

Debriefing of the

- 1) **Common session for all SSCC sub-committees 1/12/2010**
- 2) **SSCC sub-committee flight standards meeting 1/12/2010**
- 3) **Full SSCC meeting 2/12/2010**

At EASA HQ – Cologne

1) common session of the sub-committees :

a) changes to the rulemaking procedures

- *AMC's* :

a Member State can accept and publish the EASA AMC's, but can also develop own alternatives ! These should be sent to EASA before publication, however EASA has no right to (dis)approve them and will not publish them ! (and there is yet no internal EASA process for that)

these alternative AMC's will undergo risk based Standardisation evaluation and may become an input for Rulemaking

EASA NPA's for AMC's will have shorter comment periods (6 weeks)

And no external experts will be used anymore for AMC's and Guidance Material

- in the next **4 year Rulemaking Programme 2012-2014** EASA will make on itself the pre-RIA and ranking assessments, open to comments

- the **European Aviation Safety Plan (EASP)** and impact on SESAR : this 4 year plan will first be edited by the European Aviation Safety Advanced Committee on the basis of the top 5 safety concerns from Member States, EASA, Eurocontrol and ECAST, and will be yearly reviewed

It will deal with systemic issues (based on States safety plans), operational issues (from commercial or other organisations), emerging issues (products, environment, new aviation safety personnel) and Human Factors

This will influence the 3 SESAR implementation packages dealing with the ATM Master Plan (e.g. on the human role in managing and decision making, and on the Aircraft Road Map)

b) debriefing of the 37th ICAO Assembly in September 2010

- this was a big event with 1800 participants of 176 states and 40 organisations

- 8 European States are now elected in the Council

- there were 400 papers, and 27 of the 33 agreed position papers came from EASA

- **positive news** are the USOAP (the 10 year ICAO safety programme), the acceptance of regionalisation (RSO – Regional Safety Organisations, such as EASA, did not exist at the start of ICAO) which can reduce costs by better cooperation - supported by better recognition, an Annex 19 about safety and an EU – ICAO MoC

- **discussions** are still ongoing on OSD (operational susceptibility data), transparency (developing countries complain about the “abuse” of safety data which prevents an ICAO safety or “black” list) and different approaches from the EU and the US on volcanic ash problems

- there are new working groups with the EU (EASA)

- and a website for ICAO and EASA inspections
- there was a discussion about the need for rulemaking activities concerning cabin air quality (by ICAO, EASA) : for the moment this is not needed, and studies are going on

in general there was great satisfaction that Europe has showed an united vision from all participants (European Commission, Eurocontrol, Member States, ECAC)

2) Flight Standards sub-committee

- a) the *Rulemaking Programme 2011 – 2015* has been extended, also with the extension to ATM, which leaves no personnel left for pre-RIA's for new FCL rules
- b) the *FCL Opinion* is now at the Commission
- c) the development of *ACAS II* is not urgently needed, seen the costs and in the absence of a rise in accidents (contrary to an Eurocontrol study)
- d) *cabin air quality* : is there a need for rulemaking ? the evidence is anecdotal, there have been 12 studies, an UK overview was negative and combined with the input from the EU medical organisations (CMO forum, ESAM) the conclusion is that there is no safety case for the moment : stop rulemaking task
- e) a new *rulemaking task numbering* will bring more transparency
(1 task – 1 number in different EASA sections)
- f) the *Opinion about part medical* will be published 9/12/2010 ; then it will go to the EASA Committee and Management Board (Member States – EU Commission) : discussion in February 2011
- g) *SOA (Sub – Orbital Aeroplanes)* will come on the market (basis in Sweden ?)
 - a policy paper with guidance and certification policy will be published end 2012 (similar to unmanned vehicles)
 - after a pre – RIA presentation spring 2011 to AGNA and SSCC
 - no immediate NPA is foreseen, first a consultation with the industry
 - priority will depend on progress of the technology

3) full SSCC meeting

- a) for the first time held with ATM and Aerodromes representatives
 - there will come a “*fast track*” for this 2th Extension of the Agency's role based on the existing regulations and Directive, without consultation
 - an *ATM workshop* will be organised with the NAA and the industry
 - the Single Sky Committee and the EASA Committee will have to work together
 - the start of the *oversight programme* is delayed after summer 2011
- b) reports of the sub-committees
 - I- design and manufacturing* :
 - need for a flight test engineer license
 - prioritisation of tasks is needed seen the input from new drivers (EASAC, ICAO – GA, SESAR)
 - are alternative AMC's a good tool in case of urgent safety issues ???

2- flight standards :

- no rulemaking task for cabin air quality needed
- 6 weeks of consultation for AMC's is very short
- for the Opinion part FCL LAPL : the technical expertise of the working groups should be recognised (against changes at the last moment due to political influences)

3- ATM :

- 2 Opinions have been transmitted to the EU Commission : on 2/10 about ANSP requirements and on 3/10 on ATCO licensing
- ATM working groups : 001 on ANSP requirements, 002 on ACAS (TICAS II), 003 on ATCO licensing, 004 on Authority requirements, 005 on required systems and constituents ; new will be fatigue and rostering
- today is the 1th Functional Block agreement between 6 States signed in Brussels (to improve safety, environment, costs and capacity)
- SESAR will have to be included in the EASA Rulemaking Programme

4- airports and aerodromes :

- keeping contact with ATM group
- SESAR is the driver
- the APRON system and airport equipments are a priority

5- engineering and maintenance :

- avionics light aircraft
- maintenance check flights
- definition "critical systems"
- medication, alcohol and drugs policy for these staff are still listed in the Inventory for the group, but no action
- technical records, traceability
- standardisation : definition "occasional line maintenance" ?
- AMC's : will additional AMC's be published ? but publication can jeopardise property interests ! this is potentially an anti-standardisation procedure !

c) MDM

- are **Multi-Disciplinary Measures** : tasks affecting more than 1 EASA Rule (and becoming more frequent due to the start of OPS, FCL, Aerodromes and ATM) and a difficulty for the actual EASA department structure
- thus the **classification** will be according the rules, not by department anymore (better presentation, transparency, planning ...)

d) Presentation on Cabin Air Quality

- **NPA** on 28/9/09 with the knowledge of past studies and events and the Consultation closed on 8/1/10 (406 questions online, 150 CRT remarks by 30 organisations, 68 e-mails and letters)
- **internal analysis and review**, 3 meetings in 2010 and presentation to the EASA Management Board in September 2010
- **stakeholders opinions** were similar to the UK review in 2006-2007 and showed 2 opposite views (cabin crew, flight crew, passengers, Unions against operators, AC manufacturers and NAA's)
- **conclusions of EASA** :
 - 1- safety assessment : there is no safety case, there are no serious events such as crew incapacitation or accidents (underreported ?)

2- health effects : no demonstrated cause relationship found

(so no Rulemaking activity needed)

- still *coordination/cooperation* with Authorities or Organisations doing health and toxicology studies

- *CRD* published 10/2011 leading to ED decision about the coordination results of EASA

e) **Presentation on Suborbital flights**

- start in 2008 and ED position paper February 2010 , after questions from private persons, Sweden and the UK ; input from business partners is needed

- SOA are aircraft, thus aviation Rules apply but with “flexibility” seen the special conditions : a part of the flight is under “space law” ; cooperation with FAA

- an NPA will be opened in January 2012, close in April 2012 and a CRD published in July 2012 with a Decision in October 2012

f) **Update on the review of the Rulemaking process**

- there is a need for tailored RM according to the complexity of the issue

- must start in 2012 -2013

- will be more risk based, dynamic and with a “total system” approach seen the ATM extension and the limited resources of the Agency

- thus a Workgroup from NAA’s and experts will make a SWOT analyse, propose the new process to EASA management for adoption between September and December 2011 and application in 2012 (seen the fact that the initial Rules will be in place, it will mainly concern updates)

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