

# **Report SSCC meeting at EASA** **Cologne 30/11 & 1/12, 2011**

## **SSCC Flight Standards subcommittee**

### **- FCL & OPS ( first extension ) :**

- ° 1st package published
  - ° 2<sup>nd</sup> package in EU Comitology
  - ° 3rd package = balloons, aerial work, A to A flights ( aero clubs, shows,...)
  - ° 4<sup>th</sup> package = FTL : commercial - other
- on the commercial FTL there is a CRD but no consensus on it ; it would be published April 2013 but changes due to political input are not excluded

### **- the update of part MED :**

planned: NPA 2nd quarter 2013, CRD 4<sup>th</sup> quarter 2013, publication 2nd quarter 2014

### **- new concept of industry led rulemaking :**

- ° EASA works risk based, industry may have less regulatory burdens? Question of priorities!
- ° stakeholder groups could give their expertise to EASA
- ° industry : would be responsible for a pre-RIA, -> to be accepted by AGNA & SSCC, -> before becoming a Rulemaking Task, -> with setup of TOR's and group members (+experts), -> who make a draft RIA and draft NPA, -> to be published as an EASA NPA, -> with a CRD commented by the group members -> before becoming a Decision or Opinion of EASA
- ° EASA would make a "stakeholder group starter kit" including the rules, templates, examples and RIA methodology

## **SSCC ATM subcommittee**

### **- ATM.001 group :**

- ° WG 06 **HF** : about roistering, stress, fatigue and ATCO management : should become requirements for ATC providers
- ° AMC's :  
possibility of alternative MC's ( but until now nothing received in airworthiness which was EASA's first competence! )  
the future actions should come from EASA  
based on information from Standardisation  
with the aim to have better AMC's or different accepted AMC's

### **- ATM.002 : discussions about ACAS**

- **ATM.003 : licensing of ATCO's ( including MED ) :**

° planning : NPA about IR and AMC's 1st quarter 2012, CRD + Opinion together 1st quarter 2013, IR publication 1st quarter 2014, applicability 2015/2016

- **ATM.004 : authorities**

° ATCO license template

- **ATM.005 : systems and equipment**

**new concept SERA : harmonisation of the rules of the air** between EASA, European Commission, EUROCONTROL and ICAO

## **Full SSCC**

- there has been a **consultation with General Aviation** : the main points were

° simplify the rules

° mind different translations!

° request for a common understanding

° setup of a taskforce to enhance practicality

- **FTL Opinion** will be published end June 2012, but the CRD is totally different from the NPA !

- confirmation of the **update part MED**

- **2nd extension : ATM**

° for providers, authorities, ATCO licensing, airspace use, systems and SERA (rules of the air)

° fast track regulation applicable since 31/08/2011 ( exceptions already asked )

° safety oversight ATM/ANS common requirements established November 2011

° standardisation inspections will start in 2012

° international cooperation with FAA and ICAO ( compliance matrix )

° aerodromes : operator organisations and competent authorities to certify the 600 European airports !

° later idem for equipment and heliports

- **report from the Flight Standards subcommittee**

° special categories of passengers : need for design rules and practical rules for operators

° in safety management ECAST could be the moderator for sharing of best practices

° for 3rd country licenses an EASA/FAA agreement is necessary

- **report from design & manufacturing subcommittee**

° need for rules executive interiors and stretchers

° too much reviews of rules may distract resources from rulemaking programme

°NPA about volcanic ash would be published start 2012 ( certification specifications for operators )

**- report from the ATM subcommittee**

°need for consistency EASA – SESAR( Eurocontrol)

°need for oversight of EASA for pan-European service providers

**- report from the engineering & maintenance subcommittee**

°the EASA oversight on EU organisations is a safety issue ! there should be a list of suspended organisations !

°need for an EU-US bilateral interpretation on FAA acceptance of maintenance ( minor, major repair, data transfer...)

**- report from the ADR ( aerodromes ) subcommittee**

°rules on aerodrome equipments

°APRON management

°ICAO amendments

**Presentations :**

**- changes in the rulemaking process :**

°differentiation simple – complex tasks

°less rulemaking groups

°possibility of outsourcing rulemaking tasks

°CRD and Opinion / Decision will be published together ( thus need for focused consultation during the review phase ! fi via focused workshops open to all, not only to the review group )

°grouping of comments, not 1 by 1

°to make publication time shorter ( now average 35 months , in future to 12 m for simple tasks , 17 to 22 for standard tasks and 28 to 33 for complex tasks )

°upstream coordination = agreement with stakeholders and EU Commission for enhanced use of the pre-RIA system and Concept Papers ( for controversial tasks )

**- revision of the AGNA structure !**

°thematic (3 to 4) advisory groups of experts : TAG's

°and a higher level "rulemaking advisory group" **RAG** of aviation safety regulators ( to express positions, adapt consistency on agreed positions ) to focus on strategic rulemaking issues ( priorities, horizontal approach )

**- revision of the SSCC structure ! (mandates – composition)**

°to be the interface with the RAG and TAG's

°to include missing stakeholders

- **performance report** on 4-year rulemaking programme **2011-2014**

- organisation of work and delivery of **rulemaking programme 2013-2016**

- **feedback loops and monitoring EASA rules :**

°triggers to the rulemaking process

°need to notify EASA of differences in implementation of rules ( AMC's ?)

°closer link from standardisation to rulemaking

°the committee members complain about different interpretations of rules !

- **UAS : regulatory developments**

°UAS are considered as aircraft, thus similar rules proposed by ICAO and the EU Commission

°airworthiness decisions in 2014, FCL/OPS rules in 2017

- **ATM /ANS regulatory roadmap 2013-2017**

- **EU Comitology**

°explanation of old and new procedure ( started in 1999, reviewed in 2006 )

°changed after the 2009 Lisbon treaty

- **EASA international activities** : rulemaking and cooperation with third country authorities :

°relations with foreign authorities ( bilateral or multilateral )

°**ICAO** : standardisation might go to EASA, involvement in WG's & task forces, notification of differences may go from individual member states to EASA

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