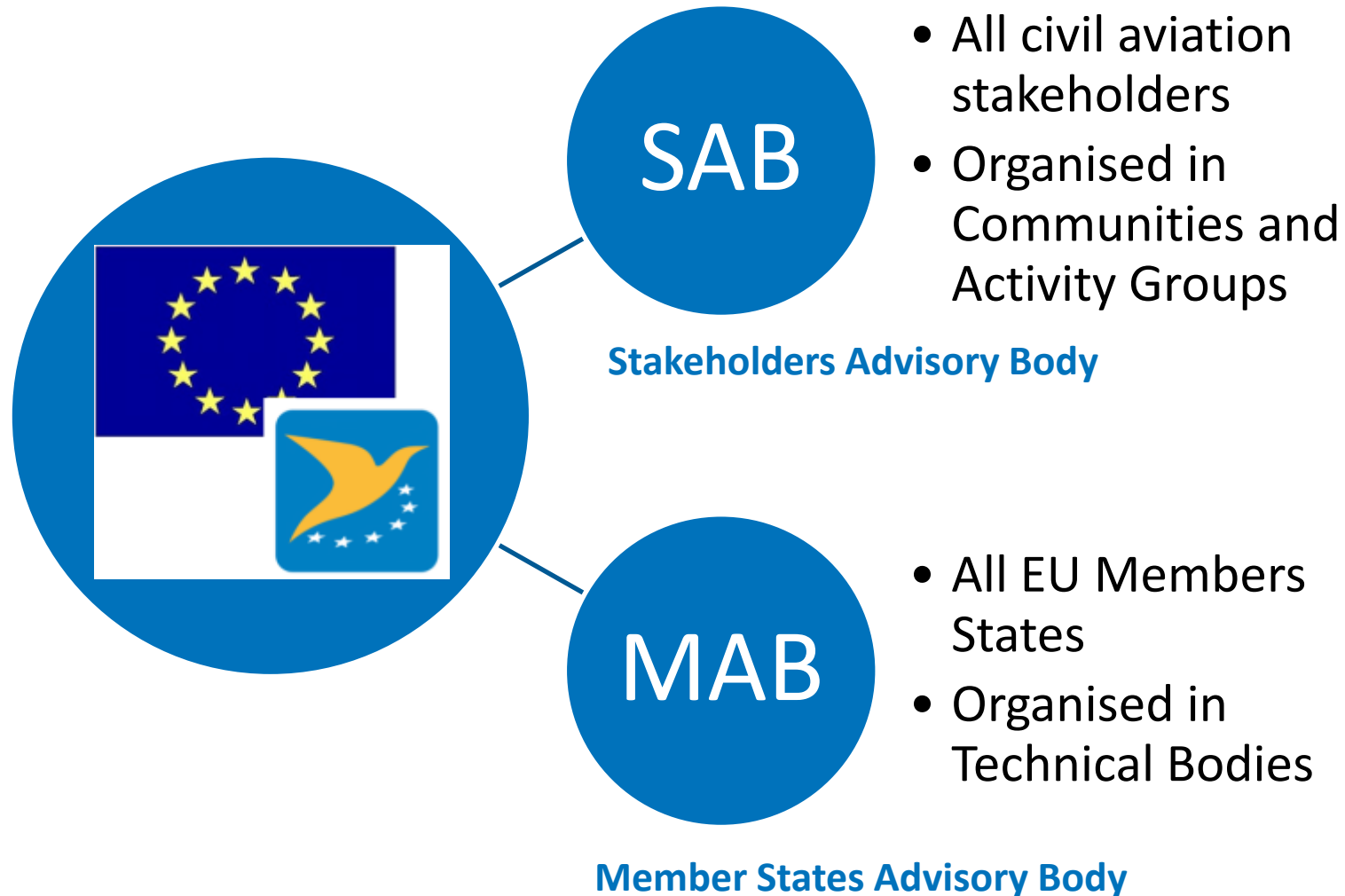


# Content

- **Reminder: EASA advisory bodies, SAB duties**
- **Overview Goal Zero Emission 2050**
- **AZEA stakeholders**
- **AZEA.WG4 Draft mandate - Aviation regulation, certification and standardization**
- **Reconciliation**

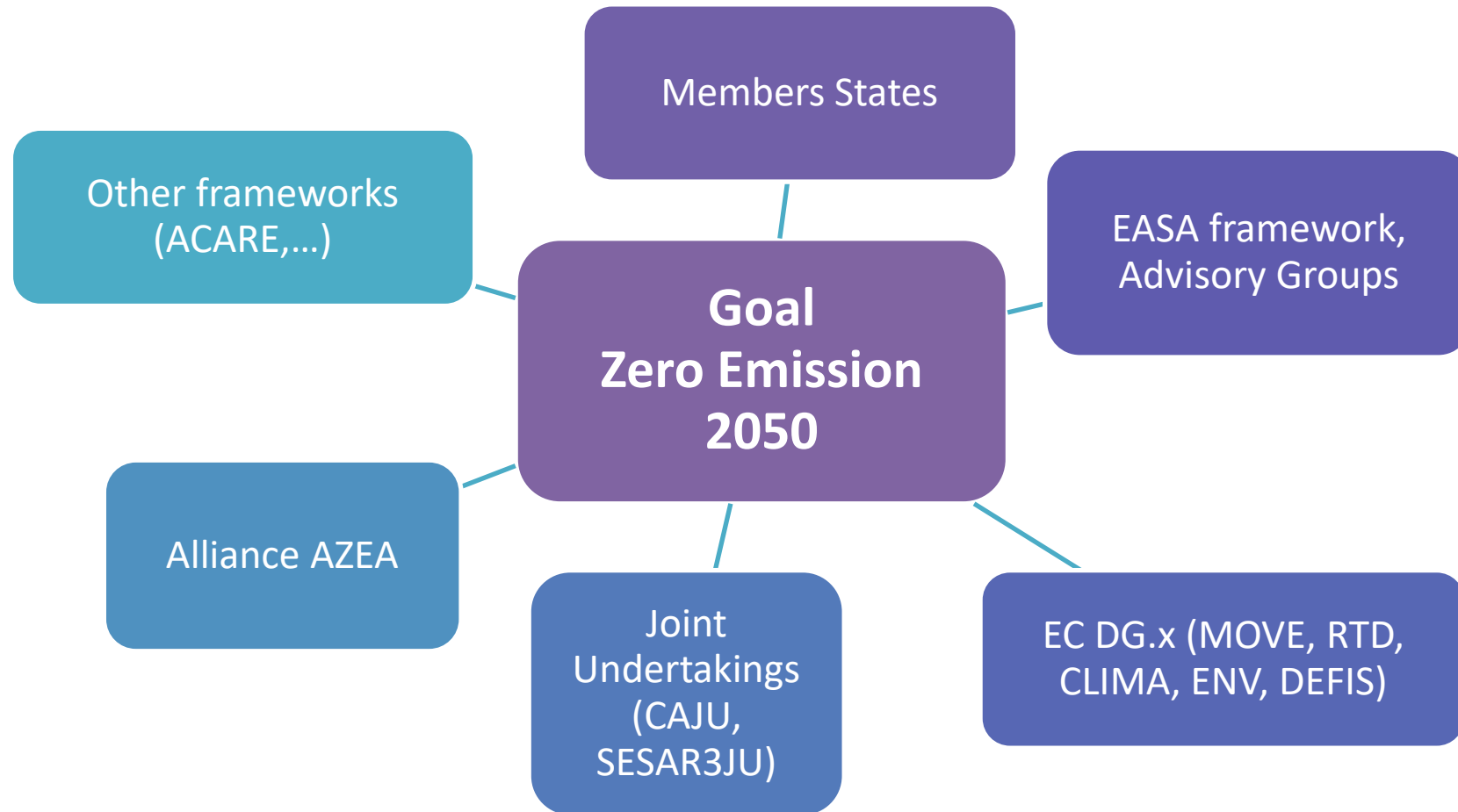
# EASA advisory bodies (as per EU 2018-1139)



## EASA advisory bodies - SAB duties (extract)

- Provide advices to the EASA and the EASA management board on strategic developments;
- Provide advice to the Agency on the content, priorities, and execution of its safety programmes;
- Provide advice to the Agency on implementation/ standardisation issues of strategic or horizontal nature (including high-level, cross-domain implementation policies, such as the policy on acceptance of industry standards);
- Provide advice on international cooperation, agreements, and harmonisation activities;
- ...

# Overview Goal Zero Emission 2050



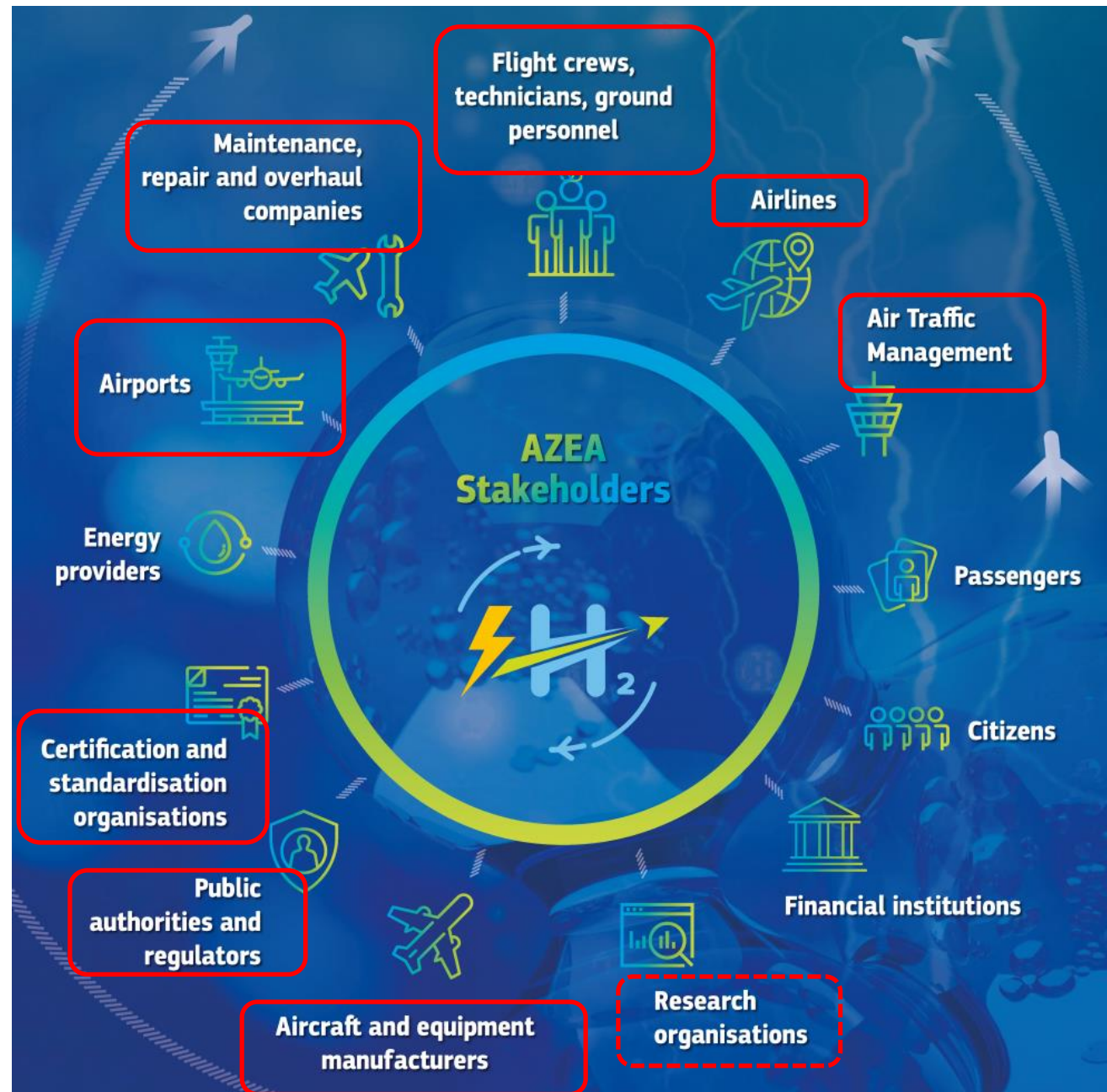
# AZEA stakeholders



Are members of EASA advisory bodies (SAB or MAB)



Can be members of EASA advisory bodies (as per SAB Rule of Procedure)



# AZEA working groups with a SAB 'flavour'

ToR for these groups to be reviewed by SAB as done on next slides for WG4

## Working Groups

The European Commission may establish working groups as appropriate to conduct the operational work of the Alliance. As a priority, it shall consider the establishment of working groups addressing one or more of the following topics:

- Airport Infrastructure supporting the operations of electric and hydrogen powered aircraft,
- Renewable energy requirements and supply,
- Certification, standards and regulation,
- Investment needs,
- Operations of electric and hydrogen-powered aircraft,
- Business cases of airlines, airports, aircraft manufacturers, energy providers,
- Skills,
- Financing (private investments as well as funding through the EU and national programmes ),
- Outreach and International partnerships.

# Draft mandate AZEA.WG4 - Aviation regulation, certification and standardisation

- **Aviation regulation**
  - Screen the entire aviation regulatory framework
  - Identify areas requiring adaptation
  - Issue recommendations of rulemaking work and international cooperation
- **Preparing for the certification of electric/hydrogen aircraft**
  - Liaise with Clean Aviation programme
  - Identify main technical concepts and their impact on certification requirements
  - Map existing activities and issue recommendations to acquire experience in certification.
- **Identification of standardisation gap**
  - Identify standards required to support needs
  - Develop a standardization roadmap and issue recommendations to support their development.

# Way forward to reconciliation wrt AZEA.WG4, SAB and Clean Aviation

- **Findings**

- Clear overlap of tasks/objectives between AZEA.WG4 and SAB.
- Clear risk of duplicate efforts between AZEA.WG4 and Clean Aviation projects (eg Concerto).
- It is possible to use the SAB framework for liaising between the EASA, the stakeholders and Clean Aviation / Concerto project (eg digitalization of certification activities).

- **Way forward: Use the SAB framework as much as possible**

- AZEA.WG4 tasks to be transferred to new SAB activity groups (AG) to be created, aligned with the foreseen AZEA.WG4 subgroups.
- AZEA.WG4 members to be transferred to the SAB communities and to the new SAB activity groups (AG).
- EASA, chairing the WG4 and corresponding SAB AGs, to report to the AZEA governance.
- The new SAB activity groups can be implemented immediately.