

Summary of Conclusions**MAB 1-2017 meeting****13-14 February 2017****Day 1: Charlemagne Building, meeting room Mansholt, rue de la Loi 170, 1049 Brussels****Day 2: Hotel Silken Berlaymont, meeting room Jean Rey Brussels, Blvd. Charlemagne 11/19, 1000 Brussels****Organised by****Strategy and Safety Management Directorate- Strategy and Programmes Dept. -Safety Programmes Section, SM 2.1****AGENDA**

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| MoM Distribution: | | | |
| All participants | | | |
| MoM prepared by | Kirsti Reinartz-Krott | 17 02 2017 | Signature |
| MoM reviewed by | Luc Tytgat | 20 02 2017 | Signature |

DAY 1**1. Welcome and Introduction**

Presented by J.-M. Cluzeau, Head of Strategy and Safety Programmes Dept.

Jean-Marc Cluzeau, replacing Luc Tytgat as meeting Chair on Day 1, welcomed the participants, apologised for the logistic problems and explained that some of the agenda items would need to be shifted due to Luc's participation on Day 2.

2. Adoption of the agenda

Presented by J.-M. Cluzeau

The draft agenda with its shifted items was presented. The Chair inquired if Members had any further AOB items. The NL MAB member asked for an AOB item on the FTL studies. The ES MAB member asked to discuss the timely distribution of documents. The Agency and CH MAB member added the eRules & KPIs for rulemaking as AOB items.

Post-meeting note: All but the FTL item were discussed mainly under Pt. 10 below.

Conclusion: The Agenda was adopted as presented, including the proposed agenda items.

3. Adoption of the minutes of the previous meeting, review of action table

Presented by: J.-M. Cluzeau and MAB Secretariat

The latest draft minutes were approved.

For the actions from last meeting, the AT member proposed to close the action 3-2-2016 'MAB to provide feedback on effective SPN implementation' for the MAB, and to give the action to the upcoming SPN meeting. This was agreed.

The following Action item remains open:

2-2-2015 (RAG) Agency to better link SES committee to ATM tasks in programmes.

5-2-2016 Agency to raise the issue of supervision of operation of aircraft registered in Third Country at the Commission

7-2-2016 Agency to provide the terms of reference of the CAGs for MAB review

[Post meeting note: action 7-2-2016 was closed with email sent on 24 Feb. to Advisory Bodies asking to comment CAG membership.]

Conclusion: The minutes were agreed.

4. replaced by (8) Feedback on the Simplification Workshop

Presented by Kai Bauer, Safety Programmes Section manager

MAB members appreciated the summary of the workshop, proposed to link these outcomes with the strategic exercise of EPAS, supported the developments on eRules and made the following recommendations:

- Strengthen the coordination with TeBs/STeBs/Sectorial cmtees
- Accelerate Agency soft rules (compared to FAA Advisory Circulars that take 2-3 months). To this the Agency remarked that accelerated processes had been created during the review of the rulemaking process, with limited public consultation or direct publications of Agency decisions. Welcomed further ideas on speeding up the process.
- Balance of IR/AMC. Agency expressed its clear commitment to PBR. For Agency Opinions, there were certain concerns regarding COM LS, which often modified the Opinion texts to present a much more complex draft COM proposal to the EASA committee. In the same manner, LS raised draft AMCs to IR status to ensure legal certainty.
- Need for up-to-date consolidated rules. The Agency replied that this was the purpose of e-Rules
- Application dates 'the ICAO way', otherwise freezing consultations 2 months before and after leaves little time for consultations and those consultation periods not convenient.
- Coordination for ICAO must happen long before state letters. Agency agrees with this, as it will also enable to influence ICAO more. Need to discuss this more at the appropriate coordination level.

- ICAO evaluation system might help Agency to prioritise and to reduce rulemaking programme. IR MAB member offered to provide Agency the ICAO system paper.
- Create link to GASP and (supported by AT MAB member, to GANP)
- 'Prescriptive' AMC implementation is high workload, need for high level objective in IR.
- Design of rules must keep 'implementability' in mind from the start, mainly to help industry.
- Link Simplification WS outcome/actions with the outcome of the MAB Strategy Group (MAB SG) meeting in one document. The Agency agreed to provide a comprehensive package to the Simplification and MAB SG input.
- Consider rulemaking as last option. Agency committed to 'cool down period' and to give more importance to safety promotion. Already new ToRs decreasing, although there is backlog of deliverables to be sent to COM. Need also to promote this internally.
- Improve upstream coordination.

Many MAB members promised to elaborate in writing on above items.

The MAB was invited to provide final comments on WP 03 and focal points (3 to 5) for eRules and digital workspace by 27 February 2017

[Post-meeting note: the focal points were also explained under Pt. 10 below]

Conclusion: The MAB gave a positive opinion on the outcome and actions of the simplification Workshop, to be merged with the input of the MAB SG.

Actions:

1-1-2017: MAB to provide final feedback on Simplification Workshop WP 03, in particular also on how to speed up processes for soft law, by 27 Feb. 2017 *[Post-meeting note: deadline extended to 3 March 2017]*

2-1-2017: MAB to provide 5-6 focal points for eRules & digital workspace by 27 Feb. 2017 *[Post-meeting note: same as above]*

3-1-2017: Agency to provide one comprehensive package on the Simplification workshop outcomes and actions as well as the strategic input from the MAB Strategy Group by next meeting.

4-1-2017: Agency to support discussions of upstream coordination to prepare ICAO before state letters.

5-1-2017: Agency to provide input for the 'cool down' period at the next MAB SG meeting.

5. Replaced by (9) Advisory Bodies

Presented by Kai Bauer

The Agency gave a graphic presentation of the roles, coordination and interfaces between the different Advisory Bodies (ABs) regarding the EPAS programming process. MAB members were happy to receive such a clear overview to 'convey back home' but remarked on lack of information/communication and of mechanism to raise issues from TeBs to MAB, as well as inconsistent implementation of TeBs/CAGs. TEB meetings set-up varied and are often not long enough to tackle all necessary issues. Also, dates for meetings (before vs after MAB meetings) and how often the TeBs meet is not clear. There was no clear top-down vision for strategy/policies/values for CAGs/TeBs to follow, missing in the rules of procedure (RoPs).

Agency pointed out that TeBs worked differently because domain requirements and size varied. The Strategy and Safety Management Directorate was responsible for MAB, whereas the operational depts. from the Flight Standards Directorate were chairing TeBs. Will discuss issues internally with operational depts. It was agreed to raise this issue to the MAB SG, improve both the bottom-up and the top-down approaches, in particular the coordination between TeBs and between the MAB and TeBs. Should be included in the RoPs. NAAs would also receive invitations for CAG participation.

The Agency pointed out that the MAB currently had the EPAS as strategic remit. Should EPAS' scope be extended, this should be reflected in the MAB agenda. The link to TeBs is dependent on this, might be reinforced or loosened, depending on the scope.

The Agency asked the MAB for further ideas regarding the IP 07 presentation by 27 February on how to streamline coordination of the ABs, how to include in RoPs.

Conclusion: N/A

Actions:

6-1-2017: MAB to provide further input on Advisory Body coordination (IP 07) on how to streamline coordination of the ABs by 27 Feb. 2017 [*Post-meeting note: deadline extended to 3 March 2017*]

7-1-2017: Agency to raise issue of CAG/TeB/MAB coordination to MAB SG

8-1-2017: Agency to invite NAAs to participate to CAGs

9-1-2017: Agency to provide 2017 meeting dates of TeBs to MAB.

6. Replaced by (10) New TeB for RPAS and MED?

Presented by J.-M. Cluzeau

Following the DE MAB member proposal, the Agency requested the MAB to give an opinion on the creation of a new RPAS (UAV) or MED TeB. Many MAB Members spoke for the addition of an UAV TeB, praised Agency for the work so far but wanted NAAs to be more involved. Most were against setting up a MED TeB, due to the fact that other existing fora (MEG and CMO) were working fine but in a different manner than the TeBs functioned. Lack of clear TeB set-up criteria and 'lifecycle' (transitory or permanent) was also expressed and the overall structure (be more cross domain/issue driven) should be revisited before adding new TeBs. A few MAB members were of the opinion that the numbers of TeBs should be decreased and not raised, also due to lack of resources.

There were suggestions either to have MEG as a sub-group in the Air Crew/ATM TeBs or to set up a reporting link between Air Crew TeB and MEG & CMO. The Agency favours the latter option and suggested that the need for a UAV TeB would be reviewed only after the rulemaking work has been completed, since till the NPA there is a drafting group in place.

Conclusion: It was agreed that the MEG and CMO should have reporting lines set up to the concerned TeBs. The RPAS/UAV TeB is not priority and the need could be reviewed after the finalisation of the work for the NPA.

Actions:

10-1-2017: Agency to set up a reporting link between FCL/ ATM TeB and MEG/CMO.

7. Replaced by (11) Feedback on horizontal rules

Presented by J.-M. Cluzeau

The Agency gave an update on the follow-up of the EASA Project 'Evaluation on regulatory design of general authority and organisation requirement', initiated by the AT MAB member 2015 paper. There are currently thirteen Regulations in place to deal with AR/OR. Following surveys, EASA analysis and a dedicated internal workshop, it was decided to develop a 10 year Roadmap for better, simpler and performance-based general authority and organisation requirements, taking into account that the maturity of all rules is not the same. One set of rules is the long term objective. Nevertheless, there would be intermediate 'quick win' actions to provide support for the implementation of the Regulations. The draft document is currently in internal consultation and should be presented in March 2017 to the EASA Safety Committee. The MAB will be consulted on the draft document in April and this will be a key item on the June meeting agenda.

Conclusion: MAB will play part in the ongoing Roadmap.

Action:

11-1-2017: Agency to consult MAB on draft 'Horizontal rules' Roadmap in Q2 2017.

8. Replaced by (6) Feedback on implementation of EASA rules

Presented by German MAB member and Romanian MAB member

• **Harmonised Dissemination of Safety information (DE paper IP 02)**

The German MAB member presented a discussion paper (which had originally been on the October 2016 MAB agenda).

MAB members welcomed the initiative and support any short/medium term solution, in particular to receive safety information through consistent channels and in consistent, simple format, before the new BR (repository), on condition that resources are allocated only as necessary. It was proposed to use the ICAO Circular 95 database of contact points and to look at the NPA related to Regulation 376/2014 and the (ICAO ?) Safety Management Manual 9859 and to develop a matrix for requirements and info needs for proper dissemination. Agency agreed to look into this and to prepare a paper on this and to have this further discussed at the MAB.

• **Possible ex-post evaluation activities (RO paper IP 04)**

The Romanian MAB member presented a discussion paper with suggestions to help avoid over/under-regulation, to address the relationship between (prescriptive) ICAO SARPS and (more and more PBR oriented) EU regulations, to look at ex-post evaluations, to address the new BR together with the SES 2+, etc...

MAB members welcomed the paper. It was suggested that NPA would foresee a date for ex-post evaluation of the future rule. It was also proposed to try to influence ICAO if EU did things differently. IRE MAB member highlighted difficulty to do ex-post evaluation of rules if there was no previous benchmark 'where we are'.

The Agency took note of the above and proposed to draft a paper on 'EASA ways to do Ex-post evaluations'. The Agency and MAB agreed that the MAB SG take this paper into consideration.

Conclusion: Both of the above papers will be taken into consideration in the further discussions of the MAB SG

Actions

12-1-2017: Agency to prepare a position paper for harmonised dissemination of safety information

13-1-2017: Agency to distribute approach to ex-post evaluations together with evaluation of ARs

14-1-2017: Agency to prepare paper for further discussion of IP 02

15-1-2017: Agency to raise discussions on IP 04 to MAB SG

16-1-2017: RO to share with MAB if possible its own ex-post evaluations undertaken

9. Replaced by (7a) Report from RAG WG on cross domain SMS assessment tool

Presented by NL and UK MAB members

NL and UK presented the report: goal, main challenges, and the defined tool (present, suitable, operational, effective) with three levels: formal, effective, performance. Twelve recommendations were proposed to EASA for implementation.

MAB members commented as follows:

- Best-practices guidance as a best vehicle for disseminating the information.
- SM TeB appropriate owner of the tool.
- Recommendation 1: keep stability of the regulatory framework, no change, smooth transition
- Recommendation 3: maintain this tool as guidance material, no upgrade to AMC.
- Consider the tool as a non-prescriptive framework

The Agency informed the MAB that EASA will review these recommendations and propose answers for the next MAB meeting. The first two could be included in the Road map mentioned above in Pt. 7, the others would be reviewed. The tool, as it was meant to 'support' should be qualified as safety promotion material rather than soft law, or at maximum, guidance material. MAB comments on the recommendations would be welcome till 10 March 2017.

Conclusion: MAB members were invited to comment on the WG recommendations, that would be included to the 'Horizontal rules' Roadmap.

Actions:

17-1-2017: MAB members to comment the recommendations of the RAG WG on cross domain SMS assessment tool till 10 March 2017.

18-1-2017: Agency to review recommendations of the RAG cross-domain SMS assessment WG before next meeting and to link them to the 'horizontal rules' roadmap.

Closing Day 1

Day 2

Luc Tytgat, Chair, welcomed the participants to the second session of MAB 1-2017.

He explained that the morning of Day 2 would be committed to reviewing the MAB SG exchange of views on strategic issues and the objective of packaging in one item/document the feedback on EPAS and ICAO Annex 19.

10. Replaced by (4) EPAS & (5) Support to Member States on ICAO Annex 19 implementation & AOB item on eRules and KPIs, and timely distribution of documents

Presented by AT MAB member as rapporteur of the MAB Strategy Group, Kai Bauer, Jean-Marc Cluzeau and Luc Tytgat

• **Feedback from Strategy Group meeting**

The main outcomes of the 26 Jan. meeting was presented by Franz Graser, AT MAB member and rapporteur. Improvements of the EPAS were identified in the following dimensions: A 'truly European' plan, a 'new shape' for EPAS (procedural aspects), international outreach, comprehensiveness, simplification, communication, a 'Future Proof' plan, monitoring & evaluation to reduce red tape and increase efficiency, an overview of risks and weaknesses.

It was suggested that EPAS should become a comprehensive document covering the safety and efficiency/level playing field drivers, but also training/awareness (inspector competencies), research and standardisation activities. Its future role would also be to become the European tool to implement the ICAO GASP. It was also proposed to address security issues.

• **Implementation of ICAO Annex 19 – support to Member States**

The Agency presented the field evaluations of both EPAS and SSP/p implementation. The current draft of the BR foresees a chapter on SMS and provides legal framework for the EASP, EPAS, SSPs and SSps. The objective is to create a single cycle and coordination for national and European programmes and plans. MAB members were asked to comment on the paper by 27 February 2017.

• **Future of EPAS (EPAS +)**

WP 02 on the future of EPAS was presented by the Agency. Some elements are not part of the current EPAS but are part of the GASP (e.g. standardisation) and are now proposed to be part of EPAS+. The Strategy Group could meet twice before the June MAB meeting, to address EPAS+.

The Agency presented an Agency paper proposing a new structure for EPAS, including its current scope but expanding to encompass the GASP objectives and enablers as well as other action areas specific to the European scene (such as International Cooperation), and others (such as Safety Analysis), that could enrich the approach to become 'EPAS+'. MAB members were asked to reflect on the proposal and to comment, keeping in mind the outcome of the MAB strategy Group and the support ideas related to implementation of Annex 19.

The MAB approved the MAB SG outcomes, welcomed the input for Annex 19 and the 'draft EPAS+' but raised concerns and made recommendations on the following:

- SSP implementations: pragmatic, consistent approach missing, more guidance needed, in particular KPIs

- Timeline 2018-22 too ambitious for whole strategic project, need an incremental, manageable process to get intermediate 'quick wins'
- Make EPAS a readable, lighter, comprehensive strategic document, not a complicated 'plan'
- Resource/burden aspects for soon to be mandatory programmes and plans
- Coordinate both top-down steering and bottom-up working approach
- Role of the MAB in strategic vision building (part of the agenda), involve MS and industry (MAB/SAB) earlier upstream
- Add (some of) ATM (GANP) strategic elements
- EASA role as RSOO for wider Europe: not only incl. EU MS but also ECAC MS
- Competency assessment, awareness raising for NAA staff
- Regard all the efforts as a 'simplifying' exercise', a 'vision', telling us where/how far to go and how to use our existing resources effectively and consistently
- Make EPAS/EPAS+ an 'expert to expert' doc, in which everyone finds their role in a bigger picture, the NAAs ownership clearly defined
- SPIs in EPAS welcome

30 March and 25 April were proposed as next meeting dates for the MAB SG. More dates would be looked into. The above EPAS + and Annex 19 presentations will also be given at the SAB meeting on 16-17 March.

[Post-meeting note: the dates for the next MAB SG will be 30 March and 26 April as was suggested by the majority of MAB SG members.]

- **AOB: eRules and KPIs**

The concept of the digital workspace with eRules, EMPIC etc. was explained in more detail by the Agency. MAB supported the initiative, asked for more details in writing. Many highlighted that they didn't use EMPIC but another system, so compatibility should be assured.

MAB participants were requested to provide Focal Points for collaboration on machine to machine interface, e.g. EMPIC. Agency describes below which profile is needed:

About eRules

The aim of the EASA eRules project is to make European aviation rules accessible in an efficient and reliable way to all stakeholders. EASA eRules will be a comprehensive, single system for the drafting, sharing and storing of rules. It will be the single source for all aviation safety rules applicable to European airspace users. It will offer easy (online) access to all rules and regulations as well as new and innovative applications such as rulemaking process automation, stakeholder consultation, cross-referencing, and comparison with ICAO and third countries' standards. To achieve these ambitious objectives, the EASA eRules project has been broken down in 10 modules. Module 1, 'Continuing Airworthiness', was successfully completed in 2016. In 2017, Module 2 will include Authority Requirements, Initial Airworthiness and Aerodromes rules as well as new database functionalities. Online access to the database is planned for 2018.

Member States focal points

The Agency is asking MAB members to provide 2 to 5 focal points that can help to make the most of the project by:

Providing guidance for the design of upcoming modules

Defining MS needs for upcoming modules (including interfaces with MS systems)

Identifying quick-wins for the use of eRules

Testing upcoming modules

Providing feedback to MAB plenary

The Agency also informed the MAB of an initiative to measure quality of Agency deliverables. A post-meeting paper on this would be distributed. 6 simple criteria were identified, and a scale of 1 to 5 to keep it simple. The idea is supported by the MAB which saw it as part of the ex-post evaluation and the strategic objectives.

Suggestion to include 'open text field' was taken on board by the Agency. The Agency explained it would include the results in a quarterly report.

- **AOB: timely delivery of documents**

The Chair spoke about the logistical problems to set-up back to back MAB/EASA committee meetings in Brussels, the issues to synchronise agendas and the difficulties of Agency staff to provide papers on time. There were 2 options: split or keep back to back, both having pros and cons. A survey for one or the other was held, and the result was that 11 (NL, DE, SWE, IRL, FI, UK, ES, BE, LUX, SLV, NO) MAB members were for splitting, in particular as the original reason for the back to back meeting no longer existed with the new remit of the MAB 6 (DK, AT, CH, FR, MT, RO) for keeping back to back and 2 (BG and IT) undecided. The ES MAB member proposed to test a 'split version'. The Agency agreed to try this and suggested to split the October 2017 meetings and to hold the MAB meeting in Cologne.

Conclusion: N/A

Actions:

19-1-2017: Agency to provide in the minutes of meeting a clarification on NAA focal point profile for eRules/machine to machine interface

20-1-2017: Agency to provide a post-meeting paper on measurement of the quality of rulemaking deliverables

11. Replaced by (7b) International Cooperation

Presented by David Waller, Technical Cooperation Regional Manager

The Agency gave an update on its international cooperation activities, which are part of the EU's global outreach. In particular this included the support for the Commission's work on the BASAs with China and Japan, development of a Working Arrangement with Singapore, closure of the AATIP project in South East Asia and SIASA project in Africa, a new project for South Asia, and other upcoming initiatives including a meeting on EU technical assistance. The Commission will send out an invitation for this to NAAs, industry and other relevant stakeholders.

The opportunity for Member States to participate in the Agency's projects was highlighted and a call for expression of interest will be made. The Agency will provide information on the positions open, expert profiles required and the reimbursement conditions available.

The FI MAB member called the Agency's attention to a meeting of ICAO legal experts concerning drones in December 2017. She suggested the Agency/Commission invite ECAC members as observers to the EU technical assistance meeting.

Conclusion N/A

Actions

21-1-2017: Agency to provide information to the Member States on the positions open in its projects, expert profiles required and reimbursement conditions in place

12. Replaced by (13) Automatic recognition of pilot licences regional agreements

Presented by Daan Dousi, Acting Head of Aircrew & Medical Regulations Section

The Agency presented the status of ICAO recognition of regional agreements for pilot licences and next steps. Tight deadline: 9 November 2017, so orientation discussion and vote at EASA cmtee ASAP.

The MAB supported the draft opinion. Following recommendations were made:

- Have endorsement statement in Section 13
- Have operators as actors
- Wait until ICAO text finalised to avoid discrepancies
- Have only the necessary licenses replaced during transition phase/ otherwise high administrative burden)

- Clarify who does registration (Art. 83): The Agency explained that the MS would do the registration, but that COM would support to harmonise and to have a common reference.
- Address commercial flight only

Conclusion N/A

Actions: - .

13. Replaced by (14) Forthcoming Opinions/NPAs

Presented by Christian Kucher, Flight Crew Licensing Regulations Officer, Dominique Roland, GA Project champion, Daan Douzi

• Draft Opinion XX/20XX GA medical (Art. 15 procedure)

The Agency presented the rulemaking proposal regarding GA, allowing MS to accept national medical certificate (within their territory) for LAPL, PPL, SPL and BPL. Limited time period, and assessment of safety risks to decide whether the proposal can become a permanent rule.

There was no consensus for the proposal in the MAB:

Concerns raised were:

- clarification regarding airspace vs territory,
- non-level playing field, 'rules shopping'
- 'self-declarations' not trustworthy
- discrepancy between ICAO licence and non ICAO medical certificate
- difficulty to control the system
- The GA roadmap ok but not this approach to fly in same airspace with different medical status
- No GA data available

The Agency responded to the comments, clarifying that it was an option and would on a trial basis only. The proposal would allow national medical certificates, incl. not self-declaration, already used by some MS for their pilots flying Annex I aircraft. An ex-post evaluation will be conducted. GA project Champion stressed that GA needed less stringent regulations. He emphasised that there is inconsistency between Annex II aircraft and the GA. It is an experiment, to collect data.

The Agency concluded that more substantiation needed. There being no consensus, an Art. 15 procedure is not applicable. The subject will be further processed under Art 16 'accelerated procedure'.

• Draft Opinion XX/20XX Modular LAPL (Art. 15 procedure)

The rulemaking proposal would allow MS to issue LAPL with specified limited privileges to be established by the MS, as some MS have still modular route which will not be allowed after the end of the opt out (8 April 2018). Optional approach for MS. Somewhat tight schedule: for April 2018, so aimed at presenting proposal to October EASA committee.

Again no consensus was found.

Concerns expressed were:

- Need more time to check
- Different systems not the way to go
- Use 'normal' rulemaking procedure
- Local activity, so why European rule?
- no need as can be achieved with training
- Why not exemption process instead?
- Young pilots missing from GA, solutions to attract them, such as subsidising flying schools

Agency answered some comments, in particular that proposal will allow some MS to continue existing practices, for the very lower end of GA. Art. 4 (7) of Regulation (EU) No 1178/2011 was currently not sufficient after the opt-out to issue a basic licence. GA project Champion Dominique Roland explained that this exercise is based on a fact that we have less and less young pilots. The "brevet de base" introduced by France to attract young pilots was a positive initiative.

The Agency acknowledged that there was no consensus, therefore the process under Art. 15 must be discontinued. There was need to substantiate the proposal (explanatory note, RIA), aiming at presenting this rule for the October meeting (EASA Committee).

Conclusion: The MAB reached no consensus for the above Opinions. The Agency proposed to re-discuss internally and to relaunch the consultation under Art. 16 (Accelerated Procedure) instead of the planned Direct Publication under Art. 15.

14. Replaced by (12) – Web-Based cost-sharing flights

Presented by Jean-Marc Cluzeau, Richard Miller, DG MOVE E.4, Jean-Jacques Woeldgen, DG MOVE E.4

The Agency presented the charter that was drafted by the WG and was supported by the 4 platforms that had been part of the WG. The charter is voluntary, and would help disseminating best practices and collecting data. On the whole, most MAB members supported the initiative. Several comments were received on the legal base of the charter, insurance issues, how to organise the online training mentioned therein concerning 'passenger handling', security issues and NAA responsibility in case of accident. The Agency answered that formalisation could possibly happen through a SIB or other means. Insurance should be mentioned in the Annex (to be verified). The pilot training would be free of charge on the platform website. Security was scope of the national authorities as not Agency remit. . The Agency also pointed out that this activity was very limited and made up perhaps 0,1% of GA flights. In relation to Regulation 1008/2008, the COM gave its provisional, informal position, that it would be inconsistent to require an Operating license for this new activity without also requiring an AOC. Above all, COM considers that safety is of the utmost importance and within this context the activities associated with online platforms need to be monitored and kept under review. Furthermore COM mentioned the current evaluation of Regulation 1008/2008 and that recent market developments will need to be taken into consideration during this process.

MAB was asked to give feedback on the report till 28 February, which would then be assessed internally before drafting a final proposal to be presented to EASA committee in June.

Conclusion: N/A

Actions:

22-1-2017: Agency to check if insurance issues covered in Annex to Charter

23-1-2017: MAB to provide feedback on the update on WG, in particular on Charter for Web-Based cost-sharing flights till 28 Feb.

24-1-2017: Agency to clarify legal status of Charter proposed for Web-Based cost-sharing flights and to prepare a final proposal for Web-Based cost-sharing flights to be presented at the EASA committee in June

15. – Horizontal issues

Presented by Jean-Marc Cluzeau

Conclusion: No horizontal issues were raised from TeBs to MAB. As was discussed in items (4) and (9), reporting from TeB to MABs on issues which needed strategic guidance or consensus at higher level should be encouraged.

Conclusion: N/A

Actions: -

16. AOB items

Presented by Jean-Marc Cluzeau, Jean-Jacques Woeldgen, DG MOVE E.4

The AOB items on

- Timely distribution of documents
- Focal Point for eRules, collaboration with EMPIC

- KPIS Rulemaking

Were already discussed in the above Points.

On the FTL studies, which were raised by the NL MAB member:

The NL MAB member presented a report on pilot fatigue from the London school of economics (Dec. 2016). The Agency pointed out the studies were conducted before FTL rules were implemented and references were made to a framework which was no longer in place. However, new FTL Regulations have addressed some of the findings in the report (flight with augmented crew, time zone crossing, standby). The evaluation of the impact of the new regulations will start soon and should bring answers to a number of issues raised by the report.

The COM added that the kick off meeting of the evaluation was held in Brussels on 16 January 2017. The study was granted to a Dutch consortium and is monitored by the Agency. Final report is due in 2018.

Conclusion: N/A

Actions: -

17. Planning of future meetings

Presented by: MAB secretariat

- **Meeting modus – separated or ‘back to back’ with EASA committee**

This was discussed as an AOB item under No 10 above

Closing DAY 2

The Chair thanked the attendees for a fruitful meeting. **The meeting closed at 17.50h.**

Date and location of next meeting

Next meeting will be held on Monday 26 and Tuesday 27 June (TBC), **back to back with the EASA committee.**

List of actions from MAB meeting 1-2017 and previous (if needed): as at 28 02 2017

| Item | Action (What) | Responsible (Who) | Deadline (When) | Status (Optional) |
|----------------|--|--------------------------------------|----------------------------|---|
| 2-2-2015 (RAG) | Better link SES committee to ATM tasks in programmes | Agency | Report to the next meeting | Open. Being assessed. |
| 3-2-2016 (MAB) | Provide feedback on effective SPN implementation | MAB | For next meeting | Closed. Action to be given to the SPN. |
| 5-2-2016 (MAB) | Raise the issue of supervision of operation of aircraft registered in Third Country to the Commission | Agency | Before next meeting | Open. |
| 7-2-2016 (MAB) | Provide the terms of reference of the CAGs for MAB review (send comments to john.franklin@easa.europa.eu) | Agency/MAB (nothing received so far) | By 9 December 2016 | Closed. Email sent on 24 Feb. to Advisory Bodies asking to comment CG membership. |
| 1-1-2017 | provide final feedback on Simplification Workshop WP 03, in particular also on how to speed up processes for soft law | MAB | by 27 Feb. 2017 | Open. <i>[Post-meeting note: deadline extended to 3 March 2017]</i> |
| 2-1-2017 | provide 5-6 focal points for eRules & digital workspace | MAB | by 27 Feb. 2017 | Open. <i>[Post-meeting note: deadline extended to 3 March 2017]</i> |

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| 3-1-2017 | provide one comprehensive package on the Simplification workshop outcomes and actions as well as the strategic input from the MAB Strategy Group | Agency | Before next meeting | Open. |
| 4-1-2017 | Support discussions of upstream coordination to prepare ICAO before state letters | Agency | Before next meeting | Open. |
| 5-1-2017 | provide input for the 'cool down' period | Agency | at the next MAB strategy group meeting | Open. |
| 6-1-2017 | provide further input on Advisory Body coordination (IP 07) on how to streamline coordination of the ABs | MAB | by 27 Feb. 2017 | <i>[Post-meeting note: deadline extended to 3 March 2017]</i> |
| 7-1-2017 | raise issue of CAG/TeB/MAB coordination to MAB SG | Agency | at the next MAB strategy group meeting | Open. |
| 8-1-2017 | invite NAAs to participate to CAGs | Agency | Before the next CAGs | Open. |
| 9-1-2017 | provide 2017 meeting dates of TeBs to MAB | Agency | Post-meeting | Open. |
| 10-1-2017 | set up a reporting link between FCL/ATM TeB and MEG/CMO | Agency | Before next meeting | Open. |
| 11-1-2017 | consult MAB on draft 'Horizontal rules' Roadmap in Q2 2017 | Agency | Q2 2017 | Open. |
| 12-1-2017 | prepare a position paper for harmonised dissemination of safety information | Agency | Post-meeting | Open |
| 13-1-2017 | distribute approach to ex-post evaluations together with evaluation of Authority Requirements | Agency | Post-meeting | Open |
| 14-1-2017 | prepare paper for further discussion of IP 02 of MAB 1-2017 | Agency | Before next meeting | Open |
| 15-1-2017 | raise discussions on IP 04 to MAB SG | Agency | For next MAB SG | Open |
| 16-1-2017 | share with MAB if possible its own ex-post evaluations undertaken | RO MAB member | | Open |
| 17-1-2017 | comment the recommendations of the RAG WG on cross domain SMS assessment tool | MAB | 10 March 2017 | Open |
| 18-1-2017 | review recommendations of the RAG cross-domain SMS assessment WG and to link them to the 'horizontal rules' roadmap | Agency | Before next meeting | Open |
| 19-1-2017 | provide in the minutes of meeting a clarification on NAA focal point profile for eRules/machine to machine interface | Agency | In minutes | Open |

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| 20-1-2017 | provide a meeting paper on measurement of the quality of rulemaking deliverables | Agency | Post-meeting | Open |
| 21-1-2017 | provide information to the Member States on the positions open in its projects, expert profiles required and reimbursement conditions in place | Agency | Post-meeting | Open |
| 22-1-2017 | check if insurance issues covered in Annex to Charter | Agency | Post-meeting | Open |
| 23-1-2017 | provide feedback on the update on WG, in particular on Charter for Web-Based cost-sharing flights | MAB | 28 Feb | Open. <i>[Post-meeting note: deadline extended to 3 March 2017]</i> |
| 24-1-2017 | clarify legal status of Charter proposed for Web-Based cost-sharing flights and to prepare a final proposal for Web-Based cost-sharing flights to be presented at the EASA cmtee in June | Agency | Before EASA cmtee in June | Open |

Annex 1**Acronyms used:**

AB – Advisory Body
 AMC – Accepted Means of Compliance
 Air OPS – Air Operations
 A-NPA – Advanced Notice of Proposed Amendment
 AOB – Any Other Business
 AR – Authority Requirements
 ASAP – As soon as possible
 AT - Austrian
 ATM – Air Traffic Management
 AWO – All Weather Operations
 BASA – Bilateral Aviation Safety Agreement
 BE – Belgian
 BG – Bulgarian
 BPL _ Balloon Pilot License
 BR – EASA Basic Regulation
 CAG – Collaborative Analysis Group
 CAT – Commercial Air Transport
 CH – Swiss
 CMO – Chief Medical Officer
 COM – (European) Commission
 DE – German
 DGAC-FR – Direction Générale aviation civile
 DK - Danish
 EASA – European Aviation Safety Agency
 EASp – European Aviation Safety plan
 ECAC -
 EMPIC – Standard software for civil aviation authorities
 EPAS - European Plan for Aviation Safety
 EPAS+ - interim update of EPAS
 ES - Spain
 EU – European Union
 FAA – Federal Aviation Administr
 FCL – Flight Crew Licensing
 FI - Finnish
 FR – French
 FTL – Flight Time Limitations
 GA – General Aviation
 GANP – Global Air Navigation Plan (ICAO)
 GASP – Global Aviation Safety Plan (ICAO)
 HR - Croatian
 ICAO – International Civil Aviation Organisation
 IR – Implementing Rule
 IRE – Irish
 IT - Italian
 JARUS - Joint Authorities for Rulemaking on Unmanned Systems
 LAPL - Light Aircraft Pilot Licence
 LUX - Luxemburg
 KPI – Key Performance Indicator
 LS – Commission Legal Service
 MAB – Member States’ Advisory Body

MAB SG – MAB Strategy Group
MED – Medical
MEG – Medical Experts Group
MS – (EASA) Member States
MT - Malta
NAA - National Aviation Authorities
NL – Netherlands
NO - Norwegian
NPA – Notice of Proposed Amendment
OR – Organisation Requirements
PBR – Performance Based Regulation
PIA – Preliminary Impact Assessment
PPL – Private Pilot License
RAG – Rulemaking Advisory Group
RO - Romanian
RoPs – Rules of Procedure
RMP – Rulemaking Programme
RMT – Rulemaking Task
RPAS – Remote Piloted Aircraft System
RSOO – Regional Safety Oversight Organisation
SARPs – Standards and Recommended Practices (ICAO)
SES 2+ – Single European Sky Second package interim update
SIASA - Support to the Improvement of Aviation Safety in Africa
SIB – Safety Information Bulletin
SLV - Slovenian
SM – Safety Management
SMS - Safety Management System
SPL – Student Pilot License
SPN – Safety Promotion Network
SSP/p – State Safety Programme/plan
STeB – Stakeholder (technical) Body
SWE - Swedish
TeB – (Member States’) Technical (Advisory) Body
ToR – Terms of Reference
UAV – Unmanned Aerial Vehicle
UK – United Kingdom
VFR – Visual Flight Rules
WP – Working Paper
WS - Workshop

Annex 2

List of Participants

| | | | | | |
|-----------|----|---------------|----------------|---|-------------------|
| Attendees | Mr | Franz | Graser | Austrocontrol | Austria |
| | Mr | Kris | Clarysse | Civil Aviation Authority | Belgium |
| | Ms | Eleonora | Dobreva | Civil Aviation Administration | Bulgaria |
| | Ms | Ana | Kapetanovic | Civil Aviation Agency | Croatia |
| | Mr | Christian | Thorhague | Transport Authority | Denmark |
| | Mr | Nikolas | Jørgensen | Transport Authority | Denmark |
| | Mr | Richard | Miller | DG for Mobility and Transport, European Commission | EC - DG MOVE, E.4 |
| | Mr | Jean-Jacques | Woeldgen | DG for Mobility and Transport, European Commission | EC - DG MOVE, E.4 |
| | Ms | Susanna | Metsälampi | Transport Safety Agency | Finland |
| | Mr | Georges | Thirion | Direction Générale de l'Aviation Civile | France |
| | Ms | Carole | Lenck | Direction Générale de l'Aviation Civile | France |
| | Mr | Dirk | Sajonz | Luftfahrt Bundesamt | Germany |
| | Mr | Gabor | Pongrácz | Ministry of National Development Civil Aviation, Maritime and Inland Navigation Dept. | Hungary |
| | Ms | Halla | Sigurdardottir | Transport Authority | Iceland |
| | Mr | Kristin Helga | Markusdottir | Transport Authority | Iceland |
| | Mr | Brian | Skehan | Aviation Authority | Ireland |
| | Mr | Marco | Silanos | ENAC | Italy |
| | Mr | Stephane | Vallance | Civil Aviation Administration | Luxemburg |
| | Mr | Carl | Tabone | Civil Aviation Directorate | Malta |
| | Mr | Bob | Rieder | Ministry of Infrastructure and Environment | Netherlands |

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| | Mr | Leonard | Boer | Ministry of Infrastructure and Environment | Netherlands |
| | Ms | Nina Beate | Vindvik | Civil Aviation Authority | Norway |
| | Ms | Rodica | Cazanciuc | Civil Aviation Authority | Romania |
| | Mr | Andrei | Filipoiu | Civil Aviation Authority | Romania |
| | Mr | Martin | Němeček | Civil Aviation Authority | Slovak Republic |
| | Ms | Ana | Hožič | Ministry of Infrastructure | Slovenia |
| | Mr | José María | Ramírez Ciriza | AESA, Spanish Aviation Safety Agency | Spain |
| | Mr | Magnus | Molitor | Transport Agency | Sweden |
| | Ms | Francine | Zimmermann | Federal Office of Civil Aviation | Switzerland |
| | Mr | Neil | Williams | Civil Aviation Authority | United Kingdom |
| | Mr | Sergiu | Marzac | Civil Aviation Authority | |
| | Mr | Mileta | Nikolic | Civil Aviation Agency | Montenegro |
| Apologies | Ms | Karin | Puleo- Leodolter | Ministry of Transport | Austria |
| | Mr | Marc | De Smet | Civil Aviation Authority | Belgium |
| | Mr | Alessandro | Cardi | ENAC | Italy |
| | Mr | Radu | Bezniuc | Civil Aviation Authority | Moldova |
| | Mr | Marcin | Szczygieł | Civil Aviation Authority | Poland |
| | Ms | Olja | Čokorilo | Civil Aviation Directorate | Serbia |