



# EASA

European Aviation Safety Agency

## AWO Consultation Workshop – November 2016

# AWO Project | OVERVIEW

On behalf of the Project team  
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## RMT.0379 All-Weather Operations - Progress Report

### ► Background

- RMT.0379 (AWO) has been progressed as foreseen in the published [ToR and the AWO concept paper](#) on 9 December 2015.
- With the aim to achieve the accomplishment of the project inside envisaged 2 years, a new method of cooperation with Member States and the European Commission EC (ref. to RAG 1/2016 development) is used.



## ➤ RMT.0379 All-Weather Operations - Progress Report

- Stakeholders survey – an important contributing element to the initial setting-up of the AWO content matters



## ➤ Main aim of the exercise – to:

- Specify standard operations in the implementing rules
- Generally permit operations with operational credits in the implementing rules based on the same criteria
- Allows introduction of detailed descriptions of AMC/GM for different types of operations with operational credits



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- The domain-specific rule development has been **based** on the selected regulatory option of the Regulatory Impact Assessment (RIA) and the common elements described in the Description of operations (DoOs)
- The rule development **will in the next phase take into account the results of the hazard identification and risk assessments**; the expedite activities are currently in progress
- With regard to the development of the “soft law elements” as relevant **CSs, AMCs and GMs is ongoing**
  - the work has been done in close cooperation with stakeholders from Member States, industry and regulators outside of the European in the relationships with relevant ICAO groups, industry standardisation bodies etc.;
  - It will be finalised at the beginning of 2017, so that elements could be carefully taken into account in the Published opinion in February 2017



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- Regulatory Impact Assessment (RIA), Description of Operations (DoOs), Explanatory Notes (EN) and revisions to Implementing Rules (IRx) **were developed**
- Description of Operations (DoOs) and Regulatory Impact Assessment (RIA) were **initially consulted** by Members of the EASA the Advisory Bodies from 31 July to 10 September 2016 using a tailored CRD for commenting via e-mail
- Draft Explanatory Notes (EN) and Draft changes to implementing rules (IRx), as R965 Air operations, R1178 Aircrew and R139 Aerodrome design and operations **were reviewed** by the nominated AWO expert in September 2016 (02-16 September, including experts briefings via WebEx on 6 and 7 September;



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- As outcome of **received comments and suggestions from the initial consultation** phase by the Advisory Bodies,
  - especially the Description of Operations (DoOs), as a crucial document describing different types of operations from a system-wide perspective ensuring cross-domain consistency and providing a common reference for the domain-specific rule development and hazard assessment, significantly evolved;
  - Regulatory Impact Assessment (RIA) document experienced changes as well – comments were considered to the largest possible extent at this development stage (further addressing of RIA comments is foreseen during progress development, when some additional facts and data will become available);



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- Explanatory Notes and Implementing Rules have been updated in accordance with the inputs received from the consulted experts (outcome from experts review going on from 02<sup>nd</sup> to 16<sup>th</sup> September 2016 supported by the provide experts briefings via WebEx on 6<sup>th</sup> and 7<sup>th</sup> September 2016);
- All contributions were carefully reviewed and considered to the extent possible;
- In finalisation task of the documents for Steering Committee review and endorsement and starting of the proof reading activity (foreseen from 23<sup>rd</sup> September until 7<sup>th</sup> October), outcome of the legal review (01-09 September) was considered (legal review confirmed that there are no legal concerns identified);
- Interactions with the RIA and DoOs have been taken into consideration as well.





## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- Draft Explanatory Notes (EN) and Draft changes to implementing rules (IRx), as R965 Air operations, R1178 Aircrew and R139 Aerodrome design and operations were finalised according to the received feed-back from the expert
- The hazard assessment was initiated on the basis of selected STAMP/STPA as common method for hazard identification and risk assessments, as described in the DoOs document
  - this method applies a system-theoretical approach and allows the assessment of deficiencies in socio-technical systems and the assessment of domain interfaces
  - the work is ongoing / in progress with thorough internal review of available interim results; the outcome of development is ready to be shared with stakeholders



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- Legal review was accomplished (01-09 September)
- A dedicated meeting with Airbus was taken place on 04 October 2016
- Based on the carried-out review of the received comments the documents (DoOs, RIA, EN, IRs and CRD (1<sup>st</sup> phase)) were subsequently modified and submitted to the proofreading exercise (ended 07 October 2016)
- Explanatory notes and Draft changes to implementing rules (IRx): R965 Air operations, R1178 Aircrew and R139 Aerodrome design and operations were endorsed by the Steering Committee at their meeting AWO SCN/11 on 27<sup>th</sup> September 2016



## RMT.0379 All-Weather Operations - Progress Report

### ➤ Progress status

- Final refinement has been performed and management approval obtained for general public and EASA advisory body consultation ongoing in November 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.



## On-going consultations

- **The AWO project plans another consultations phase (Consultation phase 2) in November 2016:**
  - Addressee: General public and EASA Advisory Bodies;
  - Content: as identified and developed to the date (hazard identification and soft law may have impact on the presently available content);
  - Scope: Description of Operations, Explanatory Notes, Proposed amendments to implementing rules for R965 – Air operations. R1178 – Aircrew and R139 – Aerodrome design and operations; Explanatory Notes, Regulatory Impact Assessment by working method e-mail using dedicated CRD.



## ➤ Further milestones:

- EASA opinions/EC proposal published 28.02.17 (scheduled in the AWO project plan)
- NPA for AMC/GM/CS published 31.03.17 (scheduled in the AWO project plan )
- Intention that Implementing rules will be adopted in EASA Committee 30.04.17 (estimated assumption in the AWO project plan)
- ICAO related activities to be finalised as proposal for ICAO further consideration 30.11.17 (foreseen in the AWO project plan)



## ➤ Hazard assessments

**Work on hazard assessments has been tackled**

**Dedicated task force group was set-up**

**Some activities on-going (e.g. result review)**



## Consideration of ATM/ANS issues

**RMT.0379 (AWO) has been progressed strictly following the aim of the activity to modernise the regulatory framework related to all-weather operations (AWO) across all affected aviation domains**

- **Despite ATM issues are formally not part of the task itself, the project team has paid specific attention to the ATM relevant elements related to the AWO development**
- **From the content point of view, AWO topics in the ATS domain of activities should be primarily considered in relation to the operational procedures and provision of information to the flight crew, as well as flight procedures, but much less to ATCO and AIS related elements**



## Consideration of ATM/ANS issues

- With regard to the potential content topics of AWO, EASA started working on the transposition of ICAO Annex 11, PANS ATM, AIS and Airspace Design well before the initiation of RMT.0379
- Currently on-going period of commenting activities on NPA 2016 – 09 will be used by EASA to integrate applicable elements developed in the scope of AWO activities into ATM/ANS domain regulatory material (CRD will describe details of this exercise)
- SES committee will be contacted accordingly in accordance with the principles of working in the AWO Project Handbook (e.g. providing information to the bodies of EU Commission – affected Committees)





## Consideration of ATM/ANS issues

- **Current Agency view would be, that the existing provisions for ATS taking into account newly introduced elements in scope of either the published NPA (please refer to NPA 2016 – 09 and NPA 2016 – 02) or forthcoming NPAs will adequately address all relevant AWO issues. ATM/ANS community will be kept informed**



## Considering the objective of the AWO related activities:

- the use of an operational credit based on enhanced performance of certain items of equipment or procedures
- the operational credit may allow the conduct of operations to lower than standard minima once the assessment of the enhanced performance combined with the cross-domain systemic hazard identification and assessment;
- the need to demonstrate that the equipment and/or procedures employed at least maintain the operational performance of the total system while complying with the safety constraints
- the operational credits may require advanced performance in more than one domain



**ICAO matters are addressed in the following streams:**

- a) General view of ICAO during the on the on-going AWO activities:**
- b) EASA continuous contribution to the ICAO current developments**



## a) General view of ICAO during the on-going AWO activities:

- ▶ during development of AWO material the aligning with ICAO standards and recommended practices is tried to be achieved as much as feasible - “alignment with ICAO”;
- ▶ as currently there are no specific requirements at ICAO level for the “newly introduced types of operations by the AWO task” EASA is and will appropriately communicate to ICAO about these issues following the established EASA policy to adequately “lead the ICAO” (influence) when only “follow the ICAO” cannot satisfy the development needs - “upstream influence to ICAO” (e.g. following the established principle adequate initiative and actions at ICAO level should be triggered)

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## a) General view of ICAO during the on the on-going AWO activities – cont.:

- according to the envisaged activities in the AWO project handbook, EASA will work towards proposing and achieving adequate change to Annex 6 and related Documents - EASA will propose the change in accordance to the developments
- EASA would like also to initiate actions to update PANS-OPS for SA CATI; as EASA is not part of IFPP, adequate support should be sought from either EUROCONTROL or other European States involved in the work



## **a) General view of ICAO during the on-going AWO activities – cont.:**

Note 1: in practical terms, whenever new developments are taken place (e.g. new original solutions), EASA should do their best to propose and initiate changes to ICAO with the aim of alignment (to play the role of “leading development” instead of only “following the development”

Note 2: it is believed that in the transition, even if Annex 6 will have not been adequately changed yet, EASA should be / remain compliant; having regard to the current content of SARPS, the new concept should not represent a non-compliant case



## **b) EASA continuous contribution to the ICAO current developments**

- EASA is contributing as much as possible to ICAO different working groups or doing their best to maintain adequate contact with; as far as changes to Annex 6 are concerned, the AAA-SG reporting to the FLTOPSP is developing SARPS for the specific approval for LVO
- under EASA leadership, ICAO EUR Doc 013 “European Guidance Material on All-Weather Operations at Aerodromes” has been revised and submitted for approval and publication; during the last All-Weather Operations Group (AWOG) of ICAO EUR, the Agency provided input on the progress of RMT.0379 and proposed that upon completion of the task in November 2017 the activities on the ICAO task would be continued on the further development of next edition of ICAO EUR Doc 013 with the objective to include the outcome of the AWO rulemaking task



# ICAO related matters

- The principle followed tries to give as much as possible and feasible priority to development of the rules based on ICAO
- Whenever it is due to the new developments a need to go ahead of ICAO (e.g. especially if potentially new issues will contribute to harmonisation with other led authorities as FAA, CASA, etc.) the development should go ahead with adequate communication to ICAO (e.g. indication and proposing new topics or changes to ICAO)
- Adequate working principle should be further developed (to best ensure continuous communication, the way action of proposal should be initiated/ triggered and further elaborated, contribution of other authorities in sense of harmonisation, .....





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European Aviation Safety Agency

**Thank you for your attention**

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