

Stakeholders' Advisory Body

European Aviation Safety Agency

<http://easa.europa.eu/the-agency/other-easa-boards/>

SAB19 (2023-02)
21st- 22nd June 2023
EASA HQ, Cologne

Draft Agenda v5

Day 1: Wednesday 21st June, 09:00 – 17:00

#	Time	Subject	Lead
1.	09:00	Coffee / arrivals	
2.	09:30	Welcome and Introduction, including list of new Plenary nominations since previous meeting. <i>Priority: Admin (link to SAB Strategic Priorities)</i>	G Buono / S Anderson
3.	09:40	(Approval) of SAB19 agenda and minutes from SAB18 (2023-01) meeting <i>Priority: All</i>	All
4.	09:45	(Info) EASA MB and Safety Conference brief <i>Priority: All</i>	G Buono
5.	10:00	(Info / Discussion) SAB Activity Group feedback a) AG001 RoP Implementation b) AG002 Digitalisation <i>Priority: All</i>	G Garrouste
	11:00	Coffee break	
6.	11:15	(Info / Discussion) SAB subcommittee briefs a) CAS.COM – No meeting since last plenary b) GA.COM c) R.COM d) DM.TEC	SAB Champions

		<p>e) EM.TEC f) FS.TEC g) ADR.TEC h) ATM/ANS.TEC i) C.COM</p> <p><i>Priority: All</i></p>	
7.	12:30	<p>EU-ICAO synchronization issues</p> <p>Industry expectation: Sharing and hear from other SAB members if they have same issues as ANSPs with undesired discrepancies between ICAO and EU regulations, such as :</p> <p>☐ SARPs and PANS are not written to be directly used as certification requirements or AMC, this may lead to a change in the meaning of the provisions becoming inapplicable or critical.</p> <p>☐ IR, AMC/GM and ICAO are not synchronized. Such discrepancies may lead to inconsistencies in the baseline for the certification and on top of this operational issues.</p> <p>☐ When it is the case that a decision is made for EU ANSPs to apply something different from ICAO the compatibility of such rules with the rest of ICAO rules is not always achieved (e.g. compatibility over the High Seas, principles applicable to State aircraft. Incomplete transposition)</p> <p>☐ It is not always clear what the States should notify as a difference from ICAO and what should or maybe applicable when some SARPs or PANS are not transposed (e.g. in Reg 2012/923 there's a list of differences to be notified by law but it is not always aligned with the content of the regulation itself)</p> <p>☐ It is not clear if those parts of ICAO documents that are not transposed may be applied or not.</p> <p><i>Priority: All</i></p>	T Grobtek
	13:00	Lunch	
8.	14:00	<p>(Info / Discussion) Environmental matters update</p> <p>Expectation: Update on developments since the last plenary</p> <p>a) Industry report</p> <p>b) EASA report</p> <p>RefuelEU</p> <p>c) Integration of EN-ICCA initiative into the structure of the re-organised SAB</p>	<p>T Grobtek</p> <p>EASA - Dietmar Bloemen</p> <p>F Duclos</p>

		<i>Priority: 4 Environment</i>	
9.	14:15	(Info) AZEA Working Group 4 feedback <i>Priority: All</i>	EASA – Rodrigo Priego
10.	14:45	(Info / Discussion) ‘Risk based’ standardisation – audits and assessment of mature countries. Industry expectation: During last PAR/AG, a different approach to Standardization of “mature” States was mentioned with no details about how this is going to work. It would be interesting to be briefed about the model EASA intends to use to assess this maturity and on the new approach to standardization in general. <i>Priority: All</i>	EASA - J Rasmussen
	15:15	Coffee break	
11.	15:30	(Info / Discussion) - Further use of Industry standards in EASA’s regulation Industry expectation: EASA presentation on current position on the use of Industry Standards particularly “Organisational” Standards (e.g. how to apply SMS in an organisation) and “Monitoring” Standards/Programmes (e.g. IOSA, ISAGO..). Discussion on the way forward. <i>Priority: All</i>	EASA – J Rasmussen
12.	16:00	(Info / Discussion) Part-IS implementation across all aviation activities Industry expectation: The EASA has launched few pilot projects for design organizations for which it is the competent authority. For the other organisations (production, maintenance, operations, ATM, ANS,...) there are 27 competent authorities in Europe: Industry believes that this deserves an upfront effort of standardization that could be supported by sharing the outcomes of pilot projects at national level. <i>Priority: All</i>	G Garrouste EASA – G Bandieri
13.	16:30	(Info / Discussion) Preparations for summer 2023 disruption Industry expectation: EASA overview of Task Force activities <i>Priority: All</i>	EASA – E Ciofu
14.	17:00	(Info) EASA Update on ATM activities <ul style="list-style-type: none"> • ATCOs licencing NPA • ATCO fatigue study 	EASA - A Tziolas

		<i>Priority: All</i>	
15.	17:30	Close	

Evening Programme

20:00 - Informal Dinner in Cologne (at each members' own expense)

Venue Restaurant Mederano, Plectrudengasse 3, 50676 Cologne

<https://goo.gl/maps/7kLrsYd8RMEfWfv49>

Day 2: Thursday 22nd June, 09:00 – 13:00

#	Time	Subject	Lead
16.	09:00	<p>SAB Closed session – Industry only</p> <p>(Discussion) Comments from day 1, plus other issues that members wish to discuss including</p> <p>PAR-AG feedback</p> <p>Nomination of new ED and Strategy Director</p> <p>Other topics raised by members - TBC</p>	All
17.	10:00	<p>Generic non-compliance findings proposed by EASA.</p> <p>Industry expectation: It appears that, 'by default', some MS are raising level 2 findings against organizations under their oversight wrt compliance with SMS requirements, until they have completed their assessment.</p> <p>Is this acceptable to the stakeholders?</p> <p><i>Priority: All</i></p>	G Garrouste / Stakeholders
	10:30	Coffee break	
18.	11:15	<p>(Info) Feedback to EASA from closed session</p> <p><i>Priority: All</i></p>	G Buono
19.	11:30	<p>(Info / Discussion) Update on EASA activities</p> <p>Industry expectation: Update on matters not already covered in agenda.</p> <p><i>Priority: All</i></p>	EASA – L Tytgat
20.	12:30	<p>(Discussion) Review of Plenary open actions and confirmation of new actions raised</p> <p><i>Priority: All</i></p>	S Anderson
21.	12:45	<p>AOB</p> <p>Confirmation of next meeting dates</p>	All
	13:00	Close meeting	