

DAA notes of DfT EASA/Industry Briefing of 17 February 2017

Chaired by NEIL WILLIAMS

Brexit Issues

Discussion of implications, impediments, extent of UK Government freedom of movement (even outside EASA) within the limitations from Chicago Convention

There is ongoing parallel contingency planning, in which industry has been offered a role.

Industry wants to stay within the EASA system, whether as an EASA state or not, but worries that there will be increased charges as a result or that this position could be used as a bargaining tool.

Basic Regulation - as reported on Airn Pillot web site From the desk of DAA ...

<https://www.airpilots.org/members-pages/from-the-desk-of-the-director-of-aviation-affairs/>

EU Parliament and Commission have divergent views on en-route charges and delegations
Cybersecurity Germanwings Taskforce similar composition

EASA Committee Topics

- Balloons - Ops Rules & licencing
- Additional Airworthiness certification - Part 26
- Thermal-acoustic insulation quality
- Phasing out Halon the opt-out option
- EASA Opinion 12/2016 - structure integrity in older systems - effectively a catch-up to existing practices
- Competency-based take-off and landing requirement
- Proposal on automatic licence validation
- Performance Based Navigation (PBN) implementation - UK believe it is ok, France is objecting, though both may be reading the same regulation but interpreting it in different ways.
 - France raised issue over PBN privileges of FCL. If France's interpretation is correct, pilots without PBN privileges will not be permitted to fly!
- Aerodrome regulations - Precision app, instrument and non-instrument runway definitions - some difficulties and could conflict with OPS work.
- European aeromedical repository - includes discussion on further opt-out for non-commercial licenses for NCO. (Opt-out validity will cease in due course.)
- Part-M level of involvement drafts have been returned to EASA.

Industry requested to be able to see minutes of the committee - CAA explained that the brief notes made in the minutes often simply say 'xxx was discussed' which does not help.

Implementing rules

- Airworthiness - nil
- Flt Ops/Flight Crew Licences - NCO, SPO, rules in force. Non-Commercial SPO in complex aircraft or SPO need to notify to CAA. High risk SPO activity will require High Risk.
 - Each state defines what is high risk - so you need to apply to each authority around Europe - need an agreed list. - Separate lists
 - *From discussions elsewhere, CAA do not consider display flying 'high risk' in this definition as it is subject to separate Risk Assessment)*

- ATM/Aerodromes. Activities on-going, nothing specific to report
- General Aviation
 - EASA Committee Part DTO - lower level than ATO - CAA support current EASA rule-making activity.
 - Part-21-lite (like Part-M-lite) for GA proportionality
 - EASA hope to introduce fast-track validation for basic STCs (a/c less than 5700 kg). Some CAA reservations as applicant appears takes on some of the wider responsibilities expected of a STC-holder. (Julien says this is not as complex, but CAA already have a simpler process for STCs on Annex 2 aircraft.)
 - Easier access to instrument flying rules flying. EASA NPA closed in January.
 - EASA Medical Class III linked to fast-track LAPL. - Something like UK self-declaration(?)
 - Concept is to allow national medical standards to be applied at PPL & LAPL level.
 - For UK, medical declaration for Annex 2 might be extendable to EASA a/c - if there was an equivalent France process, they could do similar. **Privileges only apply within the national airspace.**
 - Sailplanes - part of GA strategy - plan is to extract the few sailplane rules into a risk-based and proportionate approach. EASA think they can complete this before current when opt-out expires. - Long term aim to produce a stand-alone sailplane book. Want to introduce OPS-Balloons and FCL-Balloons at the same time
 - Balloons - as for sailplanes. All work done in a year but now held up by EASA legal services - fear the balloon rules will be subsumed into other regulation set. 'Keep them separate' - 'Keep them proportionate' is the intent.
- Advisory Bodies
 - SSCC members all terminated w.e.f. 17 Feb. Stakeholder Advisory Body (SAB) which replaces SSCCs ToR still not defined - expect that at first meeting.
 - Transition has been difficult, fragmented, No notification of who had been accepted onto the SAB. [PMN: Air Pilot nominee not accepted.] Deterioration of communication channels from EASA. Safety Promotion seems to have been left floundering.
 - Sub-committees continue.

Management Advisory Board (MAD)

- GE concern that there is too much rule-making for people to keep up.
- Technical Advisory Groups - might need a new TAG for unmanned.

Industry asked for a schematic of the new EASA advisory (etc.)

Next EASA Committee 28/29 June

Next EASA/Industry meeting tbd (but usually prior to the EASA committee)