

## Minutes OF MEETING

**Subject** MAB 2020-01  
**Date** 04-05 February 2020  
**Location** EASA Headquarters, Cologne, Germany  
 Airbus conference room

Organised by Business, Strategy & Stakeholder Management (SM.2.2.)

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<b>MoM Distribution:</b>
To all meeting participants and EASA management

MoM prepared by	Julia Egerer	05/02/2020
MoM reviewed by	Luc Tytgat	05/02/2020

### 1. Welcome and Introduction

*Presented by: Luc Tytgat, Strategy and Safety Management Director and MAB Chair;*

The Chair welcomed the attendees.

### 2. Adoption of the agenda

*Presented by: Luc Tytgat, Strategy and Safety Management Director and MAB Chair;*

The Agenda was adopted including actions as follow-up for the next MAB meeting in May in the area of environmental protection and on Higher Airspace Operations.

### 3. Review of open action items

*Presented by: Julia Egerer, Strategy Development Officer; Regine Hamelijnck, Senior Safety Management Officer;*

The following action items were closed during the meeting:

Open Actions: [See MAB Action List](#)

Task Name	Propose for completion
3-3-2019; Member States to send their feedback on <b>draft Opinion on Pilot</b> training by 31 October on the draft Opinion using the commenting form.	Feedback received from LU & FR–
9-3-2019; MAB to provide feedback to ongoing consultations on draft Opinion on U-Space	Propose for completion
4-3-2019; MAB requested to extend the EPAS consultation period. EASA to inform MAB members of possibility of extending the of the consultation period.	Propose for completion.
5-3-2019; EASA to improve the template of the activity report to include an executive summary and a clear template to capture not only the activity of the TEB, but also what feedback the TeBs expect from the MAB.	See agenda
6-3-2019; EASA to provide the TEB activity reports endorsed by the MAB to the TEB chairs.	See agenda
7-3-2019 MAB to ensure that Member States support their <b>NoA</b> representative in providing to EASA exposure data (number of flights and flight hours) on helicopter operations, as well as occurrence data for HEMS operations.	Feedback from MAB during MAB 2020-01
8-3-2019; 14. ICAO MIR : State of Operator principle for the oversight of non-commercial operations. EASA will prepare a letter (the draft will be circulated to the MAB for comments) to be sent to the Commission (DG MOVE) on the recommended way forward.	Proposed for completion. Air OPS TEB 2019-02 discussion and subsequent letter was sent to the Commission
10-3-2019; MAB to provide feedback to EASA (Juan Anton : <a href="mailto:juan.anton@easa.europa.eu">juan.anton@easa.europa.eu</a> ) on their national cybersecurity focal points to create a European network of cybersecurity experts	Proposed for completion. Only one MS (FR) provided feedback
11-3-2019; Action plan on public health & preparation of MAB 2020-01	See agenda
12-3-2019; IMF issues; Agency to propose a solution to enable MAB members to change their passwords when they have expired.	IMF was amended to prompt user how to change password
13-3-2019; MEG to report to MAB on actions taken following the letter of EAMAC of 2 October 2019	See agenda



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#### 4. EASA Update

*Presented by: Luc Tytgat, Strategy and Safety Management Director and MAB Chair;*

EASA provided an update on relevant EASA activities, including the SAFE conference, an update on international cooperation, the environmental strategy, first results of the survey on Advisory Bodies, . Also the Commission and the Croatian MAB member presented the Commission and HR Presidency priorities. The MAB very much welcomed the general update on EASA activities provided by Luc.

Spain raised the importance of the Single European Sky. EASA stated that a proposal is in preparation and that such a proposal would have to take into account the New Basic Regulation.

#### 5. Drone Programme State of Play

*Maria Algar, Alexandra Florin*

EASA presented the next steps in the Drone programme.

EASA informed that regarding the Amsterdam Drone Week/Conference with ca. 600 participants, all presentations are available online. This was very much appreciated by stakeholders.

Regarding the U-space Opinion EASA explained the state of play. The draft Opinion received more than 2600 comments. The final Opinion is expected to be published at the end of March 2020. EASA mainly received questions on the general concept and the general understanding of the U-Space. Questions were also about the charging architecture of the U-space. U-space in relationship to controlled airspace and manned aviation was one of the major issues raised by stakeholders. EASA has addressed those comments.

EASA has looked into all the comments and is now revising the proposal, working closely with the Commission. This U-space Regulation is the first step towards future Regulations on U-space (see recitals). Adoption of the first Regulation is expected in Q4/2020

Easa also provided an update on the Counter Drone Action Plan.

Obj 1; Educate the public to prevent and reduce misuse of drones around aerodromes. Taskforce has been launched.

Obj2 : Mitigate risks from unauthorized drones by delivering guidance: taskforce has been established.

Obj 3: assessment of the safety risks of drones to manned aircraft with scientific data: TF will be launched.

Obj 4: Counter Drone measures – Eurocae initiated a working group on this.

Obj 5: occurrence reporting : the action has been launched at EASA. EASA needs to progress on the definitions with the support of the relevant collaborative analysis groups.

Regarding the Counter Drone Action Plan, MAB feedback focused on ensuring coordination with law enforcement agencies. EASA replied that DG Home is involved.

Regarding the U-space Opinion, MAB feedback focused on examinations to assess the competence of drone pilots, the role of the air traffic providers, frequency of congestions, the accelerated rulemaking process. With many MAB member expressing concerns about the tight time table and some requesting a second round of consultation with the MAB before the EASA Committee to avoid the risk of failure by having a large discussion at the EASA Committee.

EASA and the Commission replied that the time table had been agreed and that there is a clear political will also from the Commission and Member States to apply the agreed time table.

However, EASA also stated that the NPA regarding BLOS and urban environment and flying over an assembly of people, will apply the standard rulemaking procedure. Several Member States expressed their concerns



that the future NPA would also cover BVLOS (Beyond visual line of sight) drone operations in urban areas.

The MAB also stated that there is a need for a ½ day workshop at the next MAB to clarify questions regarding the existing Drone Regulation, AMC & GM that will apply this summer. EASA mentioned that a dedicated workshop with Member States drone experts will take place on 9-10 March.

MAB also requested a more detailed reporting of JARUS activities in the MAB

The Chair summarized the discussion and stated that the MAB has been part of the consultation process from the outset. He stated that the comments from MAB are very useful feedback to EASA and confirmed that MAB 2020-02 meeting in May should have a more detailed session on Drones to have a collective opportunity to address questions from MAB members with regards to the existing Regulation.

<b>Action:</b> 5-1-2020	<b>AI 5 Drones: For MAB 2020-02 :</b> EASA to set-up a dedicated ½ day workshop on implementation questions regarding the applicable Drone Regulations applying as of July 2020 focusing on IR & AMC/GM and providing answers to questions MS might have.	<b>Owner:</b> EASA	<b>MAB 2020-02</b>
<b>Action:</b> 6-1-2020	<b>AI 5 Drones &amp; JARUS:</b> EASA to provide information to MAB on outcome of JARUS coordination discussions.	<b>Owner:</b> EASA (Drones team)	<b>15-FEB-2020</b>

Commented [A1]: AT: This was requested by several MS

## 6. Artificial intelligence roadmap: strategic discussion

Presented by: Jean Marc Cluzeau

EASA presented the AI Roadmap. The presentation explained the meaning of artificial intelligence as any action that simulates a human. The concept of AI is not new. It has been used and defined since the 1950ies. With rapid scientific developments AI today is based on powerful algorithms that can be used for deep/machine learning. The main challenge for machine learning is the reverse logic. Where the classical learning model relies on a model and a changed behaviour as a result, the logic AI is reversed. With AI a behaviour serves as an input with a learning model as an output generated by machine learning and deep learning. In addition, with AI, there is a risk of a potential bias in the datasets and in the learning process. This means that with AI assumed biases can be reinforced. As a mitigating measure the humans behind setting up an AI need to be aware of those potential biases and develop appropriate mitigating measures.

The AI roadmap timeline includes specific milestones, such as for example 'single pilot CAT operations'. The projections are long-term with projections for full autonomous CAT operations leading up to 2035. The roadmap describes rulemaking for AI to only start in 2024, since the current focus is on gaining practical experience.

In AI there are several levels:

1. Level 1 of AI/ ML is focusing on assistance to humans, e.g. proposals for the pilot to optimise a route to save fuel.
2. Level 2 : Machine performs a function and the human monitors
3. Level 3: Machine performs a function with no human intervention.

One of the main elements of the roadmap is trustworthiness. In April 2019 the EU Commission High-Level Expert Group published a first set of guidelines. The EU's approach is resolutely human-centric and trustworthiness is a key driver to tackle ethical and societal issues around AI. The EU developed 7 building blocks to set up AI trustworthiness: a) accountability, b) technical robustness and safety, c) oversight, d) privacy and data governance, e) non-discrimination and fairness, f) transparency, g) societal and environmental wellbeing.

The challenge is that there are still questions to be answered for AI in aviation. How can we certify a piece of software that learns and improves itself in operation? EASA when certifying products based on AI in the future will have to take into account a trustworthiness analysis based on the following 7 building blocks: a) learning



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assurance, b) AI explainability, c) AI safety risk mitigation (how to tackle the unintended consequences of a system, e.g. AI could monitor AI).

The top level objectives for EASA are therefore 1. to ensure competency of EASA for AI applications, 2. Influence EU AI research agenda to cover identified gaps, 3. Support EU aviation leadership in AI. 4. develop AI roadmap building blocks. 5. Implement and support development of EU AI strategy & initiatives. The AI Roadmap specifically did not embark on creating a high level working group, but instead EASA today is working on a concrete project with industry players who are already applying AI. By working on concrete examples, EASA is exploring how to assess the learning assurance of AI certification.

The discussion with the MAB focused on how EASA can work with Member States at the strategic and operational level. Feedback from MAB centered around how to ensure that today's artificial intelligence systems that feature in commonly used systems like TCAS & MCAS are fully understood and whether it is feasible to work toward full autonomous CAT operations by 2035. Also MAB asked about cybersecurity. EASA responded that indeed AI has existed since the 1950's and that there is a clear drive from industry to move towards AI in aviation. EASA now has the opportunity to accompany and drive the process.

The MAB stated that oversight of AI should also be on the top of agenda.

Chair summarized that industry is very active and that the regulator needs to act and that therefore EASA must be prepared. This Roadmap is EASA's response. It is long-term, but also contains concrete examples and milestones in the near future to better integrate AI into the aviation safety system.

The EU Commission High-Level Expert Group on AI has published a first set of Guidelines in April 2019

<https://ec.europa.eu/digital-single-market/en/news/ethics-guidelines-trustworthy-ai>

Note : this link is working

<b>Action:</b> 7-1-2020	<b>AI 6 Artificial Intelligence Roadmap:</b> Presentation at next MAB 2020-02 on EASA's work on reduced cockpit operations (RCO) taskforce.	<b>Owner:</b> EASA	<b>MAB 2020-02</b>
<b>Action:</b> 8-1-2020	<b>AI 6 Artificial Intelligence Roadmap:</b> EASA to share the conclusions from the Commission High Level meeting on Artificial Intelligence with the MAB. .	<b>Owner:</b> EASA	<b>19 February 2020</b>
<b>Action:</b> 09-1-2020	<b>AI 6 Artificial Intelligence Roadmap :</b> MAB to inform EASA how Member States will work with EASA in the Artificial Intelligence Roadmap. Provide feedback to <a href="mailto:jean-marc.cluzeau@easa.europa.eu">jean-marc.cluzeau@easa.europa.eu</a>	<b>Owner:</b> MAB	<b>MAB 2020-02</b>

## 7. MAB objectives 2020 & expected milestones

*Presented by: Luc Tytgat & Julia Egerer*

Based on a first draft document outlining MAB 2020 objectives ,the MAB discussed the draft MAB objectives & means to measure if objectives have been achieved. Each objective will have a priority and deadline attached to it. The MAB welcomed the draft objectives and requested to also develop performance indicators for each objective.

The table was revised including feedback from MAB (see revised table) and will be open for feedback for two weeks after the MAB meeting until 19 February 2020.

<b>Action:</b> 10-1-2020	<b>AI 7 MAB Objectives:</b> MAB to provide feedback on draft MAB objectives within 2 weeks after MAB 2020-01. Provide feedback to <a href="mailto:julia.egerer@easa.europa.eu">julia.egerer@easa.europa.eu</a>	<b>Owner:</b> MAB	<b>19 February 2020.</b>
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## 8. ICAO update

*Presented by: Daniela Defossar*

EASA provided an update on the ICAO developments including Assembly follow-up, developments at the Regional Office level, recent events and meetings, ICAO priorities and topics at stake as well as preparation of high level events 2020/2021. .

EASA is engaging with the ICAO Secretariat to follow-up on European priority files, e.g. USOAP, GASOS, cooperative oversight and the Regional office to discuss mutual support, e.g. on the Regional Plan for Aviation Safety or technical cooperation. EASA has also participated in numerous Panel and WG meetings.

The ICAO priorities were presented, which include inter alia ICAO governance aspects, cyber security, Safety Management and SSP implementation, Big data, human machine interface and in particular the demands on human performance due to automation and the integration of drones. In addition, ICAO will create a new PEL (Personel Licencing) panel.

ICAO is presently assessing and prioritising the outcome of the Assembly. It is looking towards extra budgetary resources to finance its activities, including also enhanced cooperation with industry.

EASA presented the main ICAO high level events related to safety and air navigation in 2020 and culminating with the High Level Safety Conference (HLSC) in May 2021. The presentation also included a number of suggested topics to be brought to these Conferences as well as the topics that might be tabled by ICAO. For the HLSC the following topics are suggested: GASP/GANP global plans, outcome of USOAP AG / integration of SSP assessments, pilot age, artificial intelligence, considering the "ethical dimension" (privacy, non-discrimination, fairness, transparency, societal aspects), electrical aircraft/eVTOL, ground handling, the use of new Virtual Reality devices in training and simulation/ staff competency, regional cooperation and assistance. A further discussion will follow in the European Safety and Air Navigation Coordination Group (ESANCG) and Member States subsequently expected to reply to the ICAO State Letter on the HLSC.

Regarding SSP assessment, EASA informed that ICAO will start mandatory SSP implementation assessments for all Contracting States by 2021. EASA is following these developments closely so as to ensure alignment with the EASA Standardisation process, as far as feasible and possible. .

EASA also informed about the substantial contributions to ICAO in the area of environment and the specific efforts needs on topics such as supersonic aircraft.

Finally, EASA explained the role of the ESANCG (the EU/ECAC European Safety and Air Navigation Coordination Group) in preparing ICAO high level events. Before opening the floor, the chair summarised the need to develop a clear strategy on an upstream cooperation.

The MAB very much appreciated the presentation and the great improvements made with regards to European coordination and requested that the MAB should focus its attention to ensure coordination also vis-à-vis the ESANCG. There is a need to ensure global inclusiveness to prevent the European views to be isolated. This means that European States should look well in advance to team up with strategic partners from other Contracting States. In addition cooperation on technical assistance is needed to avoid duplication. As Member States there should be more transparency on what SARPS are being developed. Europe has a great opportunity now. The question arises whether we could put forward positions also as an RSOO. All MAB representatives agreed that there should be an increase in cooperation.

The European Commission stated that discussions on ICAO issues should take place in the TEBs and MAB and also in the SAB. Regarding the decision-making on those discussions, the Commission stressed the validation via the ESANCG – i.e. the European mechanism for coordination.

The chair summarised the discussion stating that the good cooperation of States should continue and that there is a unique opportunity to enhance cooperation, and that there is a need of cooperation with international partners. For EASA the MAB is a strategic Advisory Body regarding the EASA ICAO strategy.

**Commented [A2]:** Proposed changes by EASA.



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The MAB concluded that EASA should prepare a paper summarising the discussion in the MAB to provide the summary to the ESANCG. The secretariat is managed by EASA and the chair is Jean-Marc Flon from the EU Commission and Kari Siekkinen from Finland.

Post meeting note: the summary has been provided on 04/02/2020 and is shown below :

**Results of the discussion with Member States in the MAB**

To reinforce the EU/ECAC coordination mechanism, Member States agreed on the following principles:

- Member States emphasized the role of the MAB as a platform to discuss and prepare relevant ICAO matters. In particular, this platform allows Member States to provide a holistic view on all domains under the EASA Basic Regulation.
- Member States wish to be better informed on the ICAO developments, inter alia the ICAO governance aspects being discussed at the ICAO Council level and the Work Programme on SARPS development.
- Member States welcome transparency on the Standard-setting process and emphasized the benefits of the overall approach offered through the vertical and horizontal structure provided by the MAB and Technical Bodies (TeBs), as a means to provide direction and input to the experts.
- It is important to have strategic partnerships with non-European States.
- Member States also underlined the need to prepare papers for ICAO events as RSOO contributions. Member supported the use of the MAB as a platform, allowing for a more flexible process.
- EC supports this approach and underlines the need to provide such input to the EU/ECAC decision-making process.

<b>Action:</b>  <b>11-1-2020</b>	<b>AI-8: ICAO</b> : EASA to summarise discussion for MAB of the ICAO strategy agenda item in a briefing note.	<b>Owner:</b>  <b>EASA</b>	<b>19 February</b>  <b>Action closed (see summary in the minutes of the meeting)</b>
<b>Action:</b>  <b>12-1-2020</b>	<b>AI-8 ICAO</b> : MAB to provide the summary of discussions to national ESANCG focal points to ensure appropriate coordination and avoid duplication of efforts with national focal points working with ESANCG.	<b>Owner:</b> <b>MAB</b>	
<b>Action:</b>  <b>13-1-2020</b>	<b>AI-8 ICAO</b> : MAB to provide comments on a draft letter to DG MOVE (Mr Joachim Luecking) regarding aircraft registration with regards to non-commercial operations of foreign registered aircraft.	<b>Owner:</b> <b>MAB</b>	<b>13-02/2020</b>

## 9. EASA contribution to the implementation of the Single European Sky

Presented by: Pascal Medal, Fabio Grasso

EASA explained the actions on the SES developments. EASA participated to several high level meetings. All the SES related actions were explained in detail. MAB members fully supported, the actions outlined by EASA. Regarding the assessment of conformity, the MAB stated that it is very supportive of EASA's focus on SES. Regarding the report of the wise persons group, the MAB reminded that the European Council WG raised several concerns and comments regarding the report.

The MAB congratulated EASA for the pro-active attitude to follow the SES. Regarding ATCO licencing, EASA stated that there are several initiatives ongoing to consider, and when necessary introduce, modifications to the ATCO licensing regulatory scheme to adjust it according to already identified needs (in the short term) and concurrently with the evolution of the future concepts of operations (in the medium/long term). EASA informed that the Commission together



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with social partners have launched an initiative on the future evolution of ATM/ANS professionals, including air traffic controllers. EASA will merge its reflections with the reflections of this initiative for the aforementioned initiatives.

Comments FR post MAB :

post meeting message (so not expected to be added in this draft minutes) concerning slide 7 of presentation under item 9 (EASA contribution to the implementation of the SES) that reads :

WPGR recommendations for EASA 2/3

R4 ATM Service Providers

What: Adapt certification rules to accommodate data service market creation

Who: EASA

How: Certification of ADSPs

It should be noted that among the first data service providers, there will be "integrated" ANSPs providing, under bilateral agreements, ATM data to another ANSP which has been "integrated" until then (e.g. "Coflight Cloud Service" between DSN and Skyguide that is entering a test phase, with a view to a full implementation in 2023).

It is important that these ANSPs should not be subject to a second certification, but that their current certificate should be recognised as sufficient, since they are already providing the service to themselves, and because of the mutual recognition of certificates between States applying European regulations (including Switzerland, which is not the only potential customer of DSN for that matter).

It would therefore be completely counterproductive to request a specific certificate in this case, because of the costs and time involved, which would unnecessarily delay the introduction of this type of service, whilst it is eagerly awaited by the players and by the Commission as a factor of economic efficiency and a tool for "defragmentation".

## 10. Gyroplanes

*Presented by Bob Rieder, CAA NL*

Bob Rieder, NL, presented the status on the activities regarding gyroplanes that have been developed by a taskforce of Member State representatives. The activities in the airworthiness and air operations have resulted in a draft regulatory text. The next steps is to work on maintenance and FCL issues. This should be done by early March. Later in March 2020, the taskforce will discuss with EASA the next steps and will present again to the MAB in 2020-02. One major change in the scope of the work is the information that the company PAL-V is now also looking towards commercial operations. Extending the exercise to CAT could delay the adoption of the rules. The MAB also stated that once the draft rules are available then the text should be consulted with the Advisory Bodies and especially the TEBs.

The chair summarized that the change of the scope of the project is important and requires some thoughts.

## 11. EASA action plan on public health: strategic discussion

*Presented by: Mr John Ryan, DG SANTE, Dr Cristian Panait, Bernard Bourdon*



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DG SANTE's Director on Public Health Mr Ryan presented an update on the novel coronavirus. He described the evolving dynamics of the 2019-nCoV (Coronavirus). How the virus is transmitted is not yet known. He stated that the figures from China have to be taken with 'a grain of salt' and there might be some underreporting to the official cases.

The cases on the day of the presentation demonstrate 17222 confirmed cases with a fatality rate of 2,5%. This means that the virus is not as fatal as Ebola. With epidemiology it is often difficult to quickly identify the cause of a novel virus, how it is transmitted. With Coronavirus transmission is believed to be by air and by droplets and faeces, but this still has to be confirmed. With regards to the international response, the official line from the WHO is that there should be no restrictions to travel. However, States have already responded differently. The discussion focussed on the need for intense international coordination and cooperation and Member States responses. Mr Ryan explained the EU response and urged a coordinated response, since unilateral measures are not only ineffective, they could even be counterproductive and lead to increased risks. The EU should apply a coordinated and evidence based response, e.g. with regards to passenger locator cards or temperature screening. MS are encouraged to coordinate actions to be effective. The Commission understands that as of today MS apply different methods. Regarding effective means of entry screening, Mr Ryan stated that temperature screening is often ineffective. Passenger locator cards are believed to be more effective.

Mr Ryan also stated that 95% of active pharmaceutical ingredients are originating in China. For this reason closing air traffic with China, especially for cargo could be extremely difficult and counterproductive, because Europe relies on pharmaceutical ingredients from China.

EU Health ministers will meet on Friday 7<sup>th</sup> February based on the concern that the risk of a spread of the virus to Europe is quite high and to organise a European response. Mr Ryan also explained the role and function of the EWR (Early warning response system). The EU is mobilising all forces to respond to the virus. Regarding the economic impact, Mr Ryan explained the need to have a prepared health system and its reliance on a functioning transport system.

With regards to the risks for the EU, there is a high likelihood of infection for EU/EEA citizens residing in or visiting Hubei province. There is also a moderate likelihood of infection for EU/EEA citizens in other Chinese provinces. Already several MS have decided to repatriate their citizens. However, due to the good health system in the EU, the likelihood of spread of the Virus in the EU is low. Regarding next steps, the EU will take action on personal protective equipment. Since many of the factories producing such equipment are based in China, the EU is looking for actions to increase EU production of such equipment. In preparation of an EU Health Ministers meeting on Friday 7<sup>th</sup> February, the Commission would be grateful for information on Member States' actions vis-à-vis air travel restrictions, either by governments or individual airlines for transport of passengers and/or cargo.

The chair summarised the key messages from the Commission that a harmonised response is necessary and uncoordinated national responses are ineffective and counterproductive. The discussion then focused on national government responses and how to ensure that third country operators are complying with providing information to passengers and handing out passenger locator cards.

Following Mr Ryan's presentation, EASA presented the draft plan on public health. This plan has been prepared by EASA and has been discussed with the Medical Expert Group (MEG). Mr Ryan very much welcomed the focus from EASA on public health. He stated that public health should be a major focus of EASA and Member States, since an epidemic can easily lead to serious disruptions to business continuity with conservative estimates stating that 30% of employees would be affected. He also made the link with climate change, which has an impact on public health.

The MAB strongly agreed that EASA is the right place to work on public health in aviation and that the role of Advisory Bodies like the MEG is fully supported. Some MAB members stated that while a focus on public



health is appreciated, coordination with different national and EU health agencies/ministries is important. The Commission (DG MOVE) stated that it fully supports EASA's work on public health.

<b>Action:</b>	<b>AI 11: Public Health:</b> Provide to EASA an overview of EASA States and European airlines responses to suspending flights to China, specifying if responses relate to passenger or cargo flights. This is important information since 95% of active ingredients of pharmaceuticals originate in China. Provide response to: <a href="mailto:julia.egerer@easa.europa.eu">julia.egerer@easa.europa.eu</a>	<b>Owner:</b>	
<b>14-1-2020</b>		<b>MAB</b>	<b>6th February close of business</b>
<b>Action:</b>	<b>AI 11 Public Health:</b> MAB consultation for endorsement of draft Public Health Action Plan with comments due until 19th February. Please send comments to <a href="mailto:cristianionut.panait@easa.europa.eu">cristianionut.panait@easa.europa.eu</a>	<b>Owner:</b>	
<b>15-1-2020</b>		<b>MAB</b>	<b>4<sup>th</sup> March</b>

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## 12. Rulemaking Update

*Presented by: Regine Hamelijnk; Eleanora Dobрева (DG CAA Bulgaria)*

EASA informed the MAB on planned rulemaking deliverables in 2020-2021 (opinions), future EPAS developments, and recent implementation support activities in Bulgaria. Regarding SSP support, the MAB stated that EASA should organise a workshop on the implementation of the European Risk Classification Scheme with regards to Regulation 376/2014.

With regards to SSP the MAB also stated that there is a need to differentiate which part of the EASA will run the support to implementation and that proximity with sections in charge of standardisation should be avoided.

The MAB also stated that for 2020 and 2021 there are many opinions in the work programme of the EASA Committee and that priorities need to be established also by the MAB for the Opinions. The Commission and EASA confirmed that Opinions have been bundled and that the MAB is a good place to discuss rulemaking deliverables and means to make the rulemaking process more efficient.

With regards to the SSP, the MAB also cautioned against duplicating with what ICAO is doing (e.g. pre-mission questionnaire). EASA clarified that this is a very simple questionnaire only used for SSP implementation support not interfering with USOAP activities.

The chair summarised that the SSP implementation deadline is a good opportunity for Europe to work together and to promote the European system. He also stated that there is a role for MAB to set the agenda of what we want to bring forward in ICAO.

The MAB then raised specific question on FTL for helicopter (incl. HEMS and SPO). Post-meeting EASA stated that this will be addressed in RMT.0494 'FTL rules for helicopter operations' with ToR 2021Q3 and Opinion in 2023Q3.

The MAB also asked to verify the state of play regarding the regulation for FTL in HEMS helicopter operations. EASA replied post meeting that this would fall within RMT.0494 as HEMS is CAT - this RMT addresses CAT, SPO and NCC helicopter.

The MAB also asked about RMT.0678 in relation to shortage of qualified instructors an Opinion in 2021 may be too late – should at least be early 2021. EASA replied that the EPAS states on this point that this will be dealt with in Subtask 2: New technologies training and certification requirements (electric and hybrid propulsion) Opinion 2021Q and Subtask 3: Miscellaneous topics Opinion 2023 Q3.



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The MAP appreciated that in 2019 the ABs will only be consulted on Volume II of EPAS. Regarding the future SAB workshop on 'scanning the horizon', some MAB members stated that they would support a similar workshop for the MAB

The chair summarised the discussion and said that the SSP implementation should be a focus and that it is EASA's role to work with MS on SSP implementation.

<b>Action:</b> <b>(What)</b> 16-1-2020	AI 12: EASA to work with MS on SSP implementation	<b>Owner:</b>  MAB/EASA	  2021
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### 13. Repository of information (Art. 74) Update on the overall management & architecture

Presented by: Veronique Magnier, Daniel Coutelier, Elena Tellado, Geoffrey Devin, Bernard Bourdon, Chr. Panait

EASA informed MAB on the activities related to the repository with a focus on participation of national experts and focal points. EASA informed that reliance on the TESTA system should be replaced with a cloud based system following feedback from the taskforce. Some MAB members from States where TESTA is already in use, did supports its use and raised the concern that working with two parallel systems would not be possible, whereas EASA stated that TESTA is not flexible enough for the future Art. 74 use. MAB agreed on an action item 21-01-2020 for EASA to confirm to MAB whether an alternative cloud based system rather than TESTA should be used.

Several Member States proposed to continue working on the basis of using the Testa system instead of an alternative system, even if it takes a little bit longer, because it is not clear if cloud based solutions could meet the high requirements of the GDPR Regulation on data protection.

Regarding the upcoming rulemaking task to develop an implementing rule, EASA clarified that it is necessary to develop an implementing rule as per Art. 74.8 of the BR and that language should not be an obstacle to exchange information.

At the end of the discussion MAB asked for an update on the status of the EAMR-project. EASA stated that two Member States volunteered to join a trial phase to test-run the system. The results are quite beneficial. One MAB member raised concerns in case of a parallel application of EMPIC and the EAMR tool. This would create a large bureaucratic burden for all involved parties; NAAs and the aeromedical organisations.

The Chair summarised that several actions are required from MAB and EASA to succeed in this project. The actions are listed below and have been included in the presentation to MAB.

<b>Action:</b> 17-1-2020	AI 13 Repository: Project site: agree on the way forward for access rights (MAB members, IT experts approved by MAB member from respective MS) Provide feedback to : <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	<b>Owner:</b>  MAB	  4 <sup>th</sup> March February
<b>Action:</b> 18-1-2020	AI 13: Repository: with regards to the presentation provided (see last slide) provide feedback on focus only on mandatory information required by the article 74 of the BR. Provide feedback to <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	<b>Owner:</b>  MAB	  4 <sup>th</sup> March

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<b>Action:</b> 19-1-2020	<b>AI 13 Repository &amp; Drones:</b> provide contact details to <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a> of technical experts by end February 2020	<b>Owner:</b>  MAB	  4 <sup>th</sup> March 2020
<b>Action:</b> 20-1-2020	<b>AI 13: Repository &amp; Rulemaking:</b> provide comments on the ToR by 25/02/2020 (written procedure) and provide feedback to : <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	<b>Owner:</b>  MAB	2  4 <sup>th</sup> March 2020
<b>Action:</b> (What)  21-1-2020	<b>AI 13: Repository &amp; TESTA system:</b> MAB to provide feedback to EASA to confirm to MAB <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a> whether an alternative cloud based system rather than TESTA should be used based on the EASA presentation on the repository and feedback received from EASA during MAB 202-01.	<b>Owner:</b>  MAB  EASA	  26 February 2020  5 <sup>th</sup> MARCH 2020
<b>Action:</b> (What)  22-1-2020	<b>AI 13: Data protection and repository:</b> Those MAB members who have not done so already during MAB 2020-01, to provide feedback to EASA on proposed way forward for responsibilities between EASA and MS on drones solution (Option A, B or C with EASA proposing Option B) including the intention to sign a " letter of intent" & whether EASA should establish a taskforce on data protection with national data protection experts to <a href="mailto:elena.tellado-vazquez@easa.europa.eu">elena.tellado-vazquez@easa.europa.eu</a> and <a href="mailto:geoffrey.devin@easa.europa.eu">geoffrey.devin@easa.europa.eu</a>	<b>Owner:</b>  MAB	  4 <sup>th</sup> March 2020

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## 00\_ Exchange of views with ICAO regional Director Ms Sylvia Gehrer

ICAO regional Director Ms Sylvia Gehrer provided an update of the ICAO Paris work and activities. One of the most important issues is capacity & efficiency, including contingency planning and crisis response measures on volcanic ash and nuclear event, CAPSCA, Airspace Crisis coordination etc. With regards to security & facilitation, ICAO's Paris office is also working on the ECHO initiatives.

ICAO priorities are to work with States with biggest needs on the 5 strategic objectives. Increase regional cooperation and coordination to avoid duplication with other regional entities in the area of Technical Assistance. Optimize the working structure. Improve communication with States and industry stakeholders in the region. Ensure sustainable funding – safety oversight authorities.

Regarding technical assistance, ICAO Paris office is working on EI improvements, Runways safety and state safety programme & AGA certification.

The MAB asked about the funding of State safety oversight to which Ms Gehrer replied that there are no final answers, but that there are interesting examples of funding. Regarding technical assistance and technical cooperation, there is an MoU between EASA and ICAO and the cooperation is very good.

The MAB also asked about the regional aviation plan and EPAS. ICAO replied that the cooperation between EASA & ICAO on EPAS is working very well and it is ensured that there is no duplication.

The chair stated that EASA and ICAO Paris office are indeed cooperating very well. ICAO Paris office stated that they have a very limited budget. Especially during technical assistance projects, Member States experts' support is very much appreciated. The Commission stated that the coordination on technical assistance is indeed very important, especially with regards to the Eastern European Region. EASA has so far implemented many projects.e.g. in the Western Balkans and other Eastern Regions. In the future the Commission stated that those funds will become more permanent, because they are aligned with the Commission's priorities. The Chair thanked Ms Gehrer for the visit to EASA and the explanations on ICAO's priorities.



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#### 14. Rulemaking procedure regarding 'focussed consultation'

Presented by: Julia Egerer;

EASA explained the Art. 16 accelerated procedure process as contained in the Management Board Decision 18-2015. The main focus for the discussion was to provide MAB with an opportunity to state their concerns and position.

The MAB concluded that while the accelerated procedure is required for certain cases, in the cases of groundhandling and Drones (U-Space), the conditions of Art. 16 that foresee an accelerated procedure are not met. In addition in an accelerated procedure the full impact assessment is missing. The MAB also stated that in such a case the MAB should always be invited to be consulted on the draft Opinion.

The MAB stated that either rEASA applies the Decision as it is or it derogates by informing the Management Board about a derogation and the reasons for it.

The Chair stated that there is a need to be responsive and to have an accelerated procedure in some cases. This should rather be called a focussed consultation. In the case of groundhandling the EPAS showed that there is a major safety risk and that therefore action is required. The chair concluded by proposing that when adopting EPAS there could be a column to identify if the Art. 16 procedure has been applied.

Post meeting note: Austria provided the following comment:

EASA will follow up on the use of the accelerated procedure (Art 16 MB Decision 18-2015 )

The chair stated that a TF will be initiated to discuss a further review of the rulemaking procedure.

Commented [A3]: AT: This was announced by the chair as a summary of the discussions

#### 15. TEB reports

Presented by: Joerg Marquardsen;

The MAB discussed the new template and proposed to clearly state those cases where discussions in the TEBs have been controversial and should therefore be brought to the attention of the MAB. The MAB agreed that there needs to be a more structured process and a one year test period and that the review of the advisory bodies should also provide the MAB with feedback on TEB activity report with the aim to reach agreement on a final advisory body structure.

The chairs of the TEBs (P&CA, OPS, Air Crew & GA ) provided feedback. MAB stressed the need for coordination between TEBs and MAB and MAB members also mentioned examples where the input of TEB experts had not been taken into account. IN addition there should be a tool to evaluate effectiveness and quality of the existing Regulations and a date for an ex-post evaluation should already be included in the Regulations. The TEBs should be involved in such an ex-post evaluation and this should be reflected in the [Rules of Procedure](#) of the MAB/TEBs. (Post meeting note by EASA : such an evaluation function is already included. See page 9 of the RoPr, which state that the TEBs should provide input on performance indicators for ex-post evaluations and be involved in providing input for the ex post evaluation.

The MAB very much appreciated the feedback and the possibility to obtain answers directly from the chairs of the TEBs. The TEB chairs stated that coordination is crucial especially with regards to the cross-domain TEBs and industry committees (SM.TEB, GA.TEB, Rotorcraft.COM). The MAB stated their full support for the fluidity and agility of the TEBs. This is very much appreciated, as are the reports from the TEBs to the MAB. The MAB proposed that TEBs could also invite the national standardisation coordinators to the TEB meetings.

23-01-2020	EASA to provide new template for TEB reports to MAB taking into account MAB discussion	EASA	7 <sup>th</sup> February
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## 16. Standardisation: Maturity Model

Presented by: Jesper Rasmussen

EASA presented the standardisation maturity model touching on the risk management ("2nd leg"), enablers, maturity model (areas, level, etc.), related working group and the test phase ahead for early 2020. The maturity model starts with a self-assessment, which would then be validated by EASA. By the end of Q1/2020 France and Croatia will be the pilot cases to assess if it is possible to score with this model. It is foreseen that after assessment of the test countries, the maturity model will enter into force.

Post meeting note: Luxembourg provided feedback by email on 06/02/2020 to all MAB members, alternates and observers.

## 17. AOB

Presented by: Luc Tytgat

- Military ATCO (feedback from EASA on CAA Spain proposal)

EASA stated that an Opinion on military ATCO would be ready by March 2020.

- Request MAB feedback on need for a dedicated WS on EPAS
- Just culture : recent developments and ways forward
- MAB feedback on evidence based training Opinion *comments from France & Luxembourg:*
- Feedback from MAB on action 7-3-2019 MAB to ensure that Member States support their NoA representatives in providing to EASA exposure data (number of flights & flight hours) on helicopter operations, as well as occurrence data for HEMS operations.
- Email from AT 22 January 2020 on rulemaking procedure & EAMR Medical Repository. Concerns were raised concerning the further development of the EAMR. *The Agency confirmed its intention to continue the EAMR and assess the results in 2020. Given the results are favourable, to then extend the scope of the EAMR under Art. 74 Repository. MAB members provided feedback, including information on a letter sent by EAMAC (European Aviation Medical Assessors' Council) to EASA of 2 October 2019 to find a technical solution for the EAMR. The Agency also informed MAB that they had discussed several options with the EAMR service provider (Microsoft), who have confirmed that the extension of the scope is possible including interoperability in order not to have repeated training.*

<b>Action:</b> <b>(What)</b>	<b>AI 17:</b> EASA will provide written answers to FR & LU regarding the comments received on the draft Opinion on evidence based training	<b>EASA</b>	<b>05 March 2020</b>
<b>24-1-2020</b>			

**Commented [A4]:** Comment EDA: The European Defence Agency suggested to consult the military as stated in the regulation (EU) 2018/1139 art 115.2.

## Closing

Presented by: Luc Tytgat, Strategy and Safety Management Director and MAB Chair;

The Chair thanked everyone for attending.  
The meeting closed at 16:20 hrs on 05/02/2020

## Next meeting:

The next meeting is arranged for 27-28 MAY 2020

## Summary of actions

Action Number	Description	Owner	Deadline
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<b>Action:</b> <b>1-1-2020</b>	<b>AI 02 Adoption of agenda: Environment:</b> EASA to present at MAB 2020-02 update on EASA activities regarding the environment, e.g. workshop between MAB & European Members and Observers of CAEP.	<b>EASA</b>	<b>MAB 2020-02</b>
<b>Action:</b> <b>2-1-2020</b>	<b>AI 02 Adoption of Agenda: Higher Level Airspace OPS:</b> MAB Member States to consider establishing a link between EGSFR (European Group for Suborbital Flight) and MAB. Therefore, MAB to propose to EASA if they are interested in creating this link and to ensure cooperation with work on European Commission strategy on Higher Level Airspace operations as requested by the European Commission.	<b>MAB</b>	<b>Ongoing</b>
<b>Action:</b> <b>3-1-2020</b>	<b>AI 02 Adoption of Agenda: Higher Level Airspace OPS:</b> EASA to provide an issue paper on Higher Airspace Operations.	<b>EASA</b>	<b>15 March 2020</b>
<b>Action:</b> <b>4-1-2020</b>	<b>AI 4 Review of open actions: Rotorcraft safety &amp; lack of exposure data.</b> MAB to continue working with national experts to obtain better exposure data for helicopter operations. MAB to provide more Member States experts to Network of Analysts focal point group. Provide nominations to NoA to <a href="mailto:Florent.MOREL@easa.europa.eu">Florent.MOREL@easa.europa.eu</a>	<b>MAB</b>	<b>continuous</b>
<b>Action:</b> <b>5-1-2020</b>	<b>AI 5 Drones: For MAB 2020-02 :</b> EASA to set-up a dedicated ½ day workshop on implementation questions regarding the applicable Drone Regulations applying as of July 2020 focusing on IR & AMC/GM and providing answers to questions MS might have.	<b>EASA</b>	<b>MAB 2020-02</b>
<b>Action:</b> <b>6-1-2020</b>	<b>AI 5 Drones &amp; JARUS:</b> EASA to provide information to MAB on outcome of JARUS coordination discussions.	<b>EASA</b>	<b>15-FEB-2020</b>
<b>Action:</b> <b>7-1-2020</b>	<b>AI 6 Artificial Intelligence Roadmap:</b> Presentation at next MAB 2020-02 on EASA's work on reduced cockpit operations (RCO) taskforce.	<b>EASA</b>	<b>MAB 2020-02</b>
<b>Action:</b> <b>8-1-2020</b>	<b>AI 6 Artificial Intelligence Roadmap:</b> EASA to share the conclusions from the Commission High Level meeting on Artificial Intelligence with the MAB. .	<b>EASA</b>	<b>19 February 2020</b>
<b>Action:</b> <b>09-1-2020</b>	<b>AI 6 Artificial Intelligence Roadmap :</b> MAB to inform EASA how Member States will work with EASA in the Artificial Intelligence Roadmap. Provide feedback to <a href="mailto:jean-marc.cluzeau@easa.europa.eu">jean-marc.cluzeau@easa.europa.eu</a>	<b>MAB</b>	<b>MAB 2020-02</b>
<b>Action:</b> <b>10-1-2020</b>	<b>AI 7 MAB Objectives:</b> MAB to provide feedback on draft MAB objectives within 2 weeks after MAB 2020-01. Provide feedback to <a href="mailto:julia.egerer@easa.europa.eu">julia.egerer@easa.europa.eu</a>  <b>Comment post meeting: please see uploaded <a href="#">objectives</a> including feedback from MAB 2020-01</b>	<b>MAB</b>	<b>4<sup>th</sup> March 2020.</b>
<b>Action:</b> <b>11-1-2020</b>	<b>AI-8: ICAO :</b> EASA to summarise discussion for MAB of the ICAO strategy agenda item in a briefing note.	<b>EASA</b>	<b>Provided minutes of the meeting</b>
<b>Action:</b> <b>12-1-2020</b>	<b>AI-8 ICAO:</b> MAB to provide the summary of discussions to national ESANCG focal points to ensure appropriate coordination and avoid duplication of efforts with national focal points working with ESANCG.	<b>MAB</b>	
<b>Action:</b> <b>13-1-2020</b>	<b>AI-8 ICAO:</b> MAB to provide comments on a draft letter to DG MOVE (Mr Joachim Luecking) regarding aircraft registration with regards to non-commercial operations of foreign registered aircraft.	<b>MAB</b>	<b>13-02/2020</b>
<b>Action:</b> <b>14-1-2020</b>	<b>AI 11: Public Health:</b> Provide to EASA an overview of EASA States and European airlines responses to suspending flights to China, specifying if responsible relate to passenger or cargo flights. This is important information since 95% of active ingredients of pharmaceuticals originate in China. Provide response to: <a href="mailto:julia.egerer@easa.europa.eu">julia.egerer@easa.europa.eu</a>	<b>MAB</b>	<b>6th February close of business</b>

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<b>Action:</b> 15-1-2020	<b>AI 11 Public Health:</b> MAB consultation for endorsement of draft Public Health Action Plan with comments due until 19th February. Please send comments to <a href="mailto:cristianionut.panait@easa.europa.eu">cristianionut.panait@easa.europa.eu</a> ;	MAB	4 <sup>th</sup> March
<b>Action:</b> (What) 16-1-2020	<b>AI 12:</b> Rulemaking update: EASA to work with MS on SSP implementation	MAB /EASA	2021
<b>Action:</b> 17-1-2020	<b>AI 13 Repository:</b> Project site: agree on the way forward for access rights (MAB members, IT experts approved by MAB member from respective MS) Provide feedback to : <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	MAB	26 February
<b>Action:</b> 18-1-2020	<b>AI 13: Repository: with regards to the presentation provided (see last slide) provide</b> feedback on focus only on mandatory information required by the article 74 of the BR. Provide feedback to <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	MAB	26 February
<b>Action:</b> 19-1-2020	<b>AI 13 Repository &amp; Drones: provide contact details of technical experts by end February 2020 to</b> <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a>	MAB	End of February 2020
<b>Action:</b> 20-1-2020	<b>AI 13: Repository &amp; Rulemaking:</b> provide comments on the ToR. MAB members will receive an e-mail from <a href="mailto:RPS@easa.europa.eu">RPS@easa.europa.eu</a> with an invitation to comment on the ToR (usual ToR consultation)	MAB	tbd
<b>Action:</b> (What) 21-1-2020	<b>AI 13: Repository &amp; TESTA system:</b> MAB to provide feedback to EASA to confirm to MAB <a href="mailto:veronique.magnier@easa.europa.eu">veronique.magnier@easa.europa.eu</a> whether an alternative cloud based system rather than TESTA should be used based on the EASA presentation on the repository and feedback received from EASA during MAB 202-01.	MAB EASA	26 February 2020 5 <sup>th</sup> MARCH 2020
<b>Action:</b> (What) 22-1-2020	<b>AI 13: Data protection and repository:</b> Those MAB members who have not done so already during MAB 2020-01, to provide feedback to EASA on proposed way forward for responsibilities between EASA and MS on drones solution (Option A, B or C with EASA proposing Option B) including the intention to sign a " letter of intent" & whether EASA should establish a taskforce on data protection with national data protection experts to <a href="mailto:elena.tellado-vazquez@easa.europa.eu">elena.tellado-vazquez@easa.europa.eu</a> and <a href="mailto:geoffrey.devin@easa.europa.eu">geoffrey.devin@easa.europa.eu</a>	MAB	26 February 2020
23-01-2020	<b>AI_15: EASA to provide new template for TEB reports to MAB</b>  <b>Comment post MAB: template has been provided <a href="#">HERE</a>.</b>	EASA	7 <sup>th</sup> February
<b>Action:</b> (What) 24-1-2020	<b>AI 17:</b> EASA will provide written answers to FR & LU regarding the comments received on the draft Opinion on evidence based training	EASA	05 March 2020
<b>Action:</b> (What) 25-1-2020	<b>AI 14: Rulemaking procedure :</b> Post_MAB addition: EASA will follow up on the use of the accelerated procedure. (Art 16 MB Decision 18-2015)	EASA	MAB 2020-02

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Commented [A5]: Included post\_MAB meeting.





## Annex 2 List of Participants

	EUROPEAN COMMISSION	ARROYO	Alfonso
	AUSTRIA	PULEO-LEODOLTER	Karin
	AUSTRIA	GRASER	Franz
	BELGIUM	DUPAYS	Anne-Claire
	BULGARIA	DOBREVA	Eleonora
	CROATIA	CESTARIC	Ivana
	DENMARK	ELLERMANN	Henrik
	DENMARK	BONDEGAARD THOMSEN	Niels
	FINLAND	PÖNTINEN	Jari
	FRANCE	AURADÉ	Philippe
	FRANCE	THIRION	Georges
	GERMANY	SAJONZ	Dirk
	GREECE	SOURVANOS	Georgios
	GREECE	TSERTOS	Georgios
	HUNGARY	MAJOR	Bernadett
	ICELAND	SIGURDARDOTTIR	Halla
	IRELAND	FITZPATRICK	Declan



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	LATVIA	ŁUBŁINA-GOLDMANE	Aivita
	LATVIA	REVISORE	Dace
	LUXEMBOURG	VALLANCE	Stephane
	MONTENEGRO	NIKOLIC	Mileta
	NETHERLANDS	PUTTERS	Rene
	NETHERLANDS	RIEDER	Bob
	NORWAY	VINDVIK	Nina Beate
	NORWAY	AALSTAD	Hege
	POLAND	WITKOWSKI	Michal
	ROMANIA	SOLTUZ	Mihai Adrian
	SLOVAK REPUBLIC	NĚMEČEK	Martin
	SLOVENIA	JANSA	Srecko
	SPAIN	RAMIREZ CIRIZA	José Maria
	SWEDEN	MOLITOR	Magnus
	SWITZERLAND	TRIVERIO	Alexandre
	SWITZERLAND	ANDRES	Christian

