problem of awareness of projects between DG-MOVE and DG-DEFIS was discussed. The potential of putting in a link between the projects was discussed. EASA have given assurances that the SAB will have visibility of AZEA outputs. It was considered that if there was greater awareness of the SAB and its working groups, the issue may have been prevented as the SAB may have been approached earlier. It is hoped that the new IT tool will help with this in terms of ease of dissemination of information and availability to a wider audience.</p>

	<p>It was proposed that SAB members involved in AZEA working groups should keep the SAB advised of the status of AZEA projects as necessary.</p> <p>b) Integrating eVTOL Traffic into the Airport Environment - ACI proposal Ansgar Sickert described an ACI proposal for the SAB to submit a candidate issue proposal form to EASA on the topic of integrating eVTOL Traffic into the Airport Environment for small and medium airports. This aspect is not currently included in the EPAS.</p> <p>New Action SAB.18.02: SAB plenary members to comment on ACI proposal on Integrating eVTOL Traffic into the Airport Environment by 27/03/23.</p> <p>c) Sub Orbital Flights Nikki Jones raised a question on EASA involvement in sub-orbital passenger flights in relation to some upcoming activity in Italy. It was agreed to raise the topic with EASA in the open session.</p>
<p>10.</p>	<p>SAB Activity Group feedback</p>
	<p>G. Garrouste presented summaries of the following activity groups.</p> <p>AG.001 – Implementation of the SAB RoP v2022 – Link to presentation</p> <p>The nomination process for the CSTG will be at sector level with agreement required among the associations.</p> <p>GB raised a question on the Drones. Filippo Tomasello currently represents this sector in AG.001. Whilst drones and eVTOL have a community in the new structure there will need to representation of this sector with the other Communities.</p> <p>It was noted that there is a wide range of drone types, and it will be necessary to ensure that the full range is represented. Also noted that eVTOL are different as they will carry passengers.</p> <p>New Action SAB.18.03: S Anderson to launch the call for associations to nominate representatives in the miscellaneous communities.</p> <p>New Action SAB.18.04: S Anderson to launch the nomination process for representatives in the Communities Steering Groups (CSTG).</p> <p>AG.002 – Digitalisation – Link to presentation</p>

	<p>Gilles Garrouste presented a status of activities on Digitalisation.</p> <p>2 of the 5 identified clusters are working actively.</p> <p>Leadership is sought for the following clusters:</p> <ul style="list-style-type: none"> • 3- Safety information / occurrence reporting • 4- Personnel Licensing qualification • 5- Secure communications. <p>The Chair noted that the new SAB structure assumes that people wish to contribute and emphasised the need for members to be prepared to volunteer to actively participate in Activity Groups.</p> <p>New Action SAB.18.05: S Anderson to circulate call for volunteers for leadership of AG.002 (Digitalisation) clusters 3, 4, and 5.</p> <p>Christopher Holgate-Romanov gave an update on the key features of the new IT platform. Half of the items are addressed or straightforward to achieve. Some difficulties on access management remain to be resolved.</p> <p>AG.003 – PAR-AG support– Link to presentation</p> <p>Gilles Garrouste presented the report of the AG.003 – PAR-AG support.</p> <p>DG-MOVE acknowledges that the subsidy has not increased.</p> <p>Christophe Holgate-Romanov noted that cost cutting measures are proposed and that it was not proposed to increase fees. Luc Tytgat acknowledged the difficult situation and noted the major effort on sharing the cost of the burden.</p> <p>It was reported that the Commission evaluation of the Basic Regulation has started.</p> <p>SAB involvement in the preparation of the next SPD will be welcomed.</p>
<p>11.</p>	<p>Feedback to EASA from closed session</p>
	<p>The Chair briefed EASA on items raised in the closed session. The concerns raised on duplication between the AZEA WG and CAJU projects were discussed under the environmental item on the previous day.</p> <p>The proposed candidate issue from ACI on eVTOL traffic was briefed.</p> <p>The question of EASA involvement in sub-orbital flights was raised and EASA confirmed that they have no direct involvement. It was noted that the Commission have requested a review of High-Altitude Operations. There is an EASA Roadmap on HAO and a</p>

	consultation meeting took place on 17/02/23. It was explained that the Regulatory Sandbox approach would be followed on this topic.
12.	Update on EASA activities
	<p>Refer to presentation by Luc Tytgat covering the following topics.</p> <ul style="list-style-type: none"> • Advisory Bodies Work Programme (2023 MAB WP) • Health safety – Addendum to the Aviation Health Safety Protocol • Cyber Security – Part IS implementation, pilot projects, European Centre for Cybersecurity in Aviation (ECCSA) • Global Navigation Satellite System (GNSS) degradation. Link to video. • Standardisation • Research and Innovation • Artificial Intelligence – AI Roadmap 2.0 • Impact of climate change on aviation – launch of EN-ICCA • Collaborative Platform for SAB • Events <p>Sinead Quirke raised a question on the high number of standardisation findings raised for ATM/ANS. It was proposed that this should be reviewed in further detail at the ATM/ANS.TEC level. ACI also requested further feedback on where the deficiencies lie in relation to Airports and are keen to encourage further joint sessions at TEC/TEB level.</p> <p>Laure Baltzinger enquired about innovation and pre-application contracts. EASA responded that the full documentation is available on the EASA website. https://www.easa.europa.eu/en/document-library/application-services/pre-application-services</p> <p>Further information can be provided at the next SAB Plenary.</p>
13.	Review of Plenary open actions and confirmation of new actions raised
	Open actions not previously placed on hold were reviewed with their status recorded in the summary of actions along with new actions from this meeting.
14.	Closing remarks / AOB / next meeting dates
	<p>In closing, the Chair and Luc Tytgat thanked the members and EASA for a constructive and productive meeting.</p> <p>Thanks were expressed to Savina Zakoula-Cherdron for all her support to the SAB over the years as she will be moving to new role within EASA following this meeting.</p> <p>Thanks were also expressed to Eric Parelou who has been a SAB member on behalf of ASD for many years and who will shortly retire from Thales.</p> <p>Dates for remaining 2023 meetings are as follows:</p>

SAB 2023-02: 21 - 22 June 2023
SAB 2023-03: 20 - 21 November 2023

Annex 1: Attendees:

Function	Association	Last Name	First Name
Member	A4E (Airlines for Europe)	SHARKEY	Carol
Member	A4E (Airlines for Europe)	MONKS	John
Alternate	ACI (Airports Council International)	SICKERT	Ansgar
Alternate	ACI (Airports Council International)	SCHUR	Florian
	AEI (Aircraft Engineers International)	BLOMQVIST	Ola
Member	AIA (Aerospace Industries Association of America)	DEMONEY	Eric
Member	AIA (Aerospace Industries Association of America)	SILVER	David
Alternate	AIAB (Associação das Industrias Aeroespaciais do Brasil)	BIANCHI	Alexandre
Observer	ASD (Aerospace, Security and Defence Industries Association of Europe)	SECEHERESSE	Oliver
Alternate	ASD (Aerospace, Security and Defence Industries Association of Europe)	DUCLOS	François
Member/Vice-Chair	ASD (Aerospace, Security and Defence Industries Association of Europe)	GARROUSTE	Gilles
Alternate	ASD (Aerospace, Security and Defence Industries Association of Europe)	BALTZINGER	Laure
Member	ASD (Aerospace, Security and Defence Industries Association of Europe)	SWAIN	Belinda
Executive Secretary	ASD (Aerospace, Security and Defence Industries Association of Europe)	ANDERSON	Stuart
Member	AWG (Aviation Working Group)	DELANEY	Ken
Alternate	CANSO (Civil Air Navigation services organisation)	QUIRKE	Sinéad
Member/Vice-Chair	CANSO (Civil Air Navigation services organisation)	GROBOTEK	Tanja
Member	EAMTC (European Aviation Maintenance Training Committee)	MAYER	Hans
Member	EAS (Europe Air Sports)	ROCCA	Michel
Member	EBAA (European Business Aviation Association)	GLANTZ	Johan
Observer	EC - DG Move	WINKLER	Klaus
Alternate	ECA (European Cockpit Association)	CARPINO	Gianluca
Alternate	ECOGAS (European Council of General Aviation Support)	BENSAI	Anais
Member	EHA (European Helicopter Association)	MUELLER	Christian
Member	EIMG (European Independent Maintenance Group)	SEGENS	Alex
Member	ERA (European Regions Airlines Association)	RHODES	Nick
Member	ESAM (European Society of Aerospace Medicine)	VERMEIREN	Roland
Member	ETF (European Transport Workers Federation)	JONES	Nikki
Member	ETF (European Transport Workers Federation)	WYLIE	Eamonn

Alternate	GAMA (General Aviation Manufacturers Association)	MARTIN	Kyle
Member	IAAPS (International Association of Aviation Personnel Schools)	LEOFF	Thomas
Member	IAOPA (International Council of Aircraft Owner and Pilot Associations)	ERB	Michael
Chair	IATA (International Air Transport Association)	BUONO	Giancarlo
Member	IFATCA (International Federation of Air Traffic Controllers' Association)	POTI	Andrea
	EASA	ZAKOULA- CHERDRON	Savina
	EASA	BOIARDI	Andrea
	EASA	TYTGAT	Luc
	EASA	MIANO	Marcella
	EASA	BLOEMEN	Dietmar
	EASA	CIOFU	Eduardo
	EASA	TZIOLAS	Athanassios
	EASA	HOLGATE- ROMANOV	Christopher