

# Stakeholders' Advisory Body

European Union Aviation Safety Agency

<https://www.easa.europa.eu/the-agency/other-easa-boards-and-bodies/advisory-bodies#sab>

**SAB#14 2021-03**

**16<sup>th</sup> – 17<sup>th</sup> November 2021**

**EASA, Konrad-Adenauer-Ufer 3, Cologne, Germany / WebEx meeting**

## Minutes draft

### Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.09.08	Members/Associations who wish to be involved in discussions for ICAO topics to contact Daniela Defossar (EASA, International Cooperation). SAB14 update: Ongoing.	SAB Members	Ongoing
SAB.12.01	COMs and TECs to consider whether there are new regulations coming where a request for delay in implementation may be needed to prevent a negative safety impact. SAB14 update: Ongoing.	COM and TEC Chairs	Ongoing
SAB.12.03	As part of restructuring exercise SAB members to educate the wider industry on the role of the SAB. SAB13 update: Ongoing.	SAB members	Ongoing
SAB.13.01	Prepare a written input to EASA and EC on the subject of legal text within AMC/guidance. SAB14 update: To be completed with examples.	Exec Secretary	Ongoing
SAB.13.02	Add agenda item to SAB14 for EASA and Pilot Project committee chairs to report back on the pilot projects with current TEC/COM Chairs invited. SAB14 update: SAB14 agenda item 9.	Exec Secretary	Closed
SAB.13.03	EASA to provide a paper addressing participation of non-EU members in EASA rulemaking activities. SAB14 update: Michael Gerhard to address this during his presentation. See new action SAB.14.10	EASA	Closed
SAB.13.04	Consider a workshop in Sept / Oct to review changes between EPAS initial and final drafts.	EASA	Closed

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	SAB14 update: EASA propose to close this item. No workshop was organised since regular feedback to stakeholders is being provided. See new action SAB.14.01.		
	<b>NEW Actions from SAB014 2021-03</b>		
SAB.14.01	Establish a process for EPAS engagement including possible 2022 workshops.	S Anderson	New
SAB.14.02	Confirm that draft SAB RoP reflects requirement to review strategic goals.	S Anderson	New
SAB.14.03	Consolidate ToRs for all communities within draft SAB RoP and check for consistency with particular reference to Drones community.	S Anderson	New
SAB.14.04	SAB members to comment on draft RoP by end of November 2021	SAB members	New
SAB.14.05	Identify SAB RoP task force or SAB CG members to brief TEC/COMs on draft RoP and ensure briefing and feedback by end of Jan.	S Anderson	New
SAB.14.06	Collect RoP comments and issue final SAB RoP by SAB Plenary 2022-01	S Anderson	New
SAB.14.07	Provide latest version of ACI Better Regulation paper to SAB members for final review and issue to EASA.	A Sickert / S Anderson	New
SAB.14.08	Draft letter of appreciation to EASA acknowledging work on RNO and Easy Access Rules.	S Anderson	New
SAB.14.09	Establish a Task Force to discuss Digital Exchange with EASA.	G Garrouste	New
SAB.14.10	EASA to respond in writing to concern raised by ETF on non-EU stakeholder participation in rulemaking.	EASA	New

#	Subject
	Coffee / arrivals
	<b>Welcome and Introduction</b>
	<p>G.Buono and L.Tytgat welcomed members to the final SAB plenary meeting of 2022.</p> <p>S Anderson reported that Eoin Coates had joined as SAB alternate for ETF and that discussions with AIAC (Aerospace Industries Association of Canada) are ongoing to establish new members for the SAB plenary and TECs/COMs following the departure or their previous representatives.</p>
3.	<b>Approval of Agenda and minutes from SAB13 (2021-02)</b>
	<p><a href="#">Agenda</a> approved.</p> <p><a href="#">Minutes</a> of SAB#13 2021-02 approved with no amendments.</p>
4.	<b>Review of Plenary open actions.</b>
	<p>Open actions not previously placed on hold were reviewed with their status recorded in the <a href="#">summary of actions</a> along with new actions from this meeting.</p> <p>The EPAS was discussed at some length under Action 13.04 with 2 new actions agreed as a result.</p> <p><b>New Action SAB.14.01:</b> S. Anderson to establish a process for EPAS engagement including possible 2022 workshops.</p> <p><b>New Action SAB.14.02:</b> S. Anderson to confirm that draft SAB RoP reflects requirement to review strategic goals.</p> <p>G. Garrouste reported that the during the work on the new Rulemaking Procedure the need for deeper review of the EPAS process had been identified.</p>
5.	<b>EPAS 2022-2026 update</b>
	<p>Refer to <a href="#">presentation</a>.</p> <p>M. Gerhard presented an update on EPAS 2022-2026, summarising the outcome of the Advisory Body consultation and the main changes resulting.</p>

	<p>G. Buono raised a question on how actions related to research are funded. J. Teahan responded that involvement in research and innovation is becoming a growing priority for the Agency and there is a formally recognised role in the Basic Regulation. Networks with Member States (MAB Research) and National Research Centres have been established. EASA will also have a greater involvement in the governance of SESAR3 and Clean Aviation Joint Undertaking.</p> <p>A. Sickert noted that it would be useful to have an indication within the EPAS of the relative level of rulemaking activity within particular sectors. M. Gerhard confirmed that this information is available and could be included.</p>
<b>6.</b>	<b>e-rules development</b>
	<p>Refer to <a href="#">presentation</a>.</p> <p>A. Ngu provided a report on the development of eRules within EASA.</p> <p>G. Buono thanked the Agency for the excellent work on eRules and noted that not only do eRules save time in terms of access but also improves compliance by reducing the risk of errors. It was noted that the SAB could assist further developments by reaching out to members.</p> <p>A. Sickert reported that in the Aerodrome sector the eRules are used extensively. One feedback from this sector was a request to link updates with the publication of new regulations as far as possible. This point was noted by the Agency.</p> <p>B. Swain raised a question on the timeline/process for further developments, beyond the complement of the work on xml format. It was confirmed that further developments such as rule comparison tool (EASA/FAA/TC etc) are under consideration but not yet approved within EASA. G. Garrouste noted that these are the topics which Industry are hoping to discuss with EASA (ref. agenda item 13). The regulation comparison feature was noted as a key feature for export for products.</p> <p>T. Leoff requested whether changes to Implementing Rules not yet reflected in easy access rules could be indicated somehow in the easy access rules as a warning. This was noted by the Agency.</p> <p>M. Erb reiterated thanks to the Agency for the work on eRules and noted as a major step forward for GA.</p>
<b>7.</b>	<b>Environmental matters update</b>
	<p>E. Garcia provided an update on environmental matters since the last SAB Plenary from an industry perspective. Refer to <a href="#">presentation</a> for full details. The following topics were addressed.</p> <ul style="list-style-type: none"> <li>• Destination 2050 update</li> <li>• COP 26 report.</li> </ul>

<ul style="list-style-type: none"> <li>• ATM/ANS Environmental Transparency Working Group update</li> </ul> <p>F. Duclos asked whether there were yet any practical implications resulting directly from COP26. It was confirmed not at the stage.</p> <p>G. Buono observed that while many of the technologies such as SAF and Hydrogen will give longer term gains, Air France had recently stated that the single most effective measure in the past 10 years was from Continuous Descent Operations (CDO) into CDG airport.</p> <p>D. Silver raised a concern that industry risks overstating the benefits of SAF and near term gains and agreed that modified operations will give the biggest gains. The importance of working together with regulators and governments to set realistic goals was emphasised. The upcoming CAEP is seen as critical and members are encouraged to ensure that we are aligned and maintain close contact.</p> <p>The question of wider engagement on aircraft trajectory with ANSPs was discussed and agreed to be a significant issue. O. Saafan agreed that the Environmental Transparency Working Group is working well but would benefit from greater visibility.</p> <p>J. Barton observed that we have goals for 2030, 2050 etc. but without a clear route between them indicated.</p> <p>D. Bloemen presented an update on the EASA Sustainable Aviation Programme. Refer to <a href="#">presentation</a> for full details. The following topics were addressed.</p> <ul style="list-style-type: none"> <li>• EASA Sustainable Aviation Programme updates on 2021 activities.</li> <li>• ReFuelEU Aviation Proposal</li> <li>• EASA reporting &amp; tasks</li> <li>• Noise and emission requirements for UAS and Supersonic Transport</li> <li>• European Aviation Environment Report (EAER)</li> </ul> <p>G. Buono noted that the IATA environmental team had significantly changed and hoped that this would lead to further engagement. G. Buono also stated that with regard to monitoring of fuel tankering it needs to be clarified when it this being done for economic or other reasons.</p> <p>A. Sickert requested clarification on whether the proposed noise and environmental standards include eVTOL. It was confirmed that this is the case.</p> <p>B. Swain asked whether a more detailed plan on the ECOLABEL initiative could be provided and whether there will be an opportunity to comment on it. D. Bloemen responded that the operational testing phase will start soon, with feedback managed through the existing governance mechanism with a taskforce (including MS, industry and</p>
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	<p>associations) and 4 Technical Experts Groups. L.Tygat noted that the EC are driving this activity with EASA acting as a Technical Agent. It was proposed that when the operational testing is launched the results could be exposed to industry and association members could potentially be included. To be confirmed following discussion with the EC.</p>
<b>8.</b>	<b>SAB subcommittee Briefs</b>
	<p>a) GA.COM – Michael Erb The GA.COM has not met since the last SAB Plenary but the agenda for the upcoming meeting on 23/11/21 was briefly reviewed.</p> <p>F. Duclos asked whether automatic functions such as automatic landing were being worked on the GA.COM. It was stated that GA is leading in this type of technology due to the relatively more straightforward certification requirements compared with larger aircraft.</p> <p>b) R.COM – Peter Möller Refer to <a href="#">report</a>. R.COM members not available for this plenary due to the European Rotors event but any questions on the report should be directed to Peter Möller.</p> <p>c) C.COM – Francois Duclos Refer to <a href="#">report</a> which covers the following main topics.</p> <ul style="list-style-type: none"> <li>• International Cooperation</li> <li>• SMS regulations and deployment</li> <li>• Non Installed Equipment (NIE)</li> <li>• 737 MAX recommendations</li> </ul> <p>d) FS.TEC – Thomas Leoff Refer to <a href="#">report</a>. It was highlighted that for RMT.0196 (Update of flight simulation training devices requirements) EASA had received 1488 comments on Opinion 05/2020 after an extended comment period and that as a result the ToRs for Phase 3 are under revision.</p> <p>It was noted that 2 papers provided by EBAA and GAMA are available on the FS.TEC site and may be of interest to SAB members.</p> <ul style="list-style-type: none"> <li>• <a href="#">Standardisation of LDTA Implementation</a></li> <li>• <a href="#">Single Engine Turbine CAT operations</a></li> </ul> <p>e) ADR.TEC – Florian Schur Refer to <a href="#">report</a>.</p>

The last meeting was an extraordinary meeting where, Florian Schur (ACI EUROPE – Berlin Airport) was elected as the new ADR.TEC Chair.

The extraordinary meeting focussed on the upcoming implementation of the new EAB collaborative platform.

f) ATM/ANS.TEC – Eduardo Garcia

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

- Rulemaking news
- Regulatory Framework for the operation of Drones and urban air mobility
- Activities overview 2021
- EASA Implementation Workshops
- EASA Annual Safety Conference 2021 – Safety in Air Traffic Management

g) CAS.COM – Johan Glantz

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

- EPAS Planning and consultation on Strategic priorities
- Updated COVID Safety Issues
- Fitness for Duty/ Wellbeing/ Skills and Knowledge Degradation
- Supporting Effective SMS Implementation
- COVID Restart Messaging
- EPAS 2022 -2026

h) DM.TEC – Philippe Fouchard

Refer to [report](#) and [presentation](#) covering the following subjects:

Change of EASA representative in the DM.TEC and SAB Champion

Overview of DM.TEC objectives (2020 and 2021)

Update on RMP (Rulemaking Program) and activities in Initial Airworthiness

Implementation of the New Basic Regulation => Concept of Non-Installed Equipment (NIE)

Reorganisation of EASA Certification Directorate

Bilateral with the United Kingdom

T. Leoff recommended that Aircrew are involved in the NIE activity.

i) EM.TEC – Ric Peri

Refer to [presentation](#).

	<p>The report has been provided by the EM.TEC Chair as the appointment of a new SAB Champion is in progress. It was not discussed in detail during the plenary meeting.</p>
<b>9.</b>	<b>Update on EASA activities</b>
	<p>a) Feedback from Aerodromes Community and IT Platform status Refer to <a href="#">presentation</a>. S. Poralla and F. Schur presented an update on the implementation of the Aerodrome community.</p> <p>N. Jones raised a question on whether notifications of updates or changes could be received. It was confirmed that it would be possible to select notifications for particular subjects on a daily, weekly or monthly basis. It was also confirmed that training will be provided when the platform is rolled out to the SAB.</p> <p>G. Garrouste questioned whether the large numbers of people involved in the community structure would present a problem noting the current nomination process is complex and lengthy. J. Teahan stated that this hasn't been fully addressed to date and the concern was noted.</p> <p>b) RNO Task Force status E. Ciofu reported that the RNO project as it currently stands will be parked but not fully disbanded for the time being. A new project will emerge primarily addressing the public health aspects. It was acknowledged that the robust stakeholder ecosystem and short lines of communication in place at the start of the pandemic were of great benefit in establishing the RNO project. G. Buono noted that the work of the RNO Taskforce and collaboration with the ECDC has been fundamental in managing the response to COVID. It was observed that today there is less discussion about contamination risks with the aircraft. It was also noted that the rates of infection are currently worsening again and there is more work to do. A. Bauman acknowledged that the RNO task force activities have been a huge help to the industry and agreed that it is too early to stop the activities at this stage and there is a need to remain vigilant in case of similar future threats. G. Buono raised a broader point, in the frame of discussions with EACCC, that a system is needed to help identify in advance potential risks such as COVID using established industry risk assessment tools. L. Tytgat noted that the SAB engagement with the RNO Task Force along with Health Authorities has been crucial and acknowledged that the link with EACCC could be improved and that this would be addressed going forward. A. Sickert also reflected positively on the work of the RNO and raised a question regarding whether the Industry Charter which has now been suspended would be</p>

reactivated in the light of increasing COVID rates. It was confirmed that the charter still exists but the requirements for weekly reports has been removed. It was confirmed that the SAB remains ready to continue engagement with the Agency on this topic.

A report on the RNO project will be issued by the Agency.

c) Annual Safety Conference

Refer to presentation.

L. Tytgat reported that the conference subject this year, for the first time, was 'Safety in Air Traffic Management'. There are 9 areas for action identified as illustrated in the presentation.

G. Buono noted that the general feedback from discussion with SAB members was that the whilst the conference was well organised and addressed important topics it was not particularly safety related. It was suggested that the major annual safety conference focussed on technical safety issues should be retained while recognising that new areas like ATM also have their own events.

L. Tytgat stated that this feedback has already been noted and that Safety and ATM will be treated independently in future.

G. Garrouste noted that with the majority of EASA funding coming from manufacturing industry, the focus of major conferences should be focussed on topics of interest to that part of the industry.

O. Saafan offered the support of CANSO in developing ATM dedicated events in future.

d) Research and Innovation Update

Refer to [presentation](#).

W. Sigl presented an update on EASA Research and Innovation activities.

F. Duclos asked about the criteria used to assess that an activity is eligible for EASA research funding. It was stated that the Research Committee chaired by Luc manages the priorities within EASA. This considers Technology Readiness Level (TRL), what is coming up on the certification agenda and where rulemaking is required.

G. Garrouste highlighted that a later agenda item will cover the use of the Fees and Charges reserve for research activities. Another concern of manufacturing industry is the available EASA expert manpower for research activities. There appears to be a disconnect between the goodwill of the agency to support research and innovation and the available resource to support it. The topic will be raised at the Management Board.

D. Silver echoed these comments and concern about the reduction in EASA headcount during recent years and also requested further clarity and transparency on the criteria used in selecting research activities.

e) Information paper on outcome of ICAO High-level Conference on COVID-19

Refer to [information paper](#).

<b>10.</b>	<b>General closed session.</b>
	<p>a) New rulemaking procedure - G Garrouste Refer to <a href="#">presentation</a>. A. Sickert raised the subject of the ACI Better Regulation paper noting that it addresses many of the points raised in discussions on the rulemaking procedure.</p> <p><b>New Action SAB.14.07:</b> A. Sickert / S. Anderson to provide latest version of ACI Better Regulation paper to SAB members for final review and issue to EASA.</p> <p>2 issues to raise with EASA.</p> <ul style="list-style-type: none"> <li>• The need to ensure early SAB involvement with significant changes to Agency operation such as the proposed new rulemaking process.</li> <li>• Risk of lack of proper consultation resulting from shortened rulemaking procedure.</li> </ul> <p>b) Digital exchange - G. Garrouste Refer to <a href="#">presentation</a>. As C.COM Chair, F. Duclos supported the proposal to escalate the discussion on digital exchanges to SAB level. T. Leoff suggested that input is collected from all stakeholders within the SAB. Discussion on the best way to manage at SAB level. Agreed that there is a wide range of stakeholders with differing needs although several are complementary.</p> <p>c) Revised SAB RoP status - S Anderson Discussion on the status of the revised RoP. The following actions were identified.</p> <p><b>New Action SAB.14.03:</b> S. Anderson to consolidate ToRs for all communities within draft SAB RoP and check for consistency with particular reference to Drones community.</p> <p><b>New Action SAB.14.04:</b> SAB members to comment on draft RoP by end of November 2021.</p> <p><b>New Action SAB.14.05:</b> S. Anderson to identify SAB RoP task force or SAB CG members to brief TEC/COMs on draft RoP and ensure briefing and feedback by end of Jan.</p> <p><b>New Action SAB.14.06:</b> S. Anderson to collect RoP comments and issue final SAB RoP by SAB Plenary 2022-01.</p>

	<p>d) Report on PAR-AG including fees and charges reserve - G. Garrouste / T. Leoff Refer to <a href="#">presentation</a>. B. Swain noted that several years ago when there was a significant reserve, EASA had agreed to measures to avoid an excessive reserve and if it did occur it would be used for activities of benefit to industry. In both cases the opposite seems has happened with a large reserve and a proposal to use for projects not related to manufacturers concerns. It was agreed to highlight this point during the PAR-AG meeting and Management Board.</p> <p>e) Part-IS AMC/GM development - G Garrouste Refer to <a href="#">presentation</a>. A. Sickert stated that this is one of the most important rulemaking activities and that an NPA should be issued for full consultation as it significantly impacts all sectors. This view was fully supported by plenary members for recommendation to EASA.</p> <p>f) Additional topics.</p> <p>D. Silver proposed that the SAB plenary should take the opportunity to express thanks to EASA for positive areas of engagement. Examples suggested were the RNO project and the eRules.</p> <p><b>New Action SAB.14.08:</b> S. Anderson to draft letter of appreciation to EASA acknowledging work on RNO and Easy Access Rules.</p> <p>A. Bauman suggested raising the topic of 5G interference with radio altimeters, including response to the CARI.</p> <p>N. Jones noted that the SAB has not received a response to the issue raised at the previous plenary regarding participation on non-EU. Due to be addressed later in agenda under item 11.</p> <p><b>New Action SAB.14.10:</b> EASA to respond in writing to concern raised by ETF on non-EU stakeholder participation in rulemaking.</p>
	<p><b>Feedback to EASA on closed session.</b></p>
	<p>G. Buono presented the following feedback from the closed industry session.</p> <ul style="list-style-type: none"> <li>• Rulemaking procedure Detailed discussion under item 11 but 2 general points were made. Firstly SAB would like to have been involved earlier in the process. Secondly the need to speed up rulemaking in certain cases is recognised but care needs to be taken that a full consultation takes place when needed.</li> </ul>

	<p>L. Tytgat stated that EASA are not necessarily looking for a quicker process as such but one which is adapted to the needs of the task.</p> <ul style="list-style-type: none"><li>● Digitalisation. Detailed discussion under item 12. The SAB sees the need and opportunity to promote a more ambitious digitalisation agenda and commits to identify with the SAB sub structure items like electronic pilot licencing which could be addressed quickly. A role for EASA to push the National Aviation Authorities is envisaged by the SAB. J. Rasmussen confirmed that EASA would be prepared to support this initiative, noting that EASA are not leading but can coordinate in terms of guidelines and standard setting.</li><li>● Data4Safety The SAB considers that participation of an SAB representative in the D4S Steering Group would now be appropriate. It is understood that this is the intent. L. Tytgat Confirmed that tis would be possible in the next phase of D4S. A. Sickert noted that the Airports sector are very interested in participation.</li><li>● Part IS AMC/GM Strong agreement among SAB that that there should be an NPA for this consultation. L.Tytgat took note of this request and agreed to provide a response on how this can be achieved.</li><li>● Positive feedback on RNO and eRules The SAB will highlight in writing appreciation for the excellent work by the RNO Taskforce during the pandemic and eRules.</li><li>● 5G Interference EASA was encouraged to align as far as possible with FAA on this topic and to provide feedback on the Continuing Airworthiness Review Item (CARI) issued in January. L. Tytgat confirmed that an EASA team is working on this and will engage with FAA.</li><li>● Fees and Charges Whilst the topic will be discussed in the PAR-AG B. Swain expressed disappointment that several years ago when there was a significant reserve, EASA had agreed to measures to avoid an excessive reserve and if it did occur it would be used for activities of benefit to industry. In both cases the opposite seems to have happened with a large reserve and a proposal to use for projects not related to manufacturers concerns.</li></ul>
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<b>11.</b>	<b>Draft MB decision on EASA Rulemaking Procedure</b>
	<p>Refer to EASA <a href="#">presentation</a> and Industry <a href="#">presentation</a>.</p> <p>F. Duclos noted that Rulemaking should not only be driven by issues arising and that for example for new technologies there shouldn't be rush to complete rulemaking tasks with limited consultation.</p> <p>L. Tytgat stated that this topic is not on the agenda for the December 2021 Management Board. In order to make better use of EPAS to identify rulemaking tasks upstream.</p> <p>B. Swain raised a question on whether the new process might speed up smaller rulemaking tasks which can take a long time to implement as not considered high priority. It was confirmed that potential to do this exist in the new procedure but that resource may still be a constraint.</p>
<b>12.</b>	<p><b>Digital exchanges between the Agency and Stakeholders</b></p> <p>Refer to <a href="#">presentation</a></p> <p>A. Tziolas added that initial exchanges had taken place coordinating with colleagues dealing with digitalisation across the agency.</p> <p>C. Holgate-Romanov (Head of Transformation) noted the need to identify the business requirements prior to developing solutions.</p> <p>It was agreed that engagement with EASA should continue through the establishment of an informal group reporting back to the next SAB Plenary. The objective will be to define the needs of industry regarding the digitalisation agenda of the Agency.</p> <p><b>New Action SAB.14.09:</b> G. Garrouste to establish a Task Force to discuss Digital Exchange with EASA.</p>
<b>13.</b>	<p><b>Revised SAB RoP</b></p> <p>Covered during item 10(c).</p>
<b>14.</b>	<p><b>Fees and Charges reserve</b></p> <p>Refer to <a href="#">presentation</a>.</p> <p>The SAB comments made during the last PAR-AG meeting were reviewed.</p> <p>L. Tytgat responded that the items the proposal would be addressed by the PAR-AG.</p> <p>G. Garrouste noted that the items discussed at the plenary today had already been raised at the October PAR-AG meeting. It was agreed that the input presented to the SAB should be submitted to the PAR-AG by email.</p>

<p><b>15.</b></p>	<p><b>Closing remarks / AOB / next meeting dates</b></p>
	<p>Refer to <a href="#">presentation</a>.</p> <p>S. Anderson reported that a request had been made by the European Association of Aerial Survey Industries (EAASI) to join the SAB and/or one its technical committees to contribute to discussions on RMT.0494 and RMT.0495 - Flight Time Limitations (FTL) on helicopter and aircraft operations.</p> <p>K. Martin had spoken to the association and noted that they cover Part-SPO operators which are not generally covered by other associations.</p> <p>It was agreed that it would not be appropriate to enlarge the SAB Plenary to include EAASI but participation in the GA.COM would be appropriate. This was agreed by the GA.COM Chair.</p> <p>Regarding the meetings for 2022, EASA will confirm other major meeting dates and the 3 SAB meetings for 2022 will be agreed in the next few weeks.</p>

**Annex 1: List Attendees:**

SAB Member / Alternate	Association	Name
Member	Aerospace and Defence - ASD	Belinda SWAIN
Alternate	Aerospace and Defence - ASD	Francois DUCLOS
		Gilles GARROUSTE
Member	Aerospace and Defence - ASD	
Member	Aerospace and Defence - ASD	John BARTON
Alternate	Aerospace and Defence - ASD	Elisabeth PALAYSI
Member	Aerospace and Defence - ASD	Eric PARELON
Member	Aerospace Industries Association of America Inc. -AIA	Paul MCCARNEY
Member	Aerospace Industries Association of America Inc. -AIA	David SILVER
Alternate	Associação das Industrias Aeroespaciais do Brasil - AIAB	Alexandre BIANCHI
Alternate	Aircraft Engineers International -AEI	Ola BLOMQVIST
Alternate	Airlines for Europe - A4E	Achim BAUMANN
Alternate	Airports Council International - ACI	Ansgar SICKERT
Member	Aviation Working Group - AWG	Mark LYNCH
Member	Civil Air Navigation Services Organisation - CANSO	Eduardo GARCIA
Member	Civil Air Navigation Services Organisation - CANSO (SAB Vice-Chair)	Osman SAAFAN
Member	Europe Air Sports - EAS	Michel ROCCA
Member	European Aviation Maintenance Training Committee - EAMTC	Hans MAYER
Member	European Business Aviation Association - EBAA	Johan GLANTZ
Alternate	European Business Aviation Association - EBAA	Robert BALTUS
Member	European Cockpit Association - ECA	Tanja HARTER
Member	European Cockpit Association - ECA	Paulina MARCICKIEWICZ
Member	European Council of General Aviation Support - ECOGAS	Françoise HORIOT
Member	European Independent Maintenance Group - EIMG	Alex SEGENS
Alternate	European Regions Airline Association - ERA	Robert CAMPBELL-SMITH
Member	European Regions Airline Association - ERA	Nick RHODES
Member	European Society of Aerospace Medicine - ESAM	Roland VERMEIREN
Member	European Transport Workers' Federation - ETF	Aaron CURTIS
Member	European Transport Workers' Federation - ETF	Nikki JONES
Alternate	General Aviation Manufacturers Association - GAMA	Kyle MARTIN
Member	International Air Transport Association - IATA (SAB Chair)	Giancarlo BUONO
Member	International Association of Aviation Personnel Schools - IAAPS	Thomas LEOFF
Member	International Council of Aircraft Owner and Pilot Associations - IAOPA	Michael ERB
Member	International Federation of Air Traffic Controllers' Association (IFACTA)	Alfred VLASEK
Exec Secretary	SAB Plenary Exec Secretary	Stuart ANDERSON
	EC	Alfonso ARROYO
Observer	International Air Transport Association - IATA	Blessing Kavai

	EASA	Jeremie TEAHAN
	EASA	Joana GOMES
	EASA	Luc TYTGAT
	EASA	Regine HAMELINK
	EASA	Michael GERHARD
	EASA	Anna NGU
	EASA	Sarah PORALLA
	EASA	Willy SIGL
	EASA	Dietmar BLOEMEN
	EASA	Christopher HOLGATE- ROMANOV
	EASA	Athanassios TZIOLAS