



EASA

European Aviation Safety Agency

AWO Consultation Workshop – November 2016

AWO Project | GUIDING PRINCIPLES

On behalf of the Project team
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09 November 2016

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RMT.0379 All-Weather Operations - Principles

Introduction to the principles:

- The main aim of activities in scope of the AWO Project is to introduce the appropriate regulatory framework for operations with operational credits
- Considering performance- and risk-based development concept, all requirements should be technology independent
- The performance required for certain types of operations with operational credits could be achieved with the use of the appropriate technology (airborne or ground-based)
- Appropriate procedures complementing the technology capabilities will contribute to the realisation of operations with the operational credits



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Principles in short:

- Introduction of the appropriate regulatory framework for operations with operational credits and conditions for special approvals, considering alignment with the content of existing ICAO SARPS and relevant Docs as well as new developments
- In drafting proposals of changed requirements performance and risk based development concept shall be followed as much as possible:
 - all requirements should be technology independent
 - relevant hazard identification and risk assessment supporting requirements shall be performed
- For certain type of operations with operational credits:
 - relevant performances & criteria of the involved products, systems and components shall be developed
 - relevant elements for the operating procedures shall be identified
- New elements shall be developed with consideration of their potential integration into the ICAO regulatory framework



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Principles in short – cont.:

- **Harmonisation with Bilateral Safety Agreement partners (e.g. FAA)**
 - as much as feasible
 - considering current development stage
 - communication of development results to other bilateral partners



Concept:

- The performances /criteria required for certain type of operations with operational credits could be enabled/achieved by the appropriate technologies, either of today's or future design
 - the technology enabling achieving the required performance / criteria can be either airborne (aircraft on board equipment) or on-ground equipment (typically aerodrome equipment).
- Appropriate procedures, complementing technology, enable setting-up adequate operational environment for the operations with operational credits
 - typically applicable for the air operations procedures or the air navigation service provider procedures



Concept – cont.:

- Having regard to the performance based requirements and criteria, they are being developed and established on the basis of current prescriptive regulatory material
 - taking into account that final maturity level of our documents has not been achieved yet (on-going development), in description of required performances might still be prescriptive and technology dependent elements
 - all such “technology depending elements” should be converted into clear performance based technology-independent requirements / criteria as much as feasible (technology might be referred as an example)



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The main aim of the requirements stipulated in Implementing Rules:

- Generally permit operations with operational credits based on the set-up criteria
- Allows introduction of detailed descriptions of different types of operations in AMC & GM (AMC/GM to IR) and applicable CSs (CS-AWO, CS-ADR)
- Performance based requirements should not require frequent further changes due to introduction of new technologies; only “soft law” (AMC/GM and CS) to be up-dated
- Having regard to the administrative burden of certification and oversight tasks



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Specific process used in consultation (for sake of more transparent and faster progress):

- On Implementing Rules an “accelerated procedures” has been used with focused consultation (no NPA for changes to IRs):
 - Focused consultation initial step: DoOs, EN, RIA by EASA Advisory Bodies (from 31 July to 10 September 2016 using a tailored CRD for commenting via e-mail)
 - Review: EN, Draft Changes to IRs (3x) by nominated AWO Experts (02-16 September, including experts briefings via WebEx on 6 and 7 September)
 - Focused consultation final step: DoOs, EN, RIA, Draft changes to IRs, and CRD of the initial consultation step (01 – 30 Nov. including Workshop 09-11 November 2016)
 - Opinion on IRs (Opinion to be published in 2017 – Q2 as per RMT 2017-2021)
- Typical NPA consultation for AMC/GM and CS (NPA to be published in 2017 – Q2 as per RMT 2017-2021)



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Draft changes to implementing rules (IRx):

- **R965 Air operations**
 - **R1178 Aircrew and**
 - **R139 Aerodrome design and operations**
- are subject to this phase consultation.**

Relevant ATS topic should be addressed in scope of NPA 2016-09



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Providing comments on (Nov. 2016):

- Description of Operations (DoOs)
- Regulatory Impact Assessment (RIA)
- Explanatory Notes (EN)
- Draft changes to implementing rules (IRx): R965 Air operations, R1178 Aircrew and R139 Aerodrome design and operations and
- CRD for the second phase consultation.

by applying:

- Please use the customised CRD (Comment Respond Document)
- Please send filled in CRD to EASA mail-box: AWOProject@easa.europa.eu
- Please complete and submit your comments at your earliest opportunity but in no case later than 30th Nov. 2016

Note: Please indicate your comments as much as possible already during the Consultation Workshop



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Envisaged milestones as per AWP Project Handbook & Plan:

- EASA opinions/EC proposal published (28.02.17 scheduled in the AWO project plan / Q2 as per RMT 2017-2021)
- NPA for AMC/GM/CS published (31.03.17 scheduled in the AWO project plan / Q2 as per RMT 2017-2021)
- Implementing Rules adopted in EASA Committee (30.04.17 estimated assumption in the AWO project plan / Q4 as per RMT 2017-2021)
- ICAO related activities to be finalised – submitted proposal to ICAO for further consideration (30.11.17 foreseen in the AWO project plan)

Note: possible expedite way of development and processing is considered (might be used as a test case)



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