DEBRIEFING SSCC Meeting 25 May 2011

By dr Roland Vermeiren
SSCC member representing professionals-medical

outstanding action :
- a **common** meeting(s) of AGNA and SSCC

1) update rulemaking activities :
- setup of common **airworthiness** group EASA – FAA – Transport Canada – Brazil
- activity in **suborbital flights** domain limited by the EU Commission (no certification of
aircraft, no pilot licenses, follow US rules)

2) the activities of the 1st Extension (FCL – OPS)
are going on, but with delays
- the EU Commission wants now **Rules to be developed** **vertically**, later horizontal connections
between Parts can be made
- still a lot of work on the NPA on **FTL** : 50.000 (!) comments but 46.000 duplicates, which means
still 4000 substantial comments to answer : CRD delayed from June to December 2011 and Opinion
to be published in April 2013 (= 1 year delay) ;
in the meantime 3 tendered specialists should give scientific responses on 30 questions related to the
comments
- other tasks are the **update** of the FCL implementing rules (group FCL.002) and the **update** of the
medical requirements (group MED.001) – the terms of reference are in preparation

3) environmental protection
- becomes an **important** issue (noise, emissions, modelling…)
- **ICAO** has the lead, essential requirements are on hold but it will lead to rulemaking updates (old
motors, etc…)

4) 2th Extension (ATM / ANS & aerodromes)
- **fast track Regulation** for ATC licensing and medical certification, safety oversight: publication in
summer 2011 (after 1 year …due to Scrutiny Procedures by EU Council and Parliament)
- **new implementing rules from the Basic Regulation** : Opinion expected end 2012
HERE the acceptance goes via the Single European Sky (SES) Committee (and not via EASA Ct)
- **support to the EU** is not given by EASA but **by SES** and Eurocontrol is designated as EU
Network Manager (who does the safety overview?)
- for **airports** there are no pre-existing EU rules, so the rulemaking groups are making good progress
thanks to studies on best practices and case reports from airports to come to a certification basis for
airports

- **complex partnership** with Eurocontrol, military, industry (CANSO) and social representatives (IFATCA,ETF…)

5) information about the volcanic ash problems
- EU **air traffic management** is handled by **Eurocontrol**, and there is an EU coordinated crisis cell
- **ICAO** is busy with a proposal – so rulemaking will wait with an NPA
- an **airworthiness NPA** will lead to a new Regulation, with info for the Operator about risk assessment, and new standards (for motors fi) can be developed via advanced NPA's
- the EU Commission wants more **"appropriate" reactions**, quick responses from Member States and information about the impacts

6) agreement US – EASA (BASA)
- entry **into force** dd 30 June 2011 !
- about **airworthiness and environment**, and technical implementation procedures (exchange of safety data, maintenance oversight…)
- is **European treaty** with 3th country! = highest legal level (supersedes EU Regulations, Directives ….)
- perhaps later **expanded to FCL** (training, licensing…) depending on the success and to treaty with Canada ?

from the total Rulemaking Programme 2010-2011 30% is now done, and 90% is expected to be finished at the end of the year

the Rulemaking process will be changed due to the conflict between tasks and resources of EASA :
- difference will be made between comment periods for NPA's on **complex versus easy tasks** (to be decided by EASA)
- **no comment period** anymore after publication of the **CRD** ! may lead to specific "discussion" groups established by EASA or go directly to EASA Opinion/Decision 's
- the input of EASA will become more important, that of Working Groups lesser
- **States** involved in discussions should only send **1 person** from the beginning to the end of the process
- seen the development of many new rules, in future more work will be dedicated to **updates**

REMARK from SSCC :
- if IR's are published **without AMC's** , States will develop in the meantime their own AMC's !
- **RISK** : different burdens in States, disharmonisation , leading to risks for business !
- **response EASA**: reason is lack of resources, support of Industry and professionals will be needed

<u>on 24 May there were meetings of the subcommittees</u> :

- engineering and maintenance :
  - need for a list of <u>approved organisations</u> (// FAA) – EASA needs the data
  - <u>training duration</u> should be linked to the complexity of the aircraft and not generalised
- aerodromes – ADR :
  - 3 Working Groups (<u>equipment-operations-design</u>)
  - need for a <u>certification basis</u> development (conversion – acceptance) - // ICAO rules ?
- ATM :
  - need for development of <u>safety KPI's</u> fi "just culture"
  - due to the lack of resources, EASA needs support from industry
  - request from CANSO to <u>limit more new Rulemaking</u> over the coming years : prioritise !
- Flight standards :
  - <u>stakeholders cannot start</u> preparing implementation of the Regulations on Aircrews and OPS because of lack of the final text ! (EU Commission would publish part FCL in November 2011 in the official EU Journal)
  - EASA : "<u>delays</u> due to lack of resources, moves of staff, specificity of expertise, political influences, ICAO influence…NEED for help of business partners for pre-RIA's,…"
  - long translation needed for the <u>rules on incapacitation of senior cc</u> and communication with ground emergency staff (low priority)
  - no need for <u>practical hypoxia training</u> (low priority)
  - urgent rulemaking needed for the <u>carriage of special categories of passengers</u> (reduced mobility,…)
  - problems with <u>3th Country licences</u> under EASA FCL
- Design & manufacturing :
  - <u>cabin safety rules</u> : frustration due to repetitive delays of tasks related to general aviation
  - Industry wants to start quickly with <u>"Executive interiors"</u>
  - <u>"test houses"</u> should be EU certified – by EASA? by Industry (audits) ?

Next SSCC : 1 December 2011
(subcommittees 30 November 2011)