SAB

EASA Advisory Bodies
Stakeholders Advisory Body (SAB)
SAB groups

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SAB C.COM member

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Content

- Background and vision
- Overview
- Key provisions of the RoP
- SAB Code of Conduct
- Focus on Certification Committee (C.COM)
- Focus on Design & Manufacturing Technical Committee (DM.TEC)

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SAB – Background and vision (1/2)

- Legal background
  - The Basic Regulation 2018/1139 Article 98.4 requires the EASA Management Board to '*establish an* ***advisory body*** *representing the full range of interested parties affected by the work of the Agency, which it shall consult prior to making decisions*' […]
  - Several EASA MB decisions establish the Stakeholders Advisory Body (SAB) and its composition.

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SAB – Background and vision (2/2)

- Vision
  - EASA MB go ahead on reorganizing the advisory bodies (June 2015)
  - Enable effective coordination for subjects previously addressed by independent bodies (EAB, SSCC, ESSI)
  - Enable effective top-down and bottom-up coordination between groups with escalation to Agency's Directors or to MB.
  - Ensure awareness, transparency and representativeness when industry engages with EASA.

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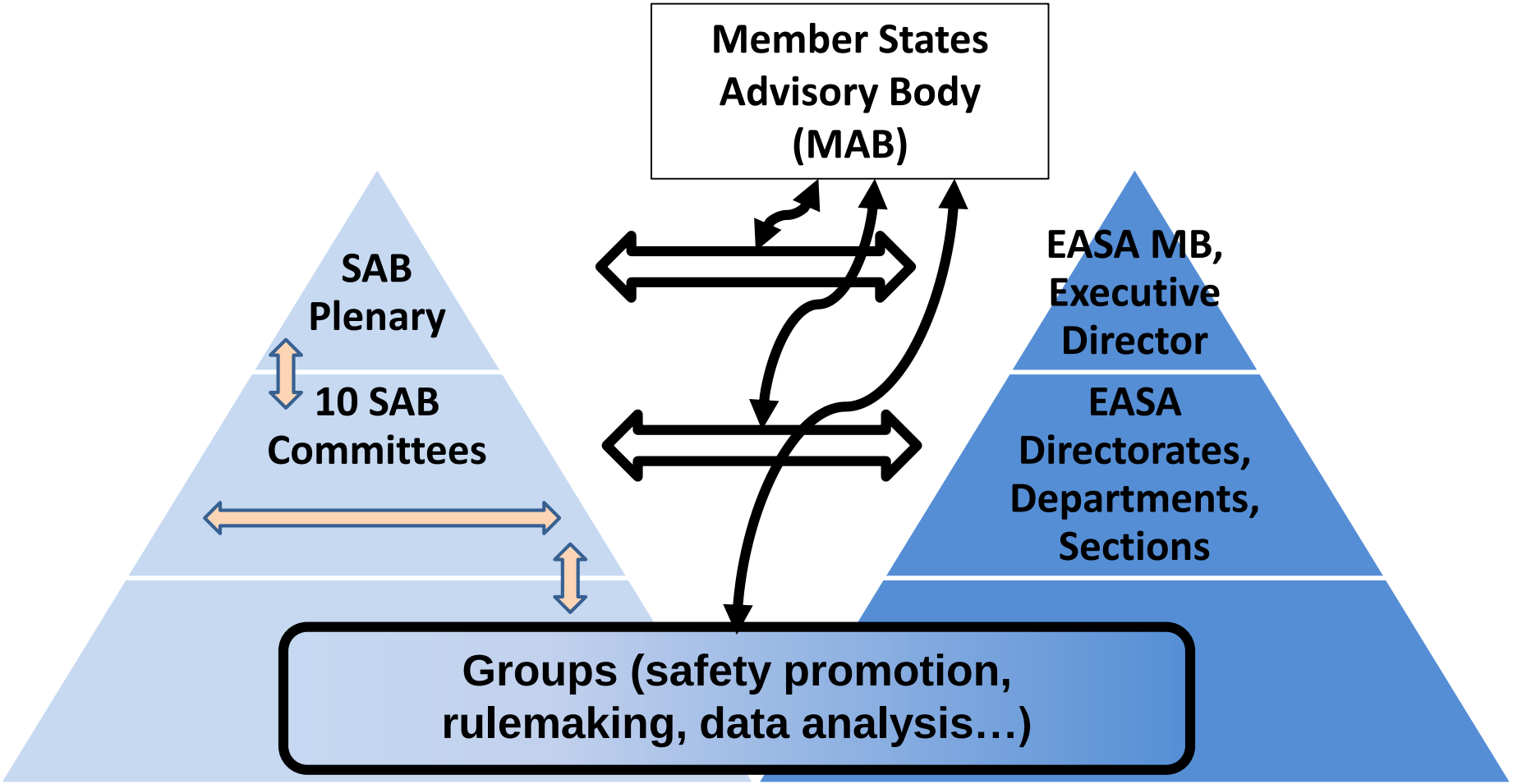
SAB overview (1/3)



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SAB overview (2/3) Structure

SAB Plenary

COMMITTEES

- Certification Committee (**C.COM**)
- Commercial Aeroplane Safety Committee (**CAS.COM**)
- General Aviation Committee (**GA.COM**)
- Rotorcraft Committee (**R.COM**)

TECHNICAL COMMITTEES

- Aerodromes Technical Committee (**ADR.TEC**)
- ATM and ANS Technical Committee (**ATMNS.TEC**)
- Flight Standards Technical Committee (**FS.TEC**)
- Design and Manufacturing Technical Committee (**DM.TEC**)
- Engineering and Maintenance Technical Committee (**EM.TEC**)

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SAB - Key provisions of the RoP (1/2)

SAB Rules of Procedure adopted Oct 2017

- Code of conduct
- Transparency and Awareness
- Agreed positions and decisions
- Tasks of chairpersons, secretariats, Agency
- Meetings
- Working arrangements

SAB - Key provisions of the RoP (2/2)

- Annual reports
- Distribution of tasks between the SAB groups
- Upward and downward communication, escalation process

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SAB – Code of Conduct (1/2)

- participate in good faith and with a view to, where possible, reaching common positions on matters of common interest. Positions should be reached in recognition of need to balance safety, programme impact and international harmonisation, business interests, and social factors of the sector they are affiliated with.
- ensure transparency and awareness of the issues of the stakeholders of the association and sector they are representing.
- ensure they effectively represent interests of the stakeholders of the association and sector they are representing by liaising with the relevant members of association and sector and presenting consolidated positions of their profession.

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SAB - Code of Conduct (2/2)

- Representative associations mentioned in the EASA MB Decision 01-2016 (SAB) shall identify the relevant points of contacts in their membership for the different activities of interest to them.
- If a participant repeatedly does not comply with these obligations, SAB Plenary is entitled, after two notifications to the management of the organisation, to request the replacement of the failing participant.

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SAB in a nutshell

- The SAB structure is the formal tool for the Industry to provide inputs to the EASA and the EASA Management Board.

- The SAB groups are all at your service.

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

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Focus on the C.COM (1/2) Certification Committee

- The Certification Committee (C.COM) brings to the Agency the perspective of the organisations for which the EASA plays the role of State of Design, this perspective being transversal to different technical domains represented by the Technical Committees, and liaising with the relevant SAB Committees.
- Membership: from EU design approval holders associations: TCH for airplane, engine, rotorcraft, STC, ETSO.
- Chairman: francois.duclos@airbus.com
  Secretary: xavier.vergez@easa.europa.eu
- Quarterly meetings

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Focus on the C.COM (2/2)
Topics discussed during last cycle

- Contribution to the SAB high level objectives, clustered around Safety, Level Playing Field, Efficiency/Proportionality
- International Cooperation
- Research and Innovation: how to better leverage the research funds available wrt aviation safety, security
- Better Regulation approach
- EASA and industry engagement in Standards making organisations when related to product/organisation certification
- Competency and knowledge management
- Digitalisation (of exchanges with the EASA, of the compliance demonstration).
- …

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Focus on the DM.TEC (1/4)

Design and Manufacturing Technical Committee

- Scope of DM.TEC: regulations about product certification and manufacturing and related organisations.
- Membership: from associations of sectors commercial/non-commercial operators, aviation personnel, manufacturers (from EU and non-EU), training industry, air sport.
- Chairman stephane.flori@airbus.com
  Secretary youri.auroque@easa.europa.eu

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Focus on the DM.TEC (2/4)
Main Missions

[…]

- Support, together with the EASA and the MS, the activities related to the Rulemaking Task (RMT) by liaising with the SAB representatives in the RMT groups,
- Provide input on performance indicators for ex-post evaluations and support the Agency in the ex post evaluation of rules, and in particular with regard to the need to adapt existing rules to technological and commercial evolution and progress, and in the light of the experience gained in their implementation,
- Advise the Agency on implementation issues affecting the design and manufacturing activities

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Focus on the DM.TEC (3/4)
Main Missions Cont'd

- Propose candidates for the design and manufacturing RMT groups and Safety Promotion groups,
- Provide advice, upon request of the Agency, on specific issues and concerns within the remit of the SAB,
- Ensure proper coordination with other technical committees on issues of common interest.

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Focus on the DM.TEC (4/4)
Topics discussed during last cycle

- Support to RIA of specific rulemaking tasks (inputs provided): RMT.0070 Class D cargo compartment, RMT.0570 Reduction of R/W excursions
- Support to PIAs (advice and comments)
- Comments on draft ToRs: RMT.0720 CyberSecurity, RMT.0400 (OPS.090) Amendment of requirements for flight recorders and underwater locating devices
- Special Rulemaking Procedure (Comments provided on): Regular update of CS-E (RMT.0184)
- Surveys: Tyre Pressure Monitoring (RMT.0586)
- Candidate items for next EPAS
- …

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Questions ?