

Stakeholders' Advisory Body

European Union Aviation Safety Agency

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SAB#13 2021-02
30th June – 1st July 2021
WebEx meeting

Minutes draft

Summary of Actions:

ID#	Action Description	Actionee	Status
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. SAB13 update: Closed.	SAB Champions	Closed
SAB.09.08	Members/Associations who wish to be involved in discussions for ICAO topics to contact Daniela Defossar (EASA, International Cooperation). SAB13 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. SAB13 update: Ongoing.	COM and TEC Chairs	Ongoing
SAB.12.02	Arrange a session on how the SAB and EASA should engage on the objectives of the Destination 2050 programme. SAB13 update: Dedicated meeting 23rd April 2021.	Eduardo Garcia / Stuart Anderson	Closed
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.12.04	Arrange demonstration of new Advisory Bodies IT tool. SAB13 update: Agenda item for SAB13.	EASA	Closed
SAB.12.05	SAB Exec sec. to include Environmental matters as a standing agenda item for future SAB plenary meetings. SAB13 update: Standard agenda item from SAB13	Exec Secretary	Closed

SAB.12.06	SAB Contact Group to identify a Focal Point/Champion for environmental topics. SAB13 update: Eduardo Garcia nominated.	SAB CG	Closed
SAB.12.07	SAB Contact Group to discuss any further actions required environmental topics. SAB13 update: Discussed at SB CG meeting and no further action required.	SAB CG	Closed
ID#	NEW Actions from SAB013 2021-02		
SAB.13.01	Prepare a written input to EASA and EC on the subject of legal text within AMC/guidance.	Exec Secretary	New
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.	Exec Secretary	New
SAB.13.03	EASA to provide a paper addressing participation of non-EU members in EASA rulemaking activities.	EASA	New
SAB.13.04	Consider a workshop in Sept / Oct to review changes between EPAS initial and final drafts.	EASA	New

#	Subject
1.	Welcome and Introduction
	<p>G.Buono welcomed members to the second SAB plenary meeting of 2021.</p> <p>It was noted that L. Tytgat had sent apologies and was unable to join today but would join for the second session.</p>
2.	Approval of Agenda and minutes from SAB12 (2021-01)
	<p>Agenda approved.</p> <p>Minutes of SAB#12 2021-01 approved with no amendments.</p>
3.	SAB subcommittee Briefs - SAB Champions
	<ul style="list-style-type: none"> <p>ATM/ANS.TEC - Eduardo Garcia (CANSO)</p> <p>Refer to report for full details.</p> <p>The status of rulemaking activities was presented with change since the previous update highlighted in red text within the slides. The main activity is associated with ATCO implementing rules and licencing action plan.</p> <p>An ad-hoc Workshop on harmonised implementation for Regulation 373 took place on 10th May. It was well attended by competent authorities and industry and was recommended to other committees as a good way of reaching a common interpretation of rules.</p> <p>Information on the ATM Collaborative Analysis Group (CAG) is also included within the slides for information.</p> <p>ADR.TEC – Aidan Flanagan (ACI)</p> <p>Refer to report for full details.</p> <p>It was noted that membership of the ADR.TEC has recently been broadened.</p> <p>G. Buono raised a question on ECOLABEL for airports. It was confirmed that the focus has mainly been on the league table for airline performance at airports. A. Sickert reported that discussions have recently started with several airports having been identified as pilot projects.</p> <p>R.COM – Peter Möller (EHA)</p>

	<p>Refer to report for full details.</p> <p>G. Buono noted the importance of feedback to the SAB Plenary from the 2 pilot projects, Rotorcraft and Aerodromes, in view of the ongoing Task Force activity on the new SAB structure.</p> <p>S. Zakoula-Cherdron noted that there would be further discussion on the pilot projects and the SAB structure later in the agenda.</p> <p>N. Jones supported the statement in the report on HF training, noting that HF training for single cabin crew operation had also been discussed without the appropriate expertise in the group. This had been picked up by chance. G. Buono noted that this represents a weakness in the system and is good example of the difficulty in dealing with transversal topics as has been highlighted in the restructuring discussions.</p> <p>C. Rawden raised further point on transversal issues. It has been observed that EASA are pushing to harmonise language across different sectors regulations and that this can have the effect that the language may be modified in sectors that haven't been involved in the original discussions. It would be helpful if this can be addressed through the SAB. It was noted by the chair that this type of issue was difficult to address within the ToR but relies largely on awareness of experienced group members to raise such topics of a transversal nature.</p> <ul style="list-style-type: none"> GA.COM – Michael Erb (IAOPA) <p>Refer to report for full details.</p> <p>The last meeting was a combined meeting with the GA.TeB held on 1st June with the linked SAB Plenary report based on the formal meeting minutes issued by EASA.</p> <p>COVID was again a dominating issue with a significant reduction in flying activities, although slowly returning to normal.</p> <p>The issue of 'iConspicuity' is of high importance for GA and EASA have confirmed that the sufficient funding for the relevant activities.</p> <p>The European Space Agency is supporting with a concept for IFR procedures for non-instrument runways.</p> <p>G. Buono commented that the importance of GA is fully recognised within the aviation community. It was noted that the sector has had buffer role in that many commercial pilots have moved to the GA sector for training or as instructors during the pandemic.</p> <p>O. Saafan emphasised the importance of the safe and fair integration of new entrants to the sector, U-Space, drones.</p>
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	<p>O. Saafan also raised the issue of the increasing number of airspace infringements by ultralight aircraft and questioned whether this had been discussed in the GA.COM. M. Erb concurred that this had been observed all over Europe and confirmed that work on training and awareness is ongoing in order to improve safety. The iConspicuity activity will also support this.</p> <ul style="list-style-type: none"> • C.COM - François Duclos (ASD) <p>Refer to report for full details.</p> <p>The C.COM has adapted its activities in light of the ongoing impact of the COVID-19 crisis in 3 main areas</p> <ul style="list-style-type: none"> - The support needed by the commercial aviation to continue operations - More 'classical' activities have restarted to enhance current certification and airworthiness matters - The preparation for the future anticipating strong constraints on environment <p>The following topics discussed at the last C.COM meeting are detailed within the report.</p> <ul style="list-style-type: none"> • International cooperation <ul style="list-style-type: none"> ○ Brexit ○ Cooperation with China • Airborne Electronic Hardware/Software assurance development (Abstract Layer) • SMS regulations and deployment • Non Installed Equipment (NIE) • 737 MAX recommendations • SAB structure <p>Related to the 737 Max activities V. Möller noted the need for EASA to focus on safety over financial matters for the whole aviation sector and not only large commercial aircraft.</p> <ul style="list-style-type: none"> • CAS.COM <p>The CAS.COM report was submitted by A. Gonzalez-Gomez (EASA) in advance of the meeting.</p> <ul style="list-style-type: none"> • FS.TEC – T Loeff (IAAPS)
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	<p>T. Leoff provided a verbal report from the FS.TEC. A joint meeting has been held with Aircrew TeB and also a standard FS.TEC meeting which will be reported in writing post meeting. The most significant issue which came to light in a recent meeting was that EASA has published Opinion 02/2021 (All-weather operations and review of crew training requirements) with a wide range of issues from all weather operations and including qualification of human factors trainers. This had been published at the end of May 2021 without knowledge of several stakeholders.</p> <p>N. Jones stated that RMT. 0492 (Development of FTL for CAT operations of emergency medical services (EMS) by aeroplanes and helicopters) and RMT.0493 (Updating and harmonising of FTL for commercial air transport (CAT) by aeroplane for air taxi operations and single-pilot operations taking into account operational experience and recent scientific evidence) have been expanded to include recommendations from the study of effectiveness on CAT FTL. There will now be items that may change the regulations for the commercial FTL regulation. This is not widely publicised and has been discovered by chance by the commercial sector and social parties. G. Buono noted that this is once again an example of the need to improve coordination across sectors. It was requested that all the necessary stakeholders are involved in this rulemaking task in future. J. Teahan noted the comments and agreed to pass on to EASA colleagues.</p> <p>Another issue relates to Rulemaking Task 194 on instructors. It seems that there are no coordination efforts in EASA or ICAO between the different domains.</p> <p>An additional point was shared concerning legal text within AMC/Guidance material. Several times it has been found that the legal text within AMC and guidance material is not clearly understandable to the end user using the material where the final say on wording is left to legal experts. A. Arroyo (EC) responded that if a list of issues are raised in an SAB paper the concerns will be taken to the Commission.</p> <p>EASA noted the feedback and will pass on to colleagues. It will also be noted in the context of the review of rulemaking process.</p> <p>NEW ACTION 13.01: Exec Secretary to prepare a written input to EASA and EC on the subject of legal text within AMC/guidance.</p> <p>No reports were provided by the DM.TEC or EM.TEC</p>
4.	Environmental matters
	<p>E. Garcia provided an update on environmental matters from an industry perspective. Refer to presentation for full details.</p> <p>An extraordinary SAB Plenary meeting took place on 23rd June 2021 to discuss Destination 2050 and the EASA Sustainable Aviation Programme. The three actions 12.05,</p>

	<p>12.06 and 12.07 raised have been closed as identified in the summary of actions. It was requested that any SAB Plenary member wishing to raise an environmental topic at the SAB Plenary meetings contacts E. Garcia and S. Anderson in advance of the meeting in order to coordinate the industry presentation.</p> <p>Promotion of the Destination 2050 is ongoing. The main objective of the 5 associations now is to develop an EU Pact for Sustainable Aviation to bring together industry and policy makers/regulators around a shared vision, common aspirational targets and high-level principles for related industry and policy roadmaps.</p> <p>On 21 June, the Destination 2050 associations wrote to European Commission President von der Leyen to ask for the Commission to commit to participate with the sector in an EU Pact for Sustainable Aviation.</p> <p>G. Buono requested that members enlist the support of environmental experts within their associations in supporting SAB discussions. One potential idea is a subgroup within the SAB addressing environmental topics. This will form part of the restructure task force discussions.</p> <p>F. Duclos agreed that more focus is required on environmental matters but noted that we should use existed forums such as those addressing ECOLABEL as a starting point. O. Saafan added that other forums such as the EASA-Eurocontrol Environmental Transparency Working Group should also be considered.</p> <p>G. Buono concluded that the need is to ensure that environmental matters are a fundamental integrated part of SAB activities rather than necessarily establishing new groups.</p> <p>D. Bloemen presented an update on the EASA Sustainable Aviation Programme. Refer to presentation for full details. The following elements of the Sustainable Aviation Programme were covered:</p> <ul style="list-style-type: none"> • Sustainable Aviation Fuels • Research & Innovation for Sustainable aviation • Environmental Transparency projects <ul style="list-style-type: none"> ○ European Aviation Environmental Report ○ Environmental Labelling for Aviation • Environmental Standards and Certification • Technical Expertise to the Commission • Flight Standards and Air Traffic Management
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	<ul style="list-style-type: none"> • International cooperation on sustainable aviation <p>V. Möller questioned how the environmental performance of an ATM or ANSP provider is determined. It was explained that this is the fundamental question that the working group are trying to establish.</p> <p>J. Clear raised a concern about how a simple environmental label will work in an industry as complex as aviation. EASA noted the concern and confirmed that experts from all sectors are engaged.</p> <p>A. Fidato noted the good news that EASA will appoint an expert on hydrogen in order to support the development of the regulatory framework in this field.</p>
5.	General closed Industry session.
	<p>2 specific topics were discussed during the closed session, as follows:</p> <ul style="list-style-type: none"> • SAB Restructure Task Force <p>G. Buono explained that the draft ToR are in progress but that detailed work is still to be done. It was noted that EASA have been moving ahead on this topic despite attempts to remain fully aligned. The current intent is to align activities into sectors or domains similar to those in place today but also giving the opportunity for wider visibility of the work and participation by technical experts. A high level concept paper has been provided to EASA which resulted in some alternative proposals from EASA.</p> <p>There is work to do on how we coordinate between sectors on cross domain activities. The EASA proposal consists of smaller communities but with wider access to the IT platform, and a small committee interacting with the other communities.</p> <p>Next steps. SAB CG are working on a revised RoP which will be taken to the SAB restructure task force initially and then the full SAB Plenary. It was emphasised that the role of the SAB Plenary will not be diminished in the new structure and that it should take more strategic role. The findings from the pilot projects will be used to refine the RoP.</p> <p>It was noted that association members should feed any inputs or concerns to the relevant SAB Task Force members representing their sectors.</p> <ul style="list-style-type: none"> • Participation of representatives from third countries in EASA activities. <p>N. Jones noted that the information paper published by EASA on this topic does not fully address the concerns raised by ETF. ETF had nominated someone to a Rulemaking Task and was initially rejected by EASA on the basis of UK nationality. The reason for rejection was subsequently changed to rejection on the basis of working for a UK Company, NATS. This has continued to be the case for employees of UK or other third countries, working on behalf of EU associations. It is a wider issue than ETF or UK, it is more general 3rd</p>

	<p>country issue. It was noted that the Basic Regulation Article 98 requires the Management Board to establish an advisory body representing the full range of interest parties affected by the work of the agency.</p> <p>E. Garcia confirmed that CANSO have experienced the same issue and support the position of ETF. K. Martin also concurred with this position and noted the link with ongoing discussions on SAB membership of non-EU associations.</p> <p>G. Buono summarised that it is the responsibility of SAB member associations to decide who will be involved in consultation activities with EASA. EASA should not need to know the nationality or employer of that person.</p> <p>J. Monks noted that any assessment by EASA regarding conflict of interest or other concerns should be carried out in a fully transparent way.</p> <p>In addition, K. Martin noted that terms used by EASA such as “EU representative organisation” are not defined and that most associations have members outside of the EU.</p> <p>S.Anderson added that the existing code of conduct forms which are signed by SAB member already state that the member will represent the association in their SAB role.</p>
6.	Feedback to EASA from closed session (including SAB restructuring)
	<p>G.Buono presented the feedback from the closed industry session.</p> <ul style="list-style-type: none"> • Restructure of Advisory bodies <p>The work is now focused on drafting the RoP based on the Task Force proposal and EASA feedback. The importance of understanding and measuring the success of the ongoing pilot projects was emphasised. It was noted that any arrangements within the pilot projects should be discussed and agreed with the SAB Contact Group and Plenary.</p> <p>It is intended that the draft RoP will be distributed to the Task Force before the summer break.</p> <p>L. Tytgat thanked the SAB for the progress on the SAB RoP and noted the Dec 2021 target for presentation the Management Board. On the assessment of pilot projects EASA propose to review how the community is able to manage its Work Programme. In terms of Chairmanship aspects discussed within the pilot projects EASA are open to considering the proposals which will be made in the draft RoP and do not intend to implement anything without full transparency.</p>

	<p>NEW ACTION 13.02: Exec secretary to 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.</p> <p>F. Duclos asked whether any restructuring activity has been launched on the MAB side. L. Tytgat confirmed the intent to mirror the SAB changes as far as possible on the MAB side.</p> <ul style="list-style-type: none"> • Participation of representatives from third countries in EASA activities. <p>G. Buono summarised the discussion from the closed session on this topic in general terms. The 3 key underlying principals were highlighted.</p> <ul style="list-style-type: none"> • Purpose of consultation is to have the maximum possible involvement of experts with due consideration to different roles, responsibilities and representativeness. • No discrimination based on nationality. • Associations should be able to use experts who are primarily employed by non-EU parent organisations. This should already be covered by existing conflict of interest documents signed by SAB members. <p>It was noted that the EASA information paper 'Policy on UK Industry representation in EASA Expert Groups' submitted in advance of the meeting primarily addresses UK organisations in light of Brexit but the concerns are broader than this and apply to third country representation in general. The SAB recognises certain legal constraints but would like an agreement with EASA on transparency on who is accepted on to committees, working groups and rulemaking tasks and on what basis. It was noted that the wider issue of non-EU participation on the SAB would be addressed in the RoP redraft.</p> <p>D. Silver reported that during a recent meeting with Patrick Ky reassurances had been received that non-EU representation is maintained in the SAB and sub-committees where appropriate.</p> <p>S. Pepper noted there may be areas where non-EU members may have relevant expertise in the European domain for example having approved organisations within the EU system.</p> <p>L. Tytgat confirmed that EASA is in line with the principles highlighted in the feedback and are prepared to issue an additional paper to reflecting the full scope beyond the UK issue. The intent is to prepare this paper over the summer period with a target to submit to the SAB plenary by mid-September.</p> <p>NEW ACTION 13.03: EASA to provide a paper addressing participation of non-EU members in EASA rulemaking activities.</p>
7.	Discussion with EASA on AB restructure and pilot projects.

	This topic was addressed under agenda item 6.
8.	Update on EASA activities.
	<p>a) EPAS including rulemaking process review. R. Hamelijnck and D. Coutelier presented the status of the draft EPAS 2022-2026 and review of the EASA Rulemaking procedure. Refer to presentation for details.</p> <p>The presentation covered three topics.</p> <ul style="list-style-type: none"> • Alignment of EASA EPAS and ICAO European Regional Aviation Safety Plan • Draft EPAS 2022-2026 • Review of the EASA rulemaking procedure <p>F. Duclos questioned the meaning of ‘oversight’ in the context of ‘strategic enablers’ in slide 6. It was confirmed that these were strategic enablers for agency, such as technical training, international cooperation agenda and policies etc. The oversight element refers to oversight by EASA where they are the competent authority. F. Duclos also requested a 4 week ballot period for the EPAS document rather than the 2 weeks stated. It was confirmed that the consultation will only be for the changed elements and that the possibility of extending the consultation will be considered.</p> <p>A. Sickert asked whether industry will be able to comment on the RASP and whether it will be possible to suggest research activities in the EPAS consultation. EASA stated that industry consultation on the RASP has been discussed with the project team and that industry will be included in the consultation. It was confirmed that new research topics could be considered as part of the consultation.</p> <p>B. Swain noted that the consultations for the rulemaking process and EPAS in December are very close and stated the needed for a sufficient consultation time and asked whether the new rulemaking process addresses EASA use of industry standards. EASA confirmed that the rulemaking process consultation should be in Q3, ahead of the EPAS consultation. It was confirmed that the use of industry standards will be considered as part of the review.</p> <p>G. Buono noted that a dedicated SAB EPAS workshop had been held following the first round of comments and that this had been a useful exercise. The general view of the meeting was that this was a good idea. R. Hamelijnck stated that this had been held in the past to review strategic priorities at the start of the process. It was suggested that a short workshop to present and discuss changes between the initial and final draft would be worthwhile.</p> <p>NEW ACTION 13.04: EASA to consider a workshop in Sept / Oct to review changes between EPAS initial and final drafts.</p> <p>K. Martin suggested that a dedicated workshop could look at the entire process in rulemaking including the industry aspects, potentially with a dedicated SAB group to address. It was also noted that the review of the SAB structure itself will also have an</p>

	<p>impact on the efficiency of the rulemaking process. EASA confirmed that the idea of a workshop as part of the rulemaking process review was under consideration by M. Gerhard.</p> <p>b) D. Defossar presented an update on the ICAO high level COVID conference preparation. Refer to presentation for details.</p> <p>S. Pepper noted as the Chair of ICCAIA Airworthiness Committee that ICCAIA has been working with ACI, CANSO and IATA on crisis response paper which is likely to very closely aligned with the paper on risk management referenced in the presentation and it may be beneficial to compare these this in advance of the conference. D. Defossar agreed although that this would be possible once the paper had completed the adoption process.</p> <p>c) RNO Task Force – E. Ciofu and C. Panait presented an update on the RNO project and the COVID-19 Aviation Health Safety Protocol. Refer to presentation for details.</p> <p>G. Buono thanked the presenters and EASA in general for their efforts throughout the COVID crisis. A. Sickert asked whether there are plans for de-escalation and what the trigger points would be. EASA responded that this was a difficult assessment but factors include multiple factors including the number of infections, number of new infections, proportion of people vaccinated and the emergence and spread of new variants. It has been observed that in some countries there is a tendency for vaccination rates for first and second doses to slow down after an initial surge.</p> <p>R. Vermeiren expressed thanks for the excellent cooperation between ESAM, EUROCONTROL and EASA in the medical field. C. Panait concurred with this view from the EASA side.</p> <p>d) New IT collaboration tool demonstration.</p> <p>S. Zakoula-Cherdron introduced a demonstration of the new IT collaboration tool which is being introduced initially for the Aerodrome and Rotorcraft communities. Ultimately all SAB users will be migrated to the new platform. EASA acknowledged that there have been many access management issues experienced by users and stated that the agency is developing a new access management tool for all applications across the agency and that this should solve many of the issues.</p> <p>An overview of the tool was presented to the meeting. It was stated that dedicated training will be provided as the tool is rolled out to the SAB community.</p> <p>It was confirmed that the tool is new rather than an update to the current IMF although it is SharePoint based. It was confirmed that all the documentation rom the current IMF will be migrated to the new tool.</p>
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	<p>The tool is being rolled out to the pilot projects in the coming days and the for the wider SAB community later in the year. Communications will be received from EASA as well as notifications from the access management system.</p> <p>G. Buono emphasised the criticality of the new tool to the successful operation of the new SAB structure.</p> <p>e) Participation of representatives from third countries in EASA activities.</p> <p>This topic was addressed under agenda item 6.</p>
9.	Review of actions.
	<p>Open actions not previously placed on hold were reviewed with the status recorded in the <u>summary of actions</u>.</p>
10.	Confirmation of next meeting dates.
	<p>SAB14 2021-03: 16th – 17th November 2021 in Cologne if possible.</p> <p>P. Möller noted that the European Rotors conference will take place in Cologne during this week and invited SAB members to attend.</p> <p>J. Teahan confirmed that EASA would arrange for a face to face meeting with the option for members to join remotely if required.</p>

Annex 1: List Attendees:

SAB Member / Alternate	Association	Name
Member	Aerospace and Defence - ASD	Belinda SWAIN (day 2)
Member	Aerospace and Defence - ASD	Chris RAWDEN (day 1)
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	Paul MCCARNEY
Member	Aerospace Industries Association of America Inc. -AIA	Scott PEPPER
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 (day 2)
Member	Airlines for Europe - A4E	John CLEAR (day 1)
Member	Airlines for Europe - A4E	John MONKS (day 1)
Alternate	Airports Council International - ACI	Alessandro FIDATO
Alternate	Airports Council International - ACI	Ansgar SICKERT
Member	Airports Council International - ACI	Aidan Flanagan
Member	Air Traffic Controllers European Union Coordination - ATCEUC	Volker MÖLLER (day 1)
Alternate	Aviation Working Group - AWG	Jeffry WOOL (day 2)
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 (day 1)
Member	European Cockpit Association - ECA	Paulina MARCICKIEWICZ
Alternate	European Cockpit Association - ECA	Arik ZIPSER
Alternate	European Cockpit Association - ECA	Philippe VON SCHÖPPENTHAU
Member	European Helicopter Association - EHA	Peter MÖLLER
Member	European Independent Maintenance Group - EIMG	Alex SEGENSE
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
Alternate	European Society of Aerospace Medicine - ESAM	Anthony WAGSTAFF
Member	European Transport Workers' Federation - ETF	Aaron CURTIS
Member	European Transport Workers' Federation - ETF	Nikki JONES
Alternate	European Transport Workers' Federation - ETF	Oliver RICHARDSON (day 2)
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	Jeremie TEAHAN
	EASA	Joana GOMES
	EASA	Luc TYTGAT (day 2)
	EASA	Savina ZAKOULA-CHERDRON
	EASA	Regine HAMELINK (day 2)
	EASA	Daniela DEFOSSAR (day 2)
	EASA	Eduard CIOFU (day 2)
	EASA	Daniel COUTELIER (day 2)
	EASA	Laurent GRUZ (day 2)
	EASA	Christian PANAIT (day 2)
	EASA	Laurent GRUZ (day 2)