

# Stakeholders' Advisory Body

European Aviation Safety Agency

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**SAB17 (2022-03)**

**15<sup>th</sup> – 16<sup>th</sup> November 2022**

**EASA, Konrad-Adenauer-Ufer 3, Cologne, Germany**

**Draft minutes**

## Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.16.01	Inform TEC/COM chairs that meeting minutes will be published on EASA website as for plenary minutes in line with RoP.	S Anderson	Closed
SAB.16.02	Arrange call with Safran to discuss specific concerns on draft RoP.	S Anderson	Closed. Meeting at Safety Conference.
SAB.16.03	Incorporate RoP comments into a final version for short consultation by 24/06/22.	S Anderson	Closed.
SAB.16.04	Circulate request for nominations for new SAB Chair team.	S Anderson	Closed.
SAB.16.05	Circulate request for volunteers for a SAB Implementation Task Force for the new structure.	S Anderson	Propose closed. New action 17.03 to include TEC/COM members.
SAB.16.06	Provide practical examples where of Performance Based Regulation is desired by 30/06/22.	SAB Plenary Members	Reminder to provide further examples before December MB.
	<b>NEW ACTIONS SAB17</b>		
SAB.17.01	Workshop on Ecolabel to be arranged during Q1/2023. K. Winkler to confirm EU involvement.	S Anderson / EASA	
SAB.17.02	Arrange dedicated a meeting/call on the way forward on incorporation of innovation across all domains including training. To involve interested SAB members, EASA Flight Standards and training staff.	S Anderson / EASA	
SAB.17.03	Circulate request for votes for new Vice Chair to SAB Plenary Members with 25/11/22 deadline.	S Anderson	

SAB.17.04	Circulate request for additional members of new RoP Implementation Activity Group to include members of all TECs/COMs.	S Anderson	
SAB.17.05	Arrange a call with SAB CG and CAS.COM Chair on D4S participation	S Anderson	

#	Subject
1.	<b>Coffee / arrivals</b>
2.	<b>Welcome and Introduction, including list of new Plenary nominations since previous meeting.</b>
	<p>Refer to <a href="#">presentation</a>.</p> <p>G.Buono welcomed members to the final SAB plenary meeting of 2022.</p> <p>S Anderson reported the following new SAB plenary members since the last meeting;</p> <ul style="list-style-type: none"> <li>• Andrea Poti replaces Alfred Vlasek as SAB member for IFACTA.</li> <li>• Olivier Secheresse replaces John Barton as SAB member for ASD.</li> <li>• Eric Demoney replaces Scott Pepper as SAB member for non-EU.</li> <li>• Tanja Grobotek and Eduardo Garcia switch member / alternate roles for CANSO.</li> </ul> <p>The Chairman noted that this would be final SAB Plenary meeting attended by Osman Saafan and thanked Osman for his dedicated service to the SAB over the years. Osman in turn expressed his thanks to the SAB and wished the group well for the transition to the new structure.</p> <p>Tanja Grobotek noted that CANSO would provide a nomination for an additional member of the Plenary.</p>
3.	<b>Approval of agenda and minutes from SAB16 (2022-02)</b>
	<p>Agenda approved with the addition of an item on the IAAPS and eamtc joint paper on 'Challenges and possible solutions for Aviation Training in 2023 and beyond' to be included under agenda item 5.</p> <p>Comments on the minutes of SAB#16 2022-02 to be provided to the secretary by 18/11/23.</p>
4.	<b>Environmental matters update</b>
	a) Industry

Tanja Grobotek briefed the Plenary on Eurocontrol / EASA Air ATM/ANS Environmental Transparency Working Group whose purpose is to develop proposals on how ATM/ANS providers can increase environmental transparency.

The link between the KPI performance targets and Ecolabel was discussed and it was confirmed that this is not in scope of the work programme. To be discussed further under EASA environmental item in terms of future coordination with EASA.

b) EASA

Refer to presentation by Dietmar Bloemen covering the Q3 update of the Sustainable Aviation Programme addressing

- Publication of the EASA Sustainable Aviation Programme European Aviation Environmental Report 2022
- EASA participation to European Update on Industrial Alliances (AZEA and RLFC)
- Update on Environmental labelling: operational test phase
- ICAO General Assembly 41

Discussion followed on the subject of Ecolabel. B. Swain questioned whether the remit had changed from providing information to passengers to encouragement to take a particular option. EASA confirmed that the intent remained to provide information and transparency to passengers in order to inform their decision making.

G. Buono noted that from an IATA perspective with the relatively limited influence of new technology and SAF to date we should focus on airspace efficiency and measure how airlines use the airspace. J. Monks urged care to be taken in the influence on airline business models for example in how carbon capture and offsets are credited.

B. Swain noted that with significant demand on existing SAF clearing houses in US and UK, further facilities are needed in the EU.

J. Barton questioned the application of Ecolabel globally. EASA confirmed that the scope of the activities remains within EU although there are discussions with OEMs outside the EU. These are not part of the taskforce.

F. Duclos noted that the priority of EASA should remain on the safety aspects with the example of halon replacement and referenced the challenge to have a fair means of comparison with other means of transport and also across regions. D. Bloemen responded that safety is always the primary objective and that EASA are well placed to address safe application of SAF.

G. Garrouste how EASA will avoid duplication of activities within Clean Aviation and the appropriate connection between the different activities. D. Bloemen responded that the AZEA alliance has common members with Clean Aviation. For aircraft certification

	<p>AZEA should not focus significantly on areas covered by Clean Aviation, noting that AZEA also includes GA and rotorcraft stakeholders. A. Leroy noted that the risk of duplication is recognised and that the EASA Research and Innovation Committee ensures an overview and steering of the various activities.</p> <p>N. Rhodes questioned how the Ecolabel initiative dovetails with the ‘CountEmissions EU’ initiative. It was confirmed that EASA are collaborating with the EU on this multi transport initiative.</p> <p>A. Fidato noted that climate change is a significant topic for all airports with significant infrastructure upgrades needed to increase resilience.</p> <p>J. Monks noted that whilst aviation was currently ahead on addressing environmental concerns there is a need to ensure that all sectors are at the same level.</p> <p>D. Bloemen stated the need to ensure that the Ecolabel is a living concept evolving with the latest thinking.</p> <p><b>New Action SAB.17.01:</b> S Anderson to coordinate with EASA to arrange a workshop on Ecolabel during Q1/2023. K. Winkler to confirm EU involvement.</p>
<p><b>5.</b></p>	<p><b>SAB subcommittee Briefs</b></p>
	<p>a) ATM/ANS.TEC – Tanja Grobotek Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Rulemaking news             <ul style="list-style-type: none"> <li>• ATCO Licensing Action Plan</li> <li>• ATM Ground Equipment Regulatory Framework</li> <li>• Interoperability IRs</li> <li>• New technologies and concepts</li> </ul> </li> <li>• Regulatory Framework for the operation of Drones and urban air mobility</li> <li>• Activities overview for 2022</li> <li>• Workshop on inclusion and diversity in ATM</li> </ul> <p>b) DM.TEC – Philippe Fouchard Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> <li>• Election of Chair and Vice Chair</li> <li>• EASA research and innovation portfolio</li> <li>• RMP and Initial Airworthiness Activities</li> <li>• ASD DOA Working Group report</li> <li>• New ETSO concept</li> </ul> <p>c) ADR.TEC – Florian Schur Refer to <u>report</u> covering the following topics.</p>

	<ul style="list-style-type: none"> <li>• Canadian-led “True North initiative”</li> <li>• Response to AB consultations</li> </ul> <p>The 12th ADR.TEC is postponed to 2023 due to EASA Annual Safety Conference in Prague. The EASA Annual Safety Conference takes place 30th November + 1st December 2022 focusing on Airports and with ACI Director General giving a keynote speech.</p>
<p><b>6.</b></p>	<p><b>SAB subcommittee Briefs continued</b></p>
	<p>a) C.COM – Francois Duclos Refer to <u>report</u> covering the following main topics.</p> <ul style="list-style-type: none"> <li>• International cooperation</li> </ul> <p>In light of the situation in Ukraine, it was noted that EASA support has been requested regarding working with former CIS countries surrounding Russia. Sale and validation of products in these countries is still permitted. It was reported by EASA that discussions with DG-MOVE are ongoing but that engagement with these countries is possible on a case by cases basis.</p> <p>Post Brexit it was noted that the level of fees charged by the CAA UK (80% of EASA level for Continued Airworthiness) is an issue for the industry. EASA support was requested to remain at a commensurate level with BASA provisions. B. Swain that the CAA fees and charges were open for consultation with an opportunity for industry to comment. (<a href="https://consultations.caa.co.uk/finance/caa-charges-23-24/">https://consultations.caa.co.uk/finance/caa-charges-23-24/</a>)</p> <ul style="list-style-type: none"> <li>• AEH/SW assurance development (Abstract Layer-AL)</li> <li>• SMS regulations and deployment</li> <li>• Non-Installed Equipment (NIE)</li> <li>• 737 MAX recommendations</li> <li>• Autonomous Distress Tracking (ADT)</li> <li>• Sustainable aviation &amp; ecolabel</li> <li>• EASA Resources in Certification</li> <li>• SAB reorganisation</li> </ul>

b) R.COM – Christian Mueller

Refer to report covering the following topics.

- Admin burden, differing NAA interpretation of EASA regulation.
- RMT.0318 exclusion of piston engines
- ICAO Dangerous good training requirements
- Vertical Aviation Safety Team (VAST)
- European Rotors Event
- Star Rating (Rotorcraft Safety Roadmap – Workstream Safety Rating)

In terms of the comments on the rulemaking administrative burden. C. Holgate-Romanov responded that EASA wanted to ensure sufficient time for review in line with the consultation timescales stated in the EPAS. EASA are open to improvement suggestions. J.Glantz stated that Business Aviation has the same concerns about the administrative burden on small organisations.

The concept of the safety rating system for rotorcraft was discussed. The Star Rating (Rotorcraft Safety Roadmap – Workstream Safety Rating) workgroup is led by VAST, supported by EASA, FAA, industry. The goal is to establish a safety rating scheme for rotorcraft and is not intended that the star rating would lead to new regulations.

c) GA.COM – Michael Erb

A combined meeting of GA.COM and TeB took place in June 2022. A dedicated GA COM close session for election took place before this meeting. The current GA COM Chair and Vice-Chair Michael Erb and Julian Scarfe were re-elected for the next 48 months.

Refer to report covering the following topics.

- Aerobatic flights, skydivers and tasks specialists
- Awareness of hypoxia
- Risk assessment and checklist for display flying
- GNSS reversion for GA
- Upcoming changes for EASA OPS (Part NCO) - IFR Planning minima
- Certifying staff (Part-66 L-Licenses) regarding light aircraft (WP07)
- DTO and Basic IR courses

	<p>d) IAAPS / eamtc paper on training</p> <p>Refer to IAAPS and eamtc joint <a href="#">paper</a> – ‘Challenges and possible solutions for Aviation Training in 2023 and beyond’</p> <p>The paper jointly written by IAAPS and eamtc was shared with members just before the meeting. G. Buono suggested that it could be good starting point for a new activity group focussed on training. F. Duclos noted a potential link to post B737 MAX activities on training.</p> <p>J.Monks stated that there is need to understand how to use innovation across the entire industry learn transversal lessons. Creative solutions developed during the COVID-19 crisis such as route checks in simulators could be adopted and also have environmental benefits.</p> <p><b>New Action SAB.17.02:</b> S Anderson to arrange with EASA dedicated a meeting/call on the way forward on incorporation of innovation across all domains including training. To involve interested SAB members, EASA Flight Standards and training staff.</p> <p>There were no reports from the CAS.COM, EM.TEC or FS.TEC as no meetings had taken place since the previous SAB Plenary.</p>
<p><b>7.</b></p>	<p><b>Use of industry best practices</b></p>
	<p>G. Buono urged EASA not to ‘re-invent the wheel’ where industry best practices are available and appropriate.</p> <p>It was observed that there is a clear system and precedent in certification with references to industry standards in CS specifications but little equivalent on the operations side.</p> <p>J. Rasmussen noted that industry stakeholders are increasingly approaching EASA regarding the use of industry standards. EASA are open to go in this direction if a way to do so can be found.</p> <p>A round table discussion followed. C. Mueller proposed that EASA could direct inspectors to take standards into account. B.Swain noted that EASA already have Internal International Standards Committee (IISC), possibly currently focused more on certification, which could potentially be used. A. Leroy concurred that learning from the IISC could be considered.</p> <p>G. Garrouste reflected that the EASA recognition of the Industry SMS standard had been a significant and time consuming effort.</p>

	<p>In conclusion J. Rasmussen noted that the NAAs need to also be considered for operations whereas for certification it is only EASA. Therefore, more consultation is needed for operations. It was agreed to continue the dialogue and to propose some specific examples. <del>Requirement should be identified in the EPAS.</del></p>
<p><b>8.</b></p>	<p><b>EASA Research Agenda – follow up</b></p>
	<p>Refer to <u>presentation</u>.</p> <p>Marcella Miano and Emmanuel Isambert presented the EASA research agenda, noting that its publication is due in the coming days.</p> <p>An overview of the research agenda was provided followed by further details of activities in the following domains.</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Environmental Protection</li> <li>• Security</li> <li>• Public / Occupational Health</li> <li>• Economic Intelligence</li> <li>• Clean Aviation</li> <li>• PhD scheme pilot projects</li> </ul> <p>G. Buono questioned the status of research into lithium battery transport carriage. It was confirmed that this activity is ongoing.</p>
<p><b>9.</b></p>	<p><b>EASA ATM regulatory framework including ATCO licencing and certification of ground equipment</b></p>
	<p>Refer to <u>presentation</u>.</p> <p>ATM: Jussi Myllarniemi presented an update on the EASA ATM regulatory framework.</p> <p>L. Baltzinger questioned the convergence process for the comments and next steps in the process. EASA confirmed that it is working on the CRD with a focus on the impact assessment.</p> <p>F. Duclos referred to the rewriting of SES rules. It was confirmed that the SES Interoperability Regulation had already been repealed, with the IRs continuing to apply until September 2023, after which they need to be replaced.</p> <p>O. Saafan raised a question on the new process for crediting military ATCO experience referenced on slide 10. <del>It was noted that the ATCO fatigue study was challenging in terms of military licences.</del></p>

<b>10.</b>	<b>General closed session</b>
	<p>Closed session discussion on the following topics.</p> <p>a) Chair Team election Giancarlo Buono was confirmed as SAB Plenary Chair for a new 4-year term.</p> <p>There are 3 candidates for 2 Vice-Chair positions</p> <ul style="list-style-type: none"> <li>• Gilles Garrouste - ASD</li> <li>• Tanja Grobotek - CANSO</li> <li>• Thomas Leoff - IAAPS</li> </ul> <p><b>New Action SAB.17.03:</b> S Anderson to circulate request for votes for new Vice Chair to SAB Plenary Members with 25/11/22 deadline.</p> <p>b) Revised RoP</p> <p><a href="#">Link to RoP.</a></p> <p>The latest version of the RoP was discussed noting that some EASA comments remain to be addressed in detail. Members discussed whether to proceed with the new RoP and continue with the process of implementation or to maintain the existing structure until a new EASA ED is in place.</p> <p>Following a vote, it was agreed by a majority of members to adopt the new RoP and proceed with implementation by establishing an Activity Group to implement the new RoP over a transition period. The first task of the group will be to address the remaining RoP comments.</p> <p><b>New Action SAB.17.04:</b> S Anderson to circulate request for additional members of new RoP Implementation Activity Group, including to members of all TECs/COMs.</p> <p>c) Fees and Charges reserve</p> <p>G. Garrouste reported on the recent PAR-AG meeting and the deficit on the EU subsidy and fees and charges. The expected level of EASA activity for 2023 is above budget and expected revenue.</p> <p>Reference was made to the ATCO fatigue study being fully paid by the fees and charge reserve whereas the ATCO sector contributes less than 1% of fees and charges.</p> <p>It was noted that EASA staffing levels remain below the authorised headcount.</p>

	<p>It was reported that a further meeting of the PAR-AG will take place the week after this SAB plenary and that further feedback will be provided following that.</p> <p>d) EPAS Workshop Overall, the workshop was considered to be a useful event and positive feedback will be provided to EASA.</p>
<b>11.</b>	<b>Workshop on EC Evaluation of EASA and the Basic Regulation</b>
	<p>Refer to <u>presentation</u>.</p> <p>An introduction to the SAB Plenary Workshop on EC Evaluation of EASA and the Basic Regulation scheduled for the following day was presented. The outcome of the workshop will be reported separately by the consultants, Ramboll Management Consulting and the University of Antwerp.</p>
<b>12.</b>	<b>Revised RoP</b>
	<p>G. Buono reported to EASA that the decision had been taken to proceed with the implementation of the RoP agreed during the closed session and that formation on new activity groups would proceed going forward.</p>
<b>13.</b>	<b>Feedback to EASA from closed session</b>
	<p>G. Buono presented a summary of the main topics discussed in the closed session. The majority of the discussion in the closed session was on the new RoP.</p> <p>G. Buono election as Chair and the extension of the voting for the vice chair for 2 weeks was reported.</p> <p>The EPAS workshop was reported to have been a valuable aspect of the EPAS development process although with some room for improvement. The possibility of introducing the use of industry standards into the EPAS workshop in future was discussed. A methodology similar to that used in certification would be needed for operational topics.</p> <p>Gilles Garrouste reported on the outcome of the PAR-AG meeting and the EASA financing issues in relation to the EU subsidy and fees and charges aspects. SAB members are keen to ensure the appropriate level of EASA financing to ensure has a level of financing to under the tasks required by the basic regulation. The concerns that the fees and charges investment projects are not generally related to areas of interest to those paying the majority of fees and charges was raised. An example of this is the ATCO fatigue study fully paid by the fees and charge reserve whereas the ATCO sector contributes less than 1% of fees and charges.</p>

	<p>L.Tytgat welcomed the progress on the RoP agreement and the start of implementation. The SAB inputs to the PAR-AG and Management Board on financing are well received by EASA. The review and revision of the SPD was discussed. The criteria for access to the fees and charges reserve need further discussion and this is accepted by EASA.</p> <p>B. Swain reiterated that the potential of using fees and charges reserve for projects such as Clean Aviation project had been previously agreed along with the principal that the use of the charges would be agreed with those paying.</p>
<b>14.</b>	<b>Update on EASA activities</b>
	<p>Refer to <u><a href="#">presentation</a></u> by Luc Tytgat covering the following topics</p> <p><u>Crisis and Risk Management</u></p> <ul style="list-style-type: none"> <li>• Russian invasion of Ukraine</li> <li>• Re-entry of the CZ-5B</li> <li>• Post crisis (COVID, Ukraine) safety risks</li> </ul> <p><u>EPAS, Rulemaking , Safety Promotion &amp; Impact Assessment</u></p> <ul style="list-style-type: none"> <li>• First results of new Rulemaking Procedure</li> <li>• EPAS 2023-2025</li> <li>• Safety Promotion</li> <li>• Easy access rules</li> <li>• Impact assessment – Refer to <u><a href="#">Information Paper</a></u></li> </ul> <p>The question of whether environmental topics should be included in the EPAS or whether the focus should be purely on safety was discussed. B. Swain noted that it was useful to have all subjects included to give an overview of all EASA activities in a single place. This is also being considered as part of the EU evaluation process.</p> <p><u>Data4Safety</u></p> <ul style="list-style-type: none"> <li>• Roadmap / Dev phase</li> <li>• D4S Liaison Group</li> </ul> <p>The extension of membership of the D4S programme and the establishment of a SAB liaison group was discussed with Leopold Viroles joining the discussion. Funding was reported to be a mix of Fand C reserve funding and Horizon Europe funding. Discussion with the Commission on longer term funding for full implementation are under discussion, potentially through a PPP.</p> <p><b>New Action 17.05:</b> S. Anderson to arrange a call with SAB CG and CAS.COM Chair on D4S participation.</p>

	<p><u>Evaluation Task EVT.011</u></p> <p>N. Jones raised a question on the inclusion of cabin crew and safety sensitive personnel in the testing of psychoactive substances aspects. EASA noted that data on the details of who has been evaluated are being collected. It is understood that the focus to date has been on flight crew.</p> <p><u>Climate Change</u></p> <ul style="list-style-type: none"> <li>• EU legislation</li> <li>• EASA action areas</li> <li>• European Network on impact of climate change</li> </ul> <p>Aiden Flanagan referred to the European Aviation Climate Change Adaption Working Group co-chaired by ACI and Eurocontrol. The need to avoid duplication and ensure the appropriate interfaces with European network on impact of climate change. This is recognised by EASA and engagement with Eurocontrol has started.</p> <p><u>Drones Publications</u></p> <ul style="list-style-type: none"> <li>• Introduction of a regulatory framework for the operation of drones (NPA 2022-06)</li> <li>• First guidelines on noise level measurements for drones below 600kg</li> <li>• U-Space AMC/GM: publication expected in December 2022</li> </ul> <p>G. Garrouste reported that the CEN has established a Technical Committee with Drones in scope and questioned how this will be connected with EASA activities. A. Leroy stated that EASA are in close contact with both CEN and Eurocae on defining a strategy.</p> <p><u>International cooperation</u></p> <ul style="list-style-type: none"> <li>• ICAO 41<sup>st</sup> Assembly</li> <li>• Technical cooperation projects</li> </ul>
<p><b>15.</b></p>	<p><b>Review of Plenary open actions and confirmation of new actions raised</b></p>
	<p>Open actions not previously placed on hold were reviewed with their status recorded in the <u>summary of actions</u> along with new actions from this meeting.</p>
<p><b>16.</b></p>	<p><b>Closing remarks / AOB / next meeting dates</b></p>

	<p>In closing, the chair thanked the members and EASA for a constructive and productive meeting.</p> <p>Dates for 2023 meetings are as follows:</p> <p>SAB 2023-01: 14-15 March 2023</p> <p>SAB 2023-02: 21-22 June 2023</p> <p>SAB 2023-03: 20 – 21 November 2023</p>
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**Annex 1: Attendees:**

Function	Association	Last Name	First Name
Member	A4E (Airlines for Europe)	SHARKEY	Carol
Member	A4E (Airlines for Europe)	MONKS	John
Member	ACI (Airports Council International)	FIDATO	Alessandro
Member	ACI (Airports Council International)	FLANAGAN	Aidan
Alternate	ACI (Airports Council International)	SCHUR	Florian
Alternate	AIA (Aerospace Industries Association of America)	McCARNEY	Paul
Alternate	AIAB (Associação das Industrias Aeroespaciais do Brasil)	BIANCHI	Alexandre
Member	ASD (Aerospace, Security and Defence Industries Association of Europe)	BARTON	John
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
Alternate	ASD (Aerospace, Security and Defence Industries Association of Europe)	BUFANO	Emanuele
Member	AWG (Aviation Working Group)	DELANEY	Ken
Alternate	CANSO (Civil Air Navigation services organisation)	GARCIA	Eduardo
Member	CANSO (Civil Air Navigation services organisation)	GROBOTEK	Tanja
Member/Vice-Chair	CANSO (Civil Air Navigation services organisation)	SAAFAN	Osman
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
Member	ECA (European Cockpit Association)	HARTER	Tanja
Member	ECA (European Cockpit Association)	MARCICKIEWICZ	Paulina
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	GRANDINI	Federico
	EASA	HOLGATE- ROMANOV	Christopher
	EASA	TYTGAT	Luc
	EASA	MIANO	Marcella
	EASA	LEROY	Alain
	EASA	VIROLES	Leopold
	EASA	BLOEMEN	Dietmar
	EASA	RASMUSSEN	Jesper
	EASA	ILIEVA	Nadia
	EASA	MYLLARNIEMI	Jussi
	EASA	ISAMBERT	Emmanuel