

Stakeholders' Advisory Body

European Aviation Safety Agency

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SAB16 (2022-02)

8th – 9th June 2022

Cologne Marriott Hotel, Johannisstraße 76-80, 50668 Köln

Minutes

Summary of Actions:

ID#	Action Description	Actionee	Status
SAB.14.02	Confirm that draft SAB RoP reflects requirement to review strategic goals.	Exec Secretary	Closed – addressed in 05/06/22 draft.
SAB.14.03	Consolidate ToRs for all communities within draft SAB RoP and check for consistency with particular reference to Drones community.	Exec Secretary	Closed – addressed in 05/06/22 draft.
SAB.14.05	Identify SAB RoP task force or SAB CG members to brief TEC/COMs on draft RoP and ensure briefing and feedback by end of Jan.	Exec Secretary	Closed. See new action 16.04.
SAB.14.06	Collect RoP comments and issue final SAB RoP by SAB Plenary 2022-01	Exec Secretary	Closed. See new action 16.04.
SAB.15.01	SAB members to review and comment on SAB annual report for 2021 by 25/02/22.	All	Closed. Annual report issued.
SAB.15.02	Consider involvement of one or more CAGs in next SAB Plenary or EASA to report on CAG status.	S Anderson	Closed, SAB16 agenda item 4.
SAB.15.03	Members to consider volunteering to assist in EPAS Worksop preparation.	All	Closed. J. Glantz supported preparation.
SAB.15.04	All TEC/COM to consider whether any additional action is required with respect to ReFuelEU initiative	TEC/COM Chairs	Closed. Covered by EASA environmental presentation SAB16 item 5.
SAB.15.05	Write to MB Chair requesting a discussion on Better Regulation topic at the next Management Board. Attach Better Regulation paper.	S Anderson (with J Monks, A Sickert, T Leoff, A Flanagan inputs)	Closed. Discussed at MB2022-01.

SAB 2022-2 (SAB15) Agenda

SAB.15.06	Coordinate with AIA and GAMA to arrange an SAB round table session during the FAA-EASA Safety Conference June 2022.	S Anderson	Closed, session planned.
SAB.15.07	Develop proposals on how to make use of the Work Programme in setting SAB Plenary agenda.	P Marcickiewicz / T Leoff / J Glantz	Closed, SAB16 agenda item 12.
SAB.15.08	Specific questions on Russian sanctions to be submitted to G Buono to for input to the dedicated sanctions taskforce address.	P McCarney / J Barton	Closed. Boeing question resolved offline and Safran question submitted.
	NEW ACTIONS SAB16		
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	New action.
SAB.16.02	Arrange call with Safran to discuss specific concerns on draft RoP.	S Anderson	New action.
SAB.16.03	Incorporate RoP comments into a final version for short consultation by 24/06/22.	S Anderson	New action.
SAB.16.04	Circulate request for nominations for new SAB Chair team.	S Anderson	New action.
SAB.16.05	Circulate request for volunteers for a SAB Implementation Task Force for the new structure.	S Anderson	New action.
SAB.16.06	Provide practical examples where of Performance Based Regulation is desired by 30/06/22.	SAB Plenary Members	New action.

#	Subject
1.	Coffee / arrivals
2.	Welcome and Introduction, including list of new Plenary nominations since previous meeting.

	<p>Refer to presentation.</p> <p>G.Buono and L.Tytgat welcomed members to the first SAB plenary meeting of 2022.</p> <p>S Anderson reported the following new SAB plenary members since the last SAB Plenary.</p> <p>Klaus Winkler replaces Alfonso Arroyo as DG-MOVE coordinator with the SAB.</p> <p>Carol Sharkey replaces John Clear as A4E member.</p> <p>Emanuel Bufano replaces Genaro Limongelli as ASD alternate.</p> <p>Ken Delaney replaces Mark Lynch as AWG member.</p> <p>Eamonn Wylie replaces Aaron Curtis as ETF member.</p> <p>The new members were welcomed by the Chair.</p>
3.	Approval of agenda and minutes from SAB15 (2022-01)
	<p><u>Agenda</u> approved.</p> <p><u>Minutes</u> of SAB#15 2022-01 approved with no amendments.</p>
4.	Feedback on status of Collaborative Analysis Groups (CAGs) in the context of the D4S Programme
	<p>Refer to presentation.</p> <p>Erick Ferrandez presented the status of the Collaborative Analysis Groups (CAGs) in the context of the D4S Programme.</p> <p>T. Leoff noted the sensitivity around data protection with regards to training.</p> <p>R. Vermeiren emphasized the importance of mental health as a factor.</p> <p>B. Swain noted that manufacturers could learn from the data being shared more widely. EASA responded that associate membership of D4S would be possible in future.</p> <p>A. Fidato stated that the Airport Sector has a lot of data to offer. EASA confirmed that it is keen to involve airports but noted that this can't be through Eurocontrol as was suggested.</p> <p>G.Buono noted the importance of ensuring that all the programmes looking at data communicate with one another. Cooperation and a harmonised taxonomy are key.</p> <p>K. Martin observed that the GA sector has the highest accident rate but minimal data and confirmed that the sector would like to engage or for the GA CAG to be reinstated.</p> <p>It was recommended that as D4S is extended an SAB representative is involved in its governance.</p> <p>Luc Tytgat committed to reporting back to the SAB on this topic on a regular basis.</p>

5.	Environmental matters update
	<p>a) Industry There have been no significant new developments since the previous SAB Plenary. Destination 2050 continues to be the focus of activities.</p> <p>b) EASA Refer to presentation by Dietmar Bloemen covering the Q2 update of the Sustainable Aviation Programme addressing</p> <ul style="list-style-type: none"> • SAF • Environmental labelling: operational test phase • ATM Transparency WG • →CAO CAEP 13 • Updates from other activities Q2 under ESAP • EAER • Technical Expertise to the Commission • Flight Standards • International cooperation / ICAO assembly <p>F. Duclos questioned the timeframe for ECOLABEL development noting the impact on design. It was confirmed that the aim is to conclude the operational testing phase by year end. It was also confirmed that the bilateral with FAA doesn't cover all environmental matters beyond certification aspects of environmental protection.</p> <p>On SAF the focus on large aircraft is recognised by the agency and it is willing to engage further on the approach for other sectors in the second half of the year.</p> <p>In summary G. Buono noted that with the focus on new technology and SAF we shouldn't lose sight of the benefits of operational efficiencies such as continuous descent.</p>
6.	Electronic Personnel Licenses update
	<p>Refer to presentation by Nadia Ilieva on the EU electronic personnel licence (EPL).</p> <p>Questions were raised on whether medical licenses could be electronic and whether aircrew covers pilot only or could be extended to cabin crew.</p> <p>J. Rasmussen stated that the aim is to achieve consistent application across those member states able to implement EPL and also to look at mutual acceptance with the US and other jurisdictions.</p>
7.	Update on EASA activities

	<p>Refer to EASA presentation by Luc Tytgat covering the following topics.</p> <ul style="list-style-type: none"> • Overview ongoing EASA activities in response to the military invasion of Ukraine by Russia • Updated EASA/ECDC Aviation Health Safety Protocol • Safety Information Bulleting on Enhanced cleaning and disinfection of aircraft surfaces • Safety trends <ul style="list-style-type: none"> ○ Monitoring of main safety issues ○ Safety issues from C-19 pandemic • Update from PAR meeting: F&C accumulated reserve • New MB Decision on Rulemaking Procedure • Future EU Ground Handling Regulation • International cooperation update • EASA role in SES • Air Traffic activities by EASA • Drones NAAs Community • Vertiports Prototype specifications <p>G. Buono expressed thanks to EASA for the work and good cooperation on the response to the invasion of Ukraine and COVID recovery in particular. A related emerging issue is production of bogus parts for Western aircraft in Russia.</p> <p>On ground handling it was noted that given the delicate nature of this area demonstrated during the restart care should be taken not to upset the balance where no immediate safety issue exists. Some members, however, felt that the current issues emphasised the need for regulation.</p> <p>The question of whether for drones we should proceed with a dedicated sector within the SAB or address drones within each existing sector was discussed.</p> <p>R. Vermeiren expressed thanks to EASA for the approach taken on health protocol which it was noted provided a basis for managing future scenarios.</p> <p>The question of recognition of licenses of Ukrainian Air Traffic controllers was raised by V. Moeller and EASA confirmed that this subject is under review.</p> <p>EASA confirmed that DG-MOVE are reviewing the question of sanction breaking and also looking at the question of re-integration to the fleet of aircraft impounded by Russia.</p> <p>C. Holgate-Romanov referred to the new EASA collaboration tool stating that it would be configured over the coming months. Initial roll out planned for MAB followed by SAB</p>
8.	SAB subcommittee Briefs
	<p>a) FS.TEC – Thomas Leoff Refer to report and agenda.</p>

	<p>The FS.TeC held a virtual meeting one day before the SAB meeting. The agenda and the presentations are available on the EASA IMF site. A Joint meeting between the Aircrew TeB and FS.TeC was cancelled due to lack of available room and suitable dates. The next Joint meeting will probably take place after the summer break.</p> <p>The FS.TeC has initiated a working group on Immersive Training as a complementary activity to EASA's working group for Cabin Crew Training.</p> <p>b) ATM/ANS.TEC – Eduardo Garcia Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> • New Chair of ATM/ANS.TEC – Santiago Cortés Burns • Rulemaking news <ul style="list-style-type: none"> • ATCO Licensing Action Plan • Interoperability IRs • New technologies and concepts • Regulatory Framework for the operation of Drones and urban air mobility • Activities overview for 2022 <p>c) DM.TEC – Philippe Fouchard Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> • Ukraine conflict implications • Update on RMP and activities in Initial Airworthiness • SMS/(I)SMS pilot projects • CS-23-5/Part 23-64 GAMA Implementation feedback and recommendations report. • Risk of 5G interference on Radio Altimeters • Draft MB decision on rulemaking process • Review of the Advisory Bodies <p>d) C.COM – Francois Duclos Refer to <u>report</u> covering the following main topics.</p> <ul style="list-style-type: none"> • International cooperation • AEH/SW assurance development (Abstract Layer-AL) • SMS regulations and deployment • Non Installed Equipment (NIE) • 737 MAX recommendations • Autonomous Distress Tracking (ADT) • Sustainable aviation & ecolabel
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	<ul style="list-style-type: none"> • EASA Resources in Certification • SAB reorganisation <p>L. Baltzinger raised the topic of certification of ATM ground equipment. It was stated that this is in the early stage of development and that EASA want to use existing certification schemes as far as possible.</p> <p>P. McCarney noted that the review of SEI lists was a positive step. There is currently no detail on the timescale for this but it will be discussed further at the FAA-EASA Safety Conference.</p> <p>e) CAS.COM – Johan Glantz No written report available.</p> <p>Last meeting held on 19th May. Draft minutes currently under review.</p> <ul style="list-style-type: none"> • Some changes of membership with new nominations required from some associations. • Priority on input to EPAS. • Proposal to use CAS.COM as a route into D4S • Next meeting ahead of November SAB plenary.
9.	SAB subcommittee Briefs continued
	<p>a) ADR.TEC – Florian Schur Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> • ICAO Aerodrome Design and Operations Panel (ADOP) • Occurrence reporting at European aerodromes and availability of safety data for the industry: • Workshop on regulatory improvements • Artificial Intelligence (AI) Project of EASA • Potential safety issues in Europe • Vertiports • Drone Incident Manual <p>b) EM.TEC – Hans Mayer Refer to <u>report</u> covering the following topics.</p> <ul style="list-style-type: none"> • Overview of rulemaking activities and EASA capacity • Foreign approved organisations

	<ul style="list-style-type: none"> • B2 mechanics licence limitations in GA • Mobile maintenance services
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10.	General closed session
	<p>Closed session discussion on the following topics.</p> <p>a) EU Sanctions on Russia EASA risks document to be presented under agenda item 14.</p> <p>b) Publication of TEC/COM minutes on EASA public website. Discussion on EASA proposal to publish TEC/COM minutes on EASA public website as currently required in the RoP. This hasn't been done up to now with only the SAB Plenary minutes being published. It was agreed that this would be acceptable as long as the minutes accurately reflect the discussion.</p> <p>New Action SAB.16.01: S. Anderson to inform TEC/COM chairs that meeting minutes will be published on EASA website as for plenary minutes in line with RoP.</p> <p>c) Revised SAB RoP</p> <p>The revised RoP Issue 3 draft 2a circulated on 05/06/22 and the comment response document were discussed.</p> <p>The following actions were agreed.</p> <p>New Action SAB.16.02: S.Anderson to arrange call with Safran to discuss their specific concerns on draft RoP.</p> <p>New Action SAB.16.03: S.Anderson to incorporate RoP comments into a final version for short consultation by 24/06/22.</p> <p>New Action SAB.16.04: S.Anderson to circulate request for nominations for new SAB Chair team.</p>

	<p>New Action SAB.16.05: S. Anderson to circulate a request for volunteers for a SAB Implementation Task Force for the new structure.</p> <p>For drones the questions of drone association representation at the SAB plenary and whether to have a drone community or embed drones within the other communities are to be resolved. It was agreed that drones should be integrated into the other communities but also to provide for a dedicated community as the new structure is adopted.</p> <p>It was agreed that for future planning, the existing structure and meetings should continue until the new structure is implemented</p> <p>d) SAB reorganisation - expectations regarding the involvement of an association. Refer to presentation.</p> <p>Gilles Garrouste presented a set of slides used in discussion within ASD in developing a proposal for how an association would engage with the SAB structure. It was agreed that this approach would be used in developing the RoP and as a guideline for the implementation Task Force.</p> <p>e) SAB event at FAA-EASA Safety Conference 2022</p> <p>The event has been confirmed in advance of the main conference. The focus will be on a SAB briefing to FAA on the role of the SAB, highlighting the collective priorities for FAA-EASA coordination on the key issues facing the industry. FAA attendees are still be confirmed.</p> <p>f) Reflecting AB's Work Programme in SAB Plenary Agenda (SAB Plenary action SAB.15.07).</p> <p>The presentation to be shown under agenda item 12 was reviewed. Following discussion it was proposed to put this activity on hold during the transition to the new structure.</p>
11.	EASA Research Activities
	<p>Refer to presentation on EASA research and innovation activities by Marcella Miano covering the following topics.</p> <ul style="list-style-type: none"> • EASA research and innovation portfolio • Overview of projects in 2022 • Collaboration agreements • Contribution agreements <ul style="list-style-type: none"> ○ CA.1 Cabin Air Quality Research

	<ul style="list-style-type: none"> • Industry - funded R&I project • PPP Aviation Research Programmes <p>G. Garrouste raised the issue of the level of resource allocated to research in the SPD as discussed at the PAR-AG. It was explained that ongoing recruitment will benefit both existing certification projects and new research.</p> <p>On the cabin air quality topic G. Buono noted the importance of ensuring that non-aviation stakeholders are also aware of the activity.</p>
12.	Reflecting AB's Work Programme in SAB Plenary Agenda (SAB Plenary action SAB.15.07)
	<p>Refer to presentation.</p> <p>Paulina Marcickiewicz presented the findings of an ad-hoc SAB Task Force established to consider how to align & make best use of the Advisory Bodies Work Programme in the SAB plenary meetings' agenda planning.</p> <p>Discussion took place on whether a Work Programme is needed when we have a comprehensive EPAS to drive priorities. It was noted that the ability to address ad-hoc issues arising and outside of a plan is important.</p> <p>It was concluded that in its current form the SAB doesn't see added value in the Work Programme but remains open to discussion on a format that will help facilitate the work of the communities when the new structure is established. It was agreed that there is value in a high level plan but suggested that an alternative term to 'Work Programme' would imply a less rigidity.</p>
13.	Feedback to EASA from closed session
	<p>G. Buono presented a summary of the main topics discussed in the closed session.</p> <p>It had been agreed that the TEC/COM minutes would be published as is the case for the SAB plenary.</p> <p>The revised RoP will proceed to publication following a final consultation.</p> <p>Election of new Chair team will then proceed with CANSO having expressed interest in the Vice Chair role. Nominations will be open to other potential candidates. The new chair team will establish a Task Force to work on the details of implementation.</p> <p>L. Tygat expressed thanks to the SAB-SG for the work on the new structure and emphasised the importance of ensuring the stability of the process. It was noted that EASA are keen to establish the level of resource needed for implementation.</p>
14.	Ukraine – Review of Safety Issues

	<p>Refer to presentation on the Russian Federation's invasion of Ukraine safety risk portfolio by Aigars Krastins.</p> <p>Members raised concerns in the following areas</p> <p>Increased risk for ATM due to redirection of traffic away from border areas.</p> <p>Increased Cybersecurity threats</p> <p>Russian produced parts for Boeing and Airbus aircraft.</p> <p>GPS jamming.</p> <p>Process for recovery from the current crisis situation and the length of the sanction regime.</p>
15.	Review of Plenary open actions and confirmation of new actions raised
	<p>Open actions not previously placed on hold were reviewed with their status recorded in the summary of actions along with new actions from this meeting.</p>
16.	<p>Closing remarks / AOB / next meeting dates</p> <p><u>AOB item - Better regulation</u></p> <p>G. Buono stated that following the issue of the letter on Better Regulation to the Management Board some specific examples of where members think a move towards a performance based are needed to support the continued discussion.</p> <p>New action SAB.16.06: Members to provide practical examples where of Performance Based Regulation is desired by 30/06/22.</p> <p>In closing, the chair thanked the members and EASA for a constructive and productive meeting.</p> <p>Next SAB plenary 15-16 November 2023, EASA Cologne.</p> <p>Dates for 2023 meetings to be agreed with EASA</p>

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
Alternate	ACI (Airports Council International)	SICKERT	Ansgar
Alternate	AEI (Aircraft Engineers International)	BLOMQVIST	Ola
Alternate	AIA (Aerospace Industries Association of America)	McCARNEY	Paul
Member	AIAB (Associação das Industrias Aeroespacia do Brasil)	BIANCHI	Alexandre
Member	ASD (AeroSpace and Defence Industries Association of Europe)	BARTON	John
Alternate	ASD (AeroSpace and Defence Industries Association of Europe)	DUCLOS	François
Member/Vice-Chair	ASD (AeroSpace and Defence Industries Association of Europe)	GARROUSTE	Gilles
Alternate	ASD (AeroSpace and Defence Industries Association of Europe)	BALTZINGER	Laure
Member	ASD (AeroSpace and Defence Industries Association of Europe)	SWAIN	Belinda
Member	ATCEUC (Air Traffic Controllers European Union Coordination)	MOELLER	Volker
Member	CANSO (Civil Air Navigation services organisation)	GARCIA	Eduardo
Alternate	CANSO (Civil Air Navigation services organisation)	GROBOTEK	Tanja
Member/Vice-Chair	CANSO (Civil Air Navigation services organisation)	SAAFAN	Osman
Alternate	EAMTC (European Aviation Maintenance Training Committee)	LOTTER	Hans-Joerg
Member	EAS (Europe Air Sports)	ROCCA	Michel
Member	EBAA (European Business Aviation Association)	GLANTZ	Johan
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
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)	VLASEK	Alfred
Secretary		ANDERSON	Stuart
	EASA	TYTGAT	Luc
	EASA	TZIOLAS	Sakis
	EASA	MIANO	Marcella

	EASA	ZAKOULA- CHERDRON	Savina
	EASA	VIEIRA GOMES	Joana
	EASA	GRANDINI	Federico
	EASA	ROLAND	Dominique
	EASA (AI4)	FERRANDEZ	Erick
	EASA (AI5)	BLOEMEN	Dietmar
	EASA (AI6)	ILIEVA	Nadia
	EASA (AI6)	RASMUSSEN	Jesper
	EASA (AI6)	GAETANI	Francesco
	EASA (AI11)	ISAMBERT	Emmanuel
	EASA (AI14)	KRASTINS	Aigars