

MAB Meeting Report

(1) Welcome and Introduction

Presenter: Chair

The Chair highlighted in particular that this was the first 'hybrid' meeting of the MAB (combining physical presence and online participation), which would be a useful test case for future meetings.

(2) Adoption of the agenda and minutes of the last meeting

Presenter: Chair, MAB Secretariat

The Agenda of MAB 03-2021 and the MoM of MAB 02-2021 were adopted. Two AOB items, on Remote Towers Services and commercial specialised operations by Third Country Operators (TCO) were added to the meeting agenda.

(3) Review of open action items

Presenter: Chair, MAB Secretariat

The following action items were closed at the meeting:

- COVID-19 Crisis response: EASA to organise another joint MAB meeting with Health Authorities (2021-01/#01)
- EASA to present proposal for follow-up actions on UAM study at MAB 2021-03 (2021-02/#02)
- Report back to MAB on free route navigation in relation to Regulation (EU) 2017/373 (2021-02/#05)
- NPA 2020-15: EASA to provide to the MAB a roadmap with the next steps on training matrixes (2021-02/#06)
- REPIF: MS to propose candidates to replace UK and FI in the Task Force (profile: IT or Information management) by email to veronique.magnier@easa.europa.eu (2021-02/#07)

ES commented that the open action on the repository taxonomy (2021-02/#08) is eagerly awaited. In addition, Member States stressed the importance, in particular for technical topics, of accompanying the presentations with explanatory information papers, in order to support the internal coordination within the national authorities.

(4) EASA Update ([Presentation](#))

Presenter: Chair

The Chair presented an overview of developments since the last MAB meeting. Concluding, he highlighted in particular the need to launch the work related to security-with-safety impact occurrences and the Revised Taxonomy for security-related events proposed to the Data Quality and Taxonomy Working Group. MAB members commended the Agency's on-going work on e-rules. In the area of international cooperation, some MAB members requested a synthetic paper with an overview of EU/EASA activities in the different regions, to be used in promoting the European list of candidates in the run-up to next year's ICAO Assembly. A question was raised with regards to the origin of GA data used in the Annual Safety Review (ASR) and an action was recorded to provide a reply to the MAB.

Post-meeting note on GA data: It is important to note that there is no EU-wide legal or robust system to collect exposure data (flight hours, landings, etc.) for the GA sector. For that reason, we can only do

estimations to derive accident rates. EASA published accident rates for non-commercial operated small aeroplanes for the first time four years ago using the results of a joint EASA/AOPA survey. These figures have been updated in recent years using an AOPA/GAMA survey, including preliminary figures for 2020. The data received from GAMA and AOPA contain an estimated number of flight hours on single engine piston aircraft. The above explanation is of course also provided in the ASR for the reader's awareness.

Action 2021-03-01	EASA to provide to the MAB a synthetic overview of EU/EASA international cooperation activities.	EASA	11/2021
Action 2021-03-02	EASA to provide clarification on the origin of GA data used in the ASR.	EASA	<i>Post-meeting note: the clarification has been added to this report and the action is closed.</i>

(5) Implementation of AB review ([Presentation](#))

Presenter: Chair, MAB Secretariat

The current work in the TeBs and the added value of the existing structure for Member States was praised, in particular during the COVID crisis. MAB members underlined the need for more time to assess lessons learnt from the current pilot projects and the delayed deployment of the new collaboration platform before deciding on any changes to the structure or rules of procedure of current groups. These should be assessed against the recommendations of the MAB/SAB Task Force on AB performance issued last year, such as on governance and reporting of technical groups and communication with industry. A link to future industry communities was in principle considered positive but the feasibility of participation is limited due to resources issues. Some MAB members suggested that the Agency could function as this link and ensure coordination. On the question on the future of the SM.TeB, several MAB members supported its continuation, potentially with strengthening its links with the MAB and other TeBs. It was agreed not to table the review at the upcoming Management Board and to organise a dedicated workshop in early 2022 to assess how the TF recommendations are being addressed and how they can be best implemented - AT offered support in its preparation.

Action 2021-03-03	AB performance: EASA to organise a dedicated MAB workshop in 2022.	EASA	Q1 2022
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(6) Update on draft EPAS 2022-2026 ([Presentation](#))

Update on EASP ([Presentation](#))

Presenter: Régine Hamelijnck, Alfonso Arroyo (European Commission, DG Move)

Some MAB members expressed concerns about the remaining rulemaking work in the area of FTL, highlighting safety and level playing field related issues where national rules continue to apply in the absence of EU rules (R965/2012 Art. 8), in particular in cross-border operations. Regulating FTL for rotorcraft and SPO should be considered with high priority. DE commented that EPAS had grown in size over the years, providing valuable information but creating more challenges for States to filter out what is binding and needs to be considered in the State Plan for Aviation Safety. NL expressed concerns on possible delays in regulating road/gyroplanes (related to processing by EASA of the material developed by the Task Force) and asked for clarification on how changes in the Global Aviation Safety Plan (GASP) following HLCC would be considered in the EPAS. It was also suggested to start the EPAS consultation earlier in the year (May/June). FI called for rulemaking on ground-handling to be accelerated.

(7) Drones Programme State of Play ([Presentation](#))

Presenters: Sascha Schott, Maria Algar Ruiz

The MAB was updated on achievements since the last meeting and provided an outlook on forthcoming deliverables. A number of questions were raised by delegates and were addressed during the meeting: i.e. on relations between EASA, ICAO and JARUS; qualified entities and the requirements they need to fulfil; remote pilot exam questions; the role of and coordination with market surveillance authorities; the risk of lack of standardisation in design verification; the EASA iConspicuity Study; and EASA's plans for standardisation in the drones domain, where the Agency informed that a survey will be used as a first step that will drive a risk-based approach. The delay in the standards for the open category was also raised by FR as well as a related desire to postpone the applicability of the regulation (to be raised at the EASA Committee). The webinars offered so far were appreciated and suggestions were made, upon EASA's invitation, for future sessions. Some MS also announced separate written comments.

Action 2021-03-04	MAB members to provide additional written comments, if any, to drones@easa.europa.eu within 2 weeks.	MAB	20/10/2021
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(8) Awareness on conflict of interest issues ([Presentation](#))

Presenter: Claudio Trevisan, Jesper Rasmussen

Member States shall ensure that Competent Authorities are independent when taking technical decisions on certification, oversight and enforcement. The Agency is monitoring how potential conflicts of interest (CoI) affecting Authorities' inspectors are managed, as part of the scope of SYS standardisation inspections. However, the same principles also apply to the Authority's (senior) management, up to its Management Board. Different options on how to best monitor this were discussed; several members highlighted that their national systems already provide for CoI safeguards with regards to all public servants. Taking this into account, it was agreed that the Agency should take stock of the existing CoI management systems through a survey, and then focus on any identified cases where no suitable measures are implemented.

(9) Introduction of the FSTD capability signature (FCS) for flight crew training (NPA 2020-15)

([Presentation](#))

Presenter: Daan Dousi, Bernard Bourdon

The MAB supported the roadmap proposed by the Agency. MAB members also stressed the importance to ensure sufficient time for transition measures. The Agency agreed and highlighted that transition measures are normally finalised before the EASA Committee based on the feedback from MS. **Due to the importance of the AMC/GM material (especially the training matrix) within this new concept, they also pointed the attention of the agency on the necessarily availability of these guidance materials when this IR is proposed to be voted by the MS. The agency confirms that this FCS implementation, in its first phase, would have no impact on the FNPT I/II associated credits used in training other than the Type Ratings courses and associated air operator training programmes.**

Commented [ZS1]: Added following comment received by FR – Georges.

(10) Review of the Rulemaking process ([Presentation](#))

Presenter: Michael Gerhard

The MAB shared the objectives presented and highlighted the importance of transparency. MAB members emphasized the need for detailed consultations, when the Agency develops proposals for implementing/delegated acts. Many MS also reinforced the need to consult, at least the ABs with a minimum consultation period, on any rulemaking task and reminded that consultation is not limited to the rulemaking activity, but it is important when the concepts are developed and main directions are

taken. It was advised to emphasise better how the BIS contributes to this. Some MS reminded that the engagement of stakeholders is related to the discussion on the ABs structure. When EASA proposes derogations to some procedural steps, the MAB advised to clearly define them (example: where an issue is not critical, or an impact negligible) and allow for possibilities to discuss and challenge the use of such derogations. It was also commented that the new procedure must enable a more efficient transposition of ICAO SARPs. MAB members recommended further discussions of the draft text with the MAB TF (and the MAB and SAB), before presenting the proposal to the MB.

The Agency thanked the MAB for the feedback and advice. To allow for a better assessment of how the principles will address the objectives and the impact, it was agreed to share as soon as possible a draft text of the revised decision, and an explanation on how it is intended to be implemented in internal processes. The Agency will also organize a meeting with the MAB TF and if necessary the MAB to discuss in particular the engagement of MS and other interested and affected parties, and how the ABs can better advise the Agency on the rulemaking programme. Based on all feedback received, the MAB and the Agency will decide whether the subject is mature enough to be presented to the MB in December.

Action 2021-03-05	Review of rulemaking process: EASA to send to the MAB a draft text of the Management Board decision	EASA	19/10/2021
Action #2021-03-06	Review of rulemaking process: EASA to organise dedicated meetings of the MAB TF and if necessary the MAB to discuss the feedback.	EASA	10/2021

(11) ATM update ([Presentation](#))

Presenter: Jussi Myllarniemi

EASA presented some topical ATM related work streams with the purpose to share information with the MAB and initiate a discussion on the need to further coordinate between EASA and MS. Questions raised by the MAB included the coordination with Eurocontrol, as well as the resources the Agency will use for the presented activities. The Single Programming Document (SPD) provides full visibility on the deployment of EASA's resources, while the Agency also confirmed that the two SESAR contracts provide for additional resourcing. Regarding the question on how MS see the need for coordination of SESAR issues via the ABs, as well as of whether this evolving area of shared competences (ATM Oversight) should be discussed on policy/strategy level via MAB/ATM TeB, MAB welcomed the information and advised EASA to provide more defined proposals in this regard. Finally, EASA reinforced the need for MS/NSAs to be actively involved in the exchange of oversight information between relevant competent authorities (NSAs and EASA).

An AOB item was raised by SE on a potential emerging safety hazard concerning Remote Tower Services (RTS) provided from one centre for several aerodromes, which may have been identified as alternate aerodromes for certain flights. EASA confirmed that the issue will be addressed in the forthcoming NPA (in Q1/2022) concerning RTS. SE offered to provide more information ~~later this year~~ before the next MAB meeting.

Commented [ZCS2]: Clarification by SE – Magnus.

(12) Environmental topics ([Presentation](#))

Report from the MAB Environmental Focal Point on key discussions related to ECAC EAEG and ICAO-CAEP ([Information Paper](#) and [Presentation](#))

Presenter: Dietmar Bloemen, Alexandre Triverio

Several MS stressed the importance of international coordination as regards to the eco label. For the Airline label in particular, FR recommended to also look at company specific environmental metrics and not only CO2 emissions. MAB members requested more detailed information on the eco label and it

was agreed to organise a short, dedicated webinar in preparation of the December MB. Following question from MAB members the Agency confirmed that it is the intention to present the label project at the upcoming MB and request MB's feedback as regards the label demonstrator which has been prepared to start the test phase. Some MS commented that after the test phase has ended, an endorsement by the MB will be needed for the official communication in support of next phase (operational phase). Following question from MAB members the Agency confirmed that it is the intention to present the label project at the upcoming MB and request MB's feedback as regards the label demonstrator which has been prepared to start the test phase. Further comments included the level of urgency in rulemaking on SST, which has decreased due to the lower priority given by the current US government; the need for stakeholder consultation for environmental protection special conditions for drones/UAS; sustainability in flight training; while AT suggested more coordination between EASA and ECAC as regards training activities on CORSIA. Finally, Alexandre Triverio (MAB ENV FOCAL) briefed the MAB on recent EAEG/CAEP activities.

Concluding, EASA reminded MAB members of the two open actions related to the Environmental Portal and in particular the action to inform operators of their obligation under Regulation (EU) 598/2014 to submit aircraft noise certificate data to the Environmental Portal (2021-02/#03 and 2021-02/#04).

Action 2021-03-07	EASA to organise MAB webinar on eco label.	EASA	11/2021
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(13) One CAMO for air carrier business groups ([Presentation](#))

Presenter: Ralf Erckmann, Eugenia Diaz Alcazar, Jesper Rasmussen

MAB members appreciated the additional information offered by EASA on the published Opinion and the opportunity to exchange views, however regretted that they didn't have this opportunity before the publication of the Opinion. This was agreed by EASA - even though regrettably it was not achievable this time due to the frequency of meetings and given deadlines – and will be used as a lesson learnt for the future. Comments from MAB members focussed on issues that were also raised during the consultation period, some of them of legal nature, such as the compliance with ICAO SARPs and the need for duplication of continuing airworthiness requirements in the OPS rule; further comments by MAB members were of a technical nature and linked to the future implementation such as the collaboration between Member State authorities. The importance of the accompanying AMC and guidance material was also emphasized. EASA thanked the MAB members for their comments and questions, which are all well noted and will be used to prepare and focus the discussion at the upcoming EASA Committee meeting. The European Commission deemed the discussion useful in view of the presentation of the Opinion at the EASA Committee.

(14) Maintenance licenses and training: challenges and way forward ([Presentation](#)) ([Information Paper](#))

Presenter: Ralf Erckmann, Eugenia Diaz Alcazar, Jesper Rasmussen

Several MAB members expressed appreciation for the opportunity to provide a position on the two options presented by EASA to accommodate the new knowledge needs. Some MS expressed the opinion that the aircraft maintenance licensing system is very complex and there is a need to look for a simplification (action to be taken in the medium-term). A majority of the feedback given during the session supported the EASA preferred option "Mixed option: electrical propulsion license + type rating for the rest of non-conventional designs" (10 MS), potentially with some improvements, over the other

Commented [ZS3]: Added clarification after comment from FR – Georges.

Commented [JVIE4]: Added, following comment from FR - Georges

option "Enlarge privileges of current licenses" (4 MS). Some commenters, although being in favour of the mixed option, would like to adjust the initial proposal presented in the paper of several subcategories (airplane and helicopter) to just one covering electrical propulsion. EASA welcomed further contributions in writing in the coming two weeks.

Action 2021-03-08	MAB members to provide further contributions on the two options presented by EASA to accommodate the new knowledge needs in Maintenance licenses and training to Maint_AB@easa.europa.eu	MAB	20/10/2021
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Commented [ZCS5]: Added by EASA to more accurately reflect the comments from Member States.

(15) AOB

- IE raised an AOB item on the potential safety risk associated with the oversight of commercial specialised operations conducted in EU Member States by Third Country Operators. The Agency confirmed that this type of operations (aerial work) are not in the scope of the TCO regulation. It would also be difficult to handle them under the TCO scheme, since they are not covered by ICAO SARPs, and the essential requirements in the EASA Basic regulation are quite general. Safety and market access dimensions are to be considered and, although this kind of change is beyond the scope of the current RMT.0736 (regular update of the TCO regulation), the Agency remains available to further consideration of this topic in the future. Meanwhile, aircraft involved in such operations could be subject of oversight activities via RAMP (SAFA) inspections.
- The dates of the 2022 meetings were shared:
08-09 February 2022, 17-18 May 2022, 04-05 October 2022

MoM Distribution:

MAB Members, Observers and Alternates, and EASA management

MoM prepared by	Savina Zakoula-Cherdron	07/10/2021
MoM approved by	Luc Tytgat	07/10/2021

Annex 2 List of Participants

Name	Surname	Country	MAB Membership
Alexandre	TRIVERIO	Switzerland	MAB Member
Alfonso	ARROYO FERNANDEZ	EC	MAB Alternate
Ana	KAPETANOVIC	Croatia	MAB Member
Ana	Hozic	Slovenia	MAB Alternate
Anastasia	LEVIN	Estonia	MAB Alternate
Anne-Claire	DUPAYS	Belgium	MAB Member
Anne-Marie	RAGNARSSON	Sweden	MAB Alternate
Carl	TABONE	Malta	MAB Member

Christian	ANDRES	Switzerland	MAB Alternate
Christophe	VIVIER	EDA	MAB Observer
Danny	KLEIJKENS	Belgium	MAB Alternate
Declan	FITZPATRICK	Ireland	MAB Member
Dirk	Sajonz	Germany	MAB Member
Eleonora	DOBREVA	Bulgaria	MAB Member
Erika	VARGA	Hungary	MAB Member
Franz	GRASER	Austria	MAB Alternate
Frederik	BLAAUW	Netherlands	MAB Member
Georges	THIRION	France	MAB Member
Guðjón	ATLASON	Iceland	MAB Member
Henrik	ELLERMANN	Denmark	MAB Member
Karin	PULEO-LEODOLTER	Austria	MAB Member
Kire	KOLEVSKI	North Macedonia	MAB Alternate
Kirsi	LAHTENMAKI-RIISTAMA	Finland	MAB Member
Kristin	MARKUSDOTTIR	Iceland	MAB Alternate
Line Lykke	RASMUSSEN	Denmark	MAB Alternate
Magnus	MOLITOR	Sweden	MAB Member
Mari	TOODU	Estonia	MAB Member
Martin	NEMECEK	Slovakia	MAB Member
Nina Beate	VINDVIK	Norway	MAB Member
Oleksandr	BILCHUK	Ukraine	MAB Observer
Ozgu	SARIUNAL	Turkey	MAB Observer
Pablo	HERNANDEZ-CORONADO	Spain	MAB Member
Philip	HUGHES	EUROCONTROL	MAB Observer
Philippe	AURADE	France	MAB Alternate
Raimund	KAMP	Germany	MAB Alternate
Stephane	VALLANCE	Luxembourg	MAB Member
Sylviane	WYBO	EUROCONTROL	MAB Observer
Luc	TYTGAT	EASA	MAB Chair
Athanassios	TZIOLOS	EASA	-
Jeremie	TEAHAN	EASA	-
Savina	ZAKOULA-CHERDRON	EASA	-
Joana	VIEIRA GOMES	EASA	-
Alexander	EBERLE	Germany	Invited participant
Artur	SOUSA	Portugal	Invited participant
Bertrand	HURON	France	Invited participant
Frauke	PLEINES-SCHMIDT	Germany	Invited participant
Giancarlo	CRIVELLARO	EC	Invited participant
Hilde	HOIEM	Norway	Invited participant
Iryna	KUSTOVSKA	Ukraine	Invited participant
Johannes	DEIMEL-ZELENKA	Austria	Invited participant
Jorge	PINTO	EC	Invited participant
Jose Luis	GARCIA-CHICO GOMEZ	EC	Invited participant
Konstantina	CHRYSIKOPOULOU	Greece	Invited participant

Lucienne	TRAUTMANN	Germany	Invited participant
Marc	DUFRESNOY	France	Invited participant
Marie	HANKANEN	Sweden	Invited participant
Mario	TORTORICI	Italy	Invited participant
Marina	VOICU	Romania	Invited participant
Michael	LOKAY	Germany	Invited participant
Morgan	HANSENNE	Belgium	Invited participant
Robert	MAURI	France	Invited participant
Stephan	BICKERT	Germany	Invited participant
Stephen	CAMILLERI	Malta	Invited participant