

Stakeholders' Advisory Body

European Union Aviation Safety Agency

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SAB#12 2021-01
3rd March 2021
WebEx meeting

Minutes

Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.08.01	Review of SAB RoP to ensure adequate escalation process in membership nomination requests. SAB11 update: Was on hold pending restructure discussions, proposed to issue to capture minor amendments, updates to appendices. SAB12 update: No significant changes to appendices so wait for full update following restructure.	SAB CG	Closed
SAB.08.05	Subgroup SAB Champions / Chairs to ask for feedback from TECs on ongoing rulemaking - drive for move towards better regulation. SAB09 update: Ongoing.	SAB Champions	Ongoing
SAB.08.07	ACI to draft white paper, with support from CANSO / IAAPS and IATA - for presentation at 1st EASA Management Board meeting in 2020 - drive for move towards better regulation. SAB11 Update: No progress with this due to the very high COVID-related workload in the past months at ACI EUROPE, and the focus on RNO at EASA. Propose to circulate again to the SAB membership following some additions to the most recent draft. SAB12 Update: Circulated and comments received. Propose closed.	ACI	Closed
SAB.09.08	Members/Associations who wish to be involved in discussions for ICAO topics to contact Daniela Defossar (EASA, International Cooperation). SAB10 update: Ongoing	SAB Members	Ongoing
SAB.10.01	SAB to be briefed on EASA plans for re-sizing. SAB11 update: EASA propose to share after the meeting some information in writing, with a view to an item at the next SAB plenary. SAB12 update: Covered by SPD and PAR-AG.	EASA (J.Egerer/S. Zakoula-Cherdron)	Closed

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SAB.11.01	Establish a Task Force with SAB Contact Group and Sector Coordinators to develop an agreed Industry Position on the SAB structure. SAB12 update – Task Force established.	Exec Secretary	Closed
ID#	NEW Actions from SAB012 2021-01		
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.	COM and TEC Chairs	New
SAB.12.02	Arrange a session on how the SAB and EASA should engage on the objectives of the Destination 2050 programme.	Eduardo Garcia / Stuart Anderson	New
SAB.12.03	As part of restructuring exercise SAB members to educate the wider industry on the role of the SAB.	SAB members	New
SAB.12.04	Arrange demonstration of new Advisory Bodies IT tool.	EASA	New

#	Subject
1.	Welcome and Introduction
	G.Buono welcomed members to the first SAB plenary meeting of 2021.
2.	Approval of Agenda and minutes from SAB11 (2020-03)
	<p><u>Agenda</u> approved.</p> <p><u>Minutes</u> of SAB#11 2020-03 approved with no amendments.</p>
3.	SAB Plenary Annual Report
	The 4 th annual SAB Plenary report <u>SAB0011</u> , circulated on 25 th February 2021 was reviewed and formally adopted by the SAB.
4.	SAB subcommittee Briefs - SAB Champions
	<ul style="list-style-type: none"> • ADR.TEC – Øyvind Hallquist (ACI) Refer to report for full details: <u>AI4 - SAB12 Champion Subcommittee Report ADR.TEC.docx</u> At the last meeting (24-25/11/20) Øyvind Hallquist was elected as the new Chair replacing Dick Meerman. It was reported that airports remain in a deep economic crisis with a significant impact on staff. This is having an effect on the ability of the ADR.TEC to support EASA initiatives and activities. ADR.TEC intend to work with EASA on RMT.0161 to determine which kind of equipment should be considered “critical” and thus fall under the scope of this regulation which has been expanded to include safety-related ADR equipment. It was noted that when a new RMT is initiated the affected domains are included in the ToR. There is a clear risk that this information is missed by one or more affected domains due to the large number of consultations issued by the Agency . At the last meeting ADR.TEC asked EASA to prepare a presentation for the next meeting on the aerodrome relevant RMTs in other domains and to consider including such information consistently in future EPAS. • R.COM – Peter Moller (EHA) Refer to report for full details: <u>AI4 - SAB Champion Subcommittee Report R.com March 2021</u>

The last meeting took place on 8-10/12/20.

Three topics were raised for the attention of the SAB Plenary.

1. The R.COM did not support the EASA plan for the new structure of Advisory Bodies.
2. The R.COM has requested feedback on the reported interference between aircraft systems like radio altimeter and 5G.
3. The R.COM requested EASA produce guidelines for carriage of vaccines and dry ice in helicopters as there a wealth of such guidance for fixed wing but zero for helicopters. All work was stopped by EASA unilaterally as they though there would be no requirement in EASA states. Other non-EASA states have produced guidelines and exemptions which have been released to the international helicopter community.

- C.COM - François Duclos (ASD)

Refer to report for full details: [AI4 - SAB Champion Subcommittee Report C.COM 3rd March 2021 issue 2.docx](#)

It was reported that the C.COM had been held the previous day. The C.COM has adapted its activities to give priority to the support needed by commercial aviation to continue its operations, and to prepare for the resumption of future operations.

Five specific topics were raised for the attention of the SAB Plenary.

1. International cooperation

Brexit is the priority of the moment for the manufacturers and suppliers. Availability of the TIP is planned before end of Q2 2021.

Industry welcomed the signature early September 2020 of the bilateral agreement between EU and China and the associated TIP.

There is a different understanding between EASA and the CAAC of the expectations in case of automatic validations of the EU products with some progress achieved in February 2021.

2. Non Installed Equipment and AEH (Abstraction layer)

Agreement reached between EASA and the industry representatives on the goals to be achieved and the way to do it. Report of the ad hoc working group will be published by end of June with the expected recommendations.

3. SMS regulations and deployment

EASA published the Opinion to the EC in December 2020 for the IR Part 21 update, which will include AMC & GM related to the SMS. EASA committed to review all the 800 comments received to date.

Several review meetings with Industry reps to be planned by EASA in the coming months. With the intent to ensure that the updated Part 21 will allow the updated industry standard, to be used as a standalone Means of Compliance (MoC).

The update of the existing industry standard has been launched with a target to complete by end of 2021, concurrently with AMC/GM to Part21/145.

4. 737 MAX recommendations

Both EASA and industry presented the status of their activities and shared their analysis of the ACSAA (Aircraft Certification, Safety and Accountability) Act adopted by the US Congress.

EASA will continue to work on the 3 axes of the Lessons Learnt implementation plan, partially in the framework of the CMT and the industry will be involved.

5. SAB committees

Industry members of the C.COM and EASA reps believe that there is a need to maintain solid engagement between State of Design Aviation Authorities of EU manufacturers.

- ATM/ANS.TEC - Eduardo Garcia (CANSO)

Refer to presentation for full details: [AI4 - 2021-01 - ATM.ANS.TEC Update v1](#)

It was reported that the main ongoing activity is the evolution of ATCO licensing with detailed plans included in the presentation. A summary of ATCO, IOP and SERA IR related RMTs was presented along with RMT activities related to new technologies and concepts.

Information from the ATM CAG was presented. The top 5 priority safety issues have been identified for further analysis.

- Conflict detection with closest aircraft (blindspot)
- High energy runway conflict.
- Landing/take-off/crossing without clearance.
- Deconfliction with aircraft operating with a malfunctioning or non-operative transponder.
- Failure of air-ground communication service.

- CAS.COM

The CAS.COM report was provided after the meeting. Refer to report for full details.

[AI 4 - SAB12 Champion Subcommittee Report CAS.COM](#)

The FS.TEC, GA.COM and had not met since the previous plenary and so no report was provided.

	<p>The DM.TEC and EM.TEC are in the propose of identifying new SAB Champions.</p> <p>G.Buono asked SAB Champions whether there had been any discussions to delay implementation of regulations. T.Leoff reported an issue to be discussed at the next FS.TEC with a lack of full flight simulators for A340 types being certified according to CS-FSTD issue 3.</p> <p>J.Monks questioned if and how the total system risk is being looked at over and above the risks being considered by each domain. G.Buono stated that EASA is continually reviewing risks associated with the restart but it was agreed that the COMs and TECs should take consider this.</p> <p>NEW ACTION SAB.12.01: COMs and TECs Chairs to consider whether there are new regulations coming where a request for delay in implementation may be needed to prevent a negative safety impact.</p>
5.	<p>'We are all one in the sky' letter on High-level regulatory framework for unmanned aircraft operations and UAS traffic management (U-Space)</p>
	<p>E.Garcia presented a letter on the High-level regulatory framework for unmanned aircraft operations and UAS traffic management (U-Space) sent to the European Commission and EASA on behalf of the 'We are all one in the sky' initiative. (15 associations).</p> <p>The letter suggests the following actions to facilitate the harmonised implementation of the U-space regulation:</p> <ul style="list-style-type: none"> • Organise stakeholder workshop(s) on the AMC/GM for the U-space regulation before the publication of the NPA. • Set up a forum, under the future SAB structure being discussed at the moment, with key representatives from manned and unmanned aviation organisations. This forum could also support the Commission and EASA in the development of the EU Drone Strategy 2.0. <p>G.Buono expressed concern about having such initiatives outside of the SAB structure and stated that the new SAB structure should include provision for this subject.</p>
6.	<p>General closed Industry session.</p>
	<p>Two specific topics were discussed during the closed session, as follows:</p> <ul style="list-style-type: none"> • SAB Restructure Task Force <p>G. Buono gave an update on the work of the SAB restructure Task Force consisting of the SAB Contact Group and Sector Coordinators. Following extensive discussion among SAB members it was agreed to be clear in the open session that the SAB itself should be leading the work and chairing any new committees but will listen to proposals for pilot projects, proposed by EASA independently of the Task Force and support these if in line with the principles discussed today.</p>

	<ul style="list-style-type: none"> • Destination 2050 Refer to presentation for details: AI6 - Destination2050 ExecutiveSummary.pdf SAB members were encouraged to review the Destination 2050 report published in February 2050 and raise any questions with the participating associations. The report can be found here with the Executive Summary being included in the presentation. N.Rhodes raised a question on how the role of the SAB taking environmental activities forward with EASA. Post meeting note: EASA confirmed that the newly appointed Programme Manager for Sustainable Aviation is Dietmar Bloemen. <p>NEW ACTION SAB.12.02: Exec Sec and E.Garcia to arrange a session on how the SAB and EASA should engage on the objectives of the Destination 2050 programme.</p> <ul style="list-style-type: none"> • Non Installed Equipment (NIE) G. Garrouste recommended that operators and maintenance organisations review the content of the Basic Regulation 2018 which introduces the new concept of NIE. The C.COM has engaged with the Agency on this subject and it seems that requirement go beyond the responsibility of manufacturers. E.Parelon noted that the topic NIE is part of the Work Programme to be discussed later in the agenda. S.Pepper mentioned that in an earlier DM.TEC EASA had mentioned establishing an ad-hoc work group on this topic. G.Buono noted IATA would like to be involved in any such group. • Work Programme – Industry engagement. T.Leoff expressed surprise to see in EASA Work Programme that subjects such as digital licence process, and virtual reality training devise qualification are all dealt with at Member State level without industry involvement. To be raised with EASA in open session. • Role of the SAB J.Monks raised the question of whether parties at all levels in EASA understand the role and objectives of the SAB from the plenary to the TECs and COMs. <p>NEW ACTION SAB.12.03: As part of restructuring exercise SAB members to educate the wider industry on the role of the SAB.</p>
7.	Close session 2.
8.	Feedback to EASA from closed session (including SAB restructuring)
	G.Buono summarised the closed session much of which had been around the restructuring activity.

	<ul style="list-style-type: none"> • Key themes are collaboration, cooperation and empowerment. • Industry believes that it has the right to decide and agree with EASA how it wishes to be consulted and are proceeding in this spirit. • Some members found it unusual to have launch pilot projects while we are still discussing the new structure. The pilot projects should not constrain us to particular structure. Generally, it is felt the pilot are in the same direction as industry thinking but further detail is required. • Industry should be able to decide participation in the committees from the industry side recognising that some streamlining may be required. <p>The 'Destination 2050' environmental initiative had also been discussed and will require further discussion on collaboration between Industry and EASA.</p> <p>S.Pepper noted the importance of transparency in the event that the level consultation and collaboration is be reduced within the new SAB structure.</p> <p>L.Tytgat responded on behalf of EASA and fully agreed with the principles of cooperation discussed. Regarding the pilot projects, it was noted that the concept of pilot projects was agreed by the Management Board and the purpose was to assess what is working and where the most value can be added. In terms of composition, it was confirmed that participation will not be limited by EASA. The purpose of the Work Programme is to be a tool to drive the composition and activities of the groups under the SAB.</p> <p>On Destination 2050 EASA agree on the need for a common vision and cooperation in this area. G.Buono noted that the intent was to arrange a dedicated meeting to pursue this (Ref Action 12.02)</p>
<p>9.</p>	<p>EASA draft work programme and priorities for Advisory Bodies and proposed pilot projects for AB restructure.</p>
	<p>S.Zakoula-Cherdron presented the EASA proposal for the Advisory Bodies and proposed pilot projects . Refer to presentation for details. AI9 - SAB 2021-01 AB in 2021.pdf</p> <p>The 2 proposed pilot projects are based on the R.COM community and ADR.TEC community as detailed in the presentation.</p> <p>The Work Programme proposal (AI9 - SAB 2021-01 Working Paper Towards 2021 AB Work Programme.pdf) is to support the new structure and has also been shared with the MAB. It is intended to be a starting point for discussion with Member States and Industry. Feedback on the Work Programme was requested by the end of March.</p> <p>G.Buono expressed that the pilot projects represent an evolution of the existing process and did not present a major concern. Regarding the Chairmanship of the new R.COM community it was questioned whether co-chairing by Industry and Member States should be considered. It was questioned why member state participation was not considered also for the ADR community.</p> <p>The proposal was discussed at length with the following being the key points raised by SAB members.</p>

- B.Swain noted that on the first slide it had been suggested that all elements on the 4 boxes had been agreed but that the Task Force was still considering some aspects. The use of the term pilot projects was questioned given that whilst there had been some adjustments to the existing groups, the direction of travel had yet to be agreed. It was noted that the new structure should allow certain groups to work differently, for example the R.COM joint meetings with NAAs may not be appropriate for the C.COM. In terms of the Work Programme, it was felt that it may constrain some of the agility and flexibility if it is too rigidly fixed.
- F.Duclos reinforced this view and noted that Task Proposals may not necessarily follow the pilot project proposals. EASA were thanked for the Work Programme but noted the following missing points from a C.COM perspective.
 - Support of EASA to innovation.
 - Focus on competence on both sides.
 - Abstraction layer.
- K.Martin noted that the combined SAB/MAB GA.COM and TEB has worked successfully for a number of years with some meeting sessions taking place jointly. The proposed R.COM pilot project seems very close to this and it was suggested that an assessment of how the GA meeting works may fulfil the objectives of the proposed R.COM pilot project. On the proposed expanded Aerodromes group, it was noted that a smaller stable membership can be more effective and reduce repetition. The Work Programme concept was welcomed in principle but a question was raised concerning its review and approval going forward.
- J.Glantz supported the above view on the effectiveness of the existing combined GA and Rotorcraft COMs. It was requested that association participation in tasks should be decided by industry itself.
- O.Hallquist referred to slide 7 and noted as ADR.TEC Chair there was no opposition to trying something new but a more detailed view of the working arrangements is required. The importance of the IT platform in making the proposal work effectively was emphasised.
- P. Möller questioned how the nomination process for membership would work in future. Chairmanship by EASA was also questioned for a body which should be stakeholder lead or co-chaired.
- T.Leoff agreed with previous comments, supporting in particular the co-chairing of joint meetings. It was noted that joint FS.TEC and Aircrew TEB meetings have been held in the past and lessons from this would be shared with the SAB Task Force. The importance of the availability of safety data was noted, On the work programme it was noted that there are number of items in the Work Programme

	<p>where the MAB has started work but the FS.TEC has not yet been consulted. The importance of a stable and easy to use collaboration platform was emphasised.</p> <ul style="list-style-type: none"> • M.Erb as Chair of the GA.COM stated that the current mix of sperate and joint meetings with the TEB work very effectively. • G.Garrouste noted that further work within the Task Force and with EASA is required as the term community could simply be seen as rebranding of the current groups. The concept of groups and communities and how they interact needs to be established before we work on the detail. Although it is possible for all members to review all the documents in the current system there is still a tendency for groups to work in silos and better ways of sharing the information are needed. • O.Saafan noted that what has been proposed is very close to the guiding principles of the Task Force in terms of efficiency and effectiveness. Co-Chairmanship of groups should be considered. The Task Force should consider the proposal and feed back to EASA as soon as possible. <p>In summary G.Buono stated that there is potential for improving what has been presented with necessarily changing extensively. A commitment was made to accelerate the work of the Task Force activity to make use of the pilot projects.</p> <p>In response L.Tytgat thanked members for their feedback. It was noted that the Work Programme should define the objectives and agenda for each community. The SAB has the responsibility to take ownership of the Work Programme, linked to EPAS and SPD, which will be agreed among the SAB members. It was agreed that silos should be avoided and that the requirement for the new IT platform to assist in this is recognised by EASA and is a priority. It was agreed that lessons should be learned from the GA community and EASA will look at this further in order to apply these. The Task Force was encouraged to take the time required to consider the best structure and make use of the pilot projects.</p> <p>G.Buono requested some consultation with EASA on the new IT tool before it is finalised. EASA agreed to arrange a dedicated meeting for a demonstration when the prototype system is sufficiently developed.</p> <p>NEW ACTION SAB.12.04: EASA to arrange demonstration of new Advisory Bodies IT tool.</p>
<p>10.</p>	<p>Break</p>
<p>11.</p>	<p>Update on EASA activities.</p>
	<p>EASA presented an update on current activities. Refer to presentation for details: AI11 - SAB 2021-01 EASA Update.pdf</p>

- Return to Normal Operations

The strong support of the SAB members on the SAB on the RNO Task Force was acknowledged. A summary of the guidelines published in support of RNO was presented.

An update of the Addendum to Aviation Health Safety Protocol (AHSP) will be published as there is now a dark red category. It was reported airport operators and airlines representing almost 50% of European air traffic have signed the Aviation Industry Charter with 90% of Charter signatories submitting data every week.

- Sustainable Aviation Programme

The EASA programme is driven by the EU environmental policy objectives (Green Deal) and the environmental protection objectives within the new Basic Regulation. An example is the new noise web portal where noise certificates for each aircraft are published. The 10 specific Work Packages within the Sustainable Aviation Programme are listed in slide 11 along with the key achievements. It was noted that the rulemaking task on SST standards has been expedited.

- Cybersecurity

The number of incidents in the aviation sector during 2020 has increased significantly. The ECCSA (European Centre for Cybersecurity in Aviation) has been established with the objective to promote the collaboration and sharing of information among their members. Opinion for Part-IS is to be published in May 2021 and introduces common requirements for an Information Security Management System (ISMS) and reporting of information security incidents.

- European Information Sharing and Cooperation Platform on Conflict Zones

The objective of this trial is to support to the existing EU Conflict Zone Alerting System and particularly the 'Integrated EU Aviation Security Risk Assessment Group'. The trial is primarily aimed at operators at this stage with associations being invited at a later stage.

- Data4Safety Programme

Proof of Concept phase will be completed by the end of 2021. The operational phase is being prepared. Current members are shown on the slide.

G.Buono thanked EASA for the presentation and on behalf of IATA expressed disappointment that associations will not be involved in the trial of the cooperation platform on conflict zones given their significant involvement on the topic to date.

A.Baumann agreed from an A4E perspective. EASA responded that the matter is not yet fully closed with scope for further discussion on association involvement.

	<p>E.Parelon asked about the platform itself for the D4S. EASA responded that the D4S platform is part of the next phase and that it's governance will not be separated from the principle of sharing.</p> <p>A.Sickert asked about the timescale for the expansion of D4S to include ANSPs and Aerodromes. Secondly information on the plans for the AHSP and Testing Protocol were requested. EASA noted that are a little late on the expansion of D4S and want to fully understand how to incorporate the new areas. On the AHSP negotiations between EASA and ECDC are currently underway.</p> <p>T.Harter requested clarification on whether it is expected that crews will make the risk assessment for flight in conflict zones. EASA stated the intent is that the airline will support the crew in making the risk assessment with the captain having the final say.</p>
<p>12.</p>	<p>Review of actions.</p>
	<p>Open actions not previously placed on hold were reviewed with the status recorded in the <u>summary of actions</u>.</p>
<p>13.</p>	<p>Confirmation of next meeting dates.</p>
	<p>SAB13 2021-02: 30th June – 1st July 2021 by WebEx. SAB14 2021-03: 16th – 17th November 2021 in Cologne if possible.</p>

Annex 1: List Attendees:

SAB Member / Alternate	Association	Name
Member	Aerospace and Defence - ASD	Belinda SWAIN
Member	Aerospace and Defence - ASD	Eric PARELON
Alternate	Aerospace and Defence - ASD	Francois DUCLOS
Member	Aerospace and Defence - ASD	Gilles GARROUSTE
Member	Aerospace and Defence - ASD	John BARTON
Member	Aerospace Industries Association of America Inc. -AIA	David SILVER
Member	Aerospace Industries Association of America Inc. -AIA	Scott PEPPER
Alternate	Aircraft Engineers International -AEI	Ola BLOMQVIST
Alternate	Airlines for Europe - A4E	Achim BAUMANN
Member	Airlines for Europe - A4E	John CLEAR
Member	Airlines for Europe - A4E	John MONKS
Member	Airports Council International - ACI	Øyvind HALLQUIST
Alternate	Airports Council International - ACI	Ansgar SICKERT
Member	Airports Council International - ACI	Aidan Flanagan
Member	Air Traffic Controllers European Unions Coordination - ATCEUC	Volker MOLLER
Member	Aviation Working Group - AWG	Mark LYNCH
Alternate	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
Member	European Business Aviation Association - EBAA	Robert BALTUS
Member	European Cockpit Association - ECA	Paulina MARCICKIEWICZ
Member	European Cockpit Association - ECA	Tanja HARTER
Member	European Helicopter Association - EHA	Peter MOLLER
Alternate	European Regions Airline Association - ERA	Robert CAMPBELL-SMITH
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
Exec Secretary	SAB Plenary Exec Secretary	Stuart ANDERSON
	EC	Alfonso ARROYO
	EASA	Kessler GERNOT

	EASA	Markus GOERNEMAN
	EASA	Jesper RASMUSSEN
	EASA	Jean Marc CLUZEAU
	EASA	Jeremie TEAHAN
	EASA	Joana GOMES
	EASA	Luc TYTGAT
	EASA	Savina ZAKOULA-CHERDRON
	EASA	Alain LEROY
	EASA	Clement AUDARD
	EASA	Gian Andrea BANDIERI
	EASA	Sarah PORALLA