

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

SSCC Flight Standards subcommittee

- FCL & OPS (first extension) :

- ° 1st package published
 - ° 2nd package in EU Comitology
 - ° 3rd package = balloons, aerial work, A to A flights (aero clubs, shows,...)
 - ° 4th 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 4th 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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