EASA Symposium

CAA Flight Operations
Aeroplanes

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CAVEAT

The information in these presentations represents the CAA's interpretation of proposed legislation that is not yet final, and is therefore subject to change. Even if there are no further changes, it may be found in the future that EASA has a different interpretation and so the CAA's position may change following discussion and agreement with the Agency and other National Aviation Authorities.

WARNING

- The presentations today are constructed to give an indication of the material that needs to be considered.
- Principal differences are discussed here.
- Source material from EASA needs to be used for definitive guidance.
- Your pack given today will contain current material along with these slides.

Purpose of this presentation.

- To give an insight into the principal differences that may affect an aeroplane AOC.

- There is another presentation later covering what AOCs need to do and by when, based on how the UK is managing the transition process.

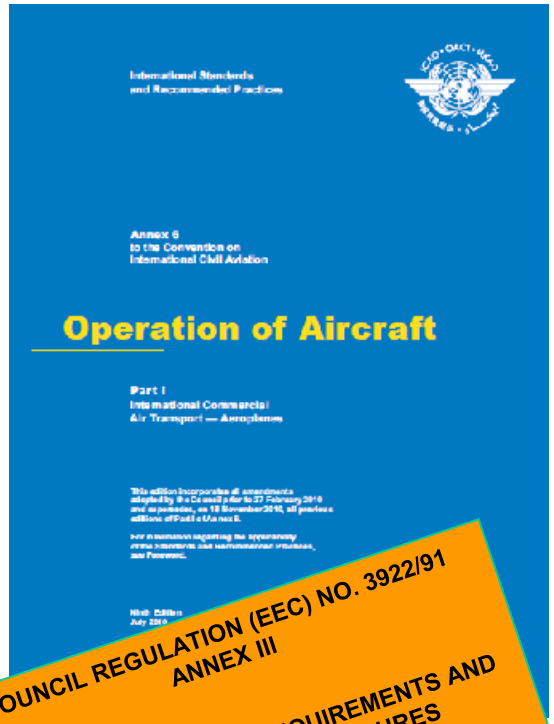
- There is a short time at the end of this presentation for Qs and As in addition to the dedicated session later.

WHAT IT IS

COMMON RULES FOR OPERATIONS AGREED BY MEMBER STATES BASED ON ICAO 'SARPs'

FOR THE 'TOTAL AVIATION SYSTEM': part of rule change across whole of aviation activities (more to come!)

LEGAL REQUIREMENTS – (REGULATION, NOT A DIRECTIVE)



COUNCIL REGULATION (EEC) NO. 3922/91
ANNEX III

COMMON TECHNICAL REQUIREMENTS AND ADMINISTRATIVE PROCEDURES APPLICABLE TO COMMERCIAL TRANSPORTATION BY AIRCRAFT

(AEROPLANES)

EU-OPS

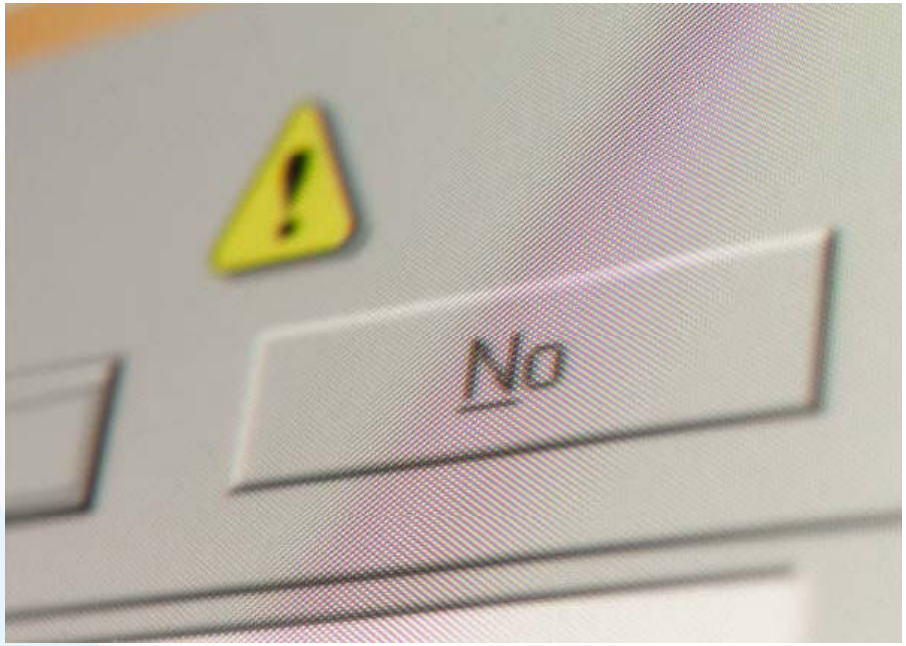
WHAT IT IS NOT

- NOT UK GOVT GIVING UP NATIONAL RESPONSIBILITY FOR AVIATION

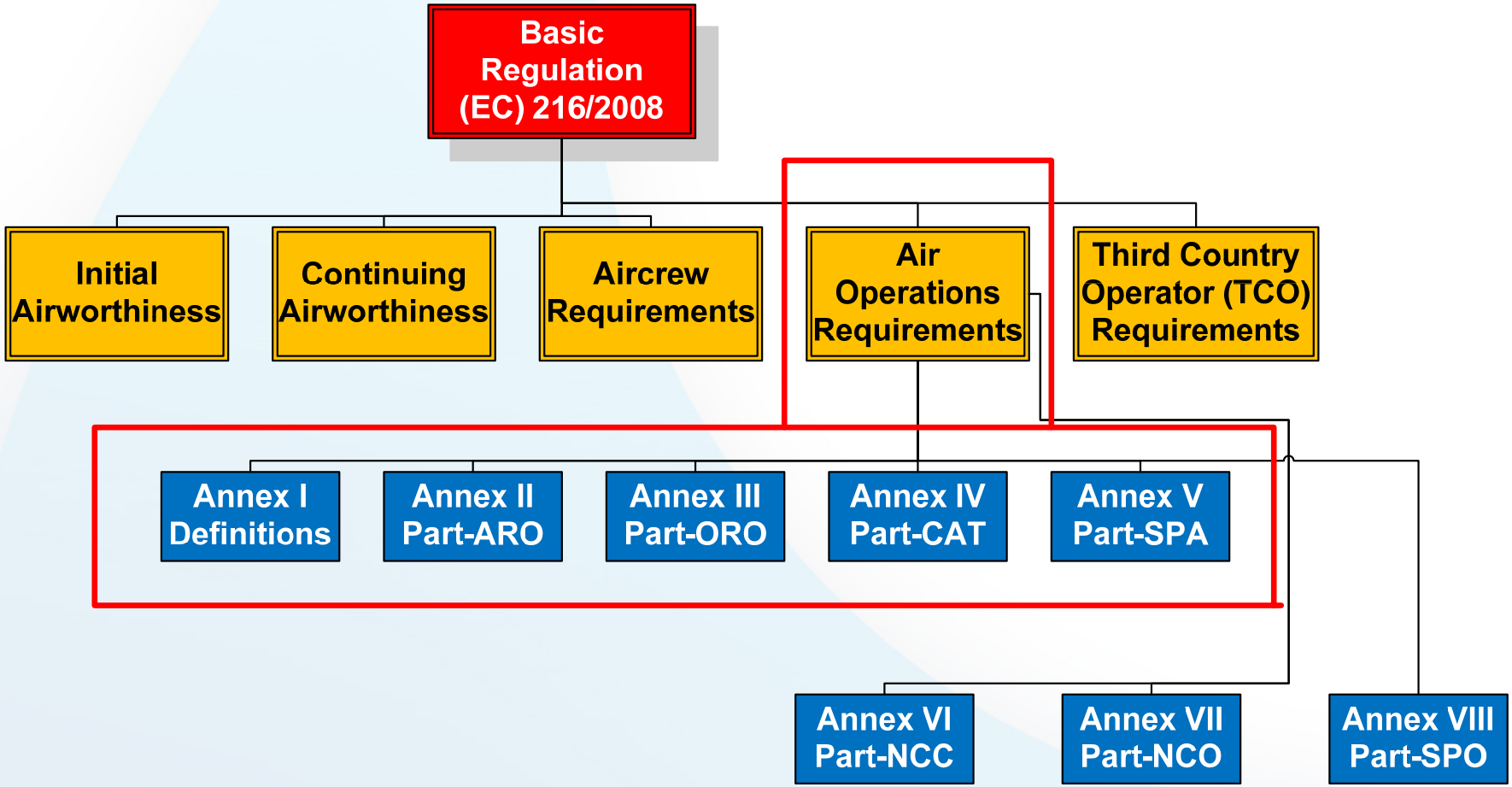
- NOT EASA ISSUING EU AOCs

- NOT EASA TAKING OVER EU OPERATOR OVERSIGHT

  - *(EASA NAA STANDARDISATION ROLE)*



Which rules directly affect AOCs?



Cabin Crew

- There are lots of changes to Cabin Crew requirements.
- Some are covered by the Aircrew Regulations.
- Some are covered by the Operator Requirements.
- There is a separate presentation for Cabin Crew.
- Caution the differing dates

The Aircrew Regulation

- Covered in more detail in a later presentation.
- Becomes effective on 1st July.
- Has impact for AOCs as well as personal licences, ratings and authorisations.
- Aspects to consider are:

The Aircrew Regulation (2)

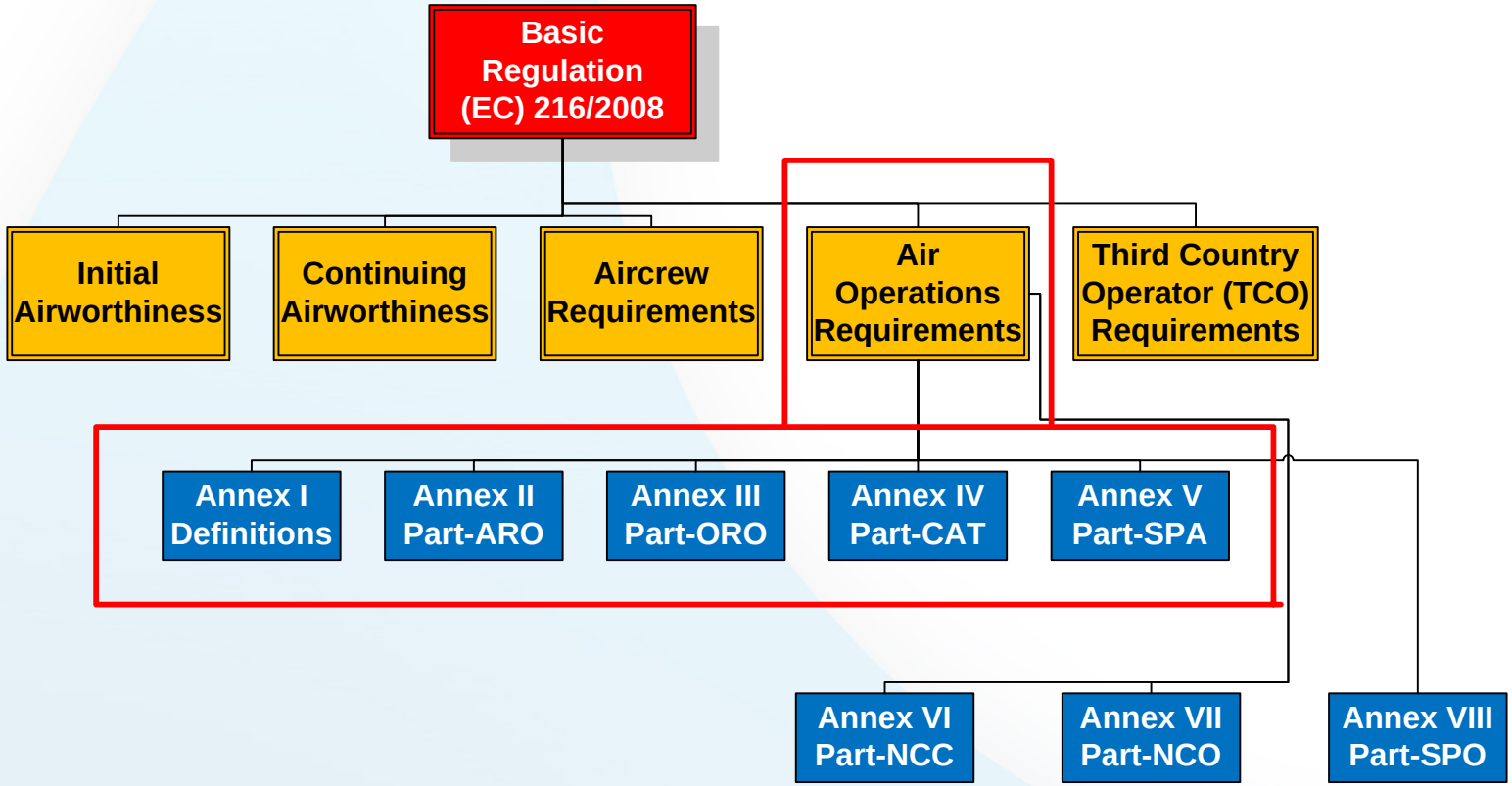
- A lot of documents that support licences, ratings and authorisations do not support the Aircrew Regulation and are undergoing updates
- Approved Training Organisations, ATO's
- The use of simulators and user approvals
- Instructor ratings and examiners authorisations have different requirements from JAR FCL

The Aircrew Regulation (3)

- CRM becomes embedded into respective qualifications
  - They remain in place for OPS requirements, but not licensing
- OML / +60 year olds
- Foreign licences
- JOEB ⟶ OEB ⟶ OSD

  (operational suitability data)

EASA Implementing Rules



Post Holders

- Post Holders remain as now.
- A ‘Safety Manager’ is mandated.
- The Quality Manager is termed the ‘Compliance Monitoring Manager’, CMM.
- The CMM is required to be ‘acceptable to the authority’.
- We will now ‘Form 4’ both new CMMs and when a CMM is new to an AOC.
  - **From now**

Management System

- The core information is contained in the **ORO.GEN.200** text.
- This is where the SMS requirements are written.
- It doesn't look like the ICAO framework, but the emphasis is the same.
- The intent is for all levels of management to have 'Hazard' and 'Compliance' responsibilities.

ORO.GEN.200

ORO.GEN.200 Management System

(a) The operator shall establish, implement and maintain a management system that includes:

(1) clearly defined lines of responsibility and accountability throughout the operator, including a **direct safety accountability of the accountable manager**;

(2) a description of the overall philosophies and principles of the operator with regard to safety

(3) **the identification of aviation safety hazards entailed by the activities of the operator, their evaluation and the management of associated risks, including taking actions to mitigate the risk and verify their effectiveness;**

(4) maintaining personnel trained and competent to perform their tasks

(5) **documentation of all management system key processes**, including a process for making personnel aware of their responsibilities and the procedure for amending this documentation;

(6) a function to monitor compliance of the operator with the relevant requirements.

(7) any additional requirements ……..

Management System (ORO.GEN.200)

- There is a lot of AMC and Guidance material to support these rules.
- There is a strong requirement for ‘Documented’ actions/tasks etc.
- But at the heart of this is SMS principles.
- The formal requirement for the ‘Accident prevention and Flight Safety Programme’ as in EU-OPS, is captured by the Management System.

The Management System (cont')

- It needs to be demonstrated how layers of management interact both horizontally and vertically.
- Meeting structure: agenda/actions/decisions.
- The documented management of Compliance.
- The documented management of Hazards:
  - Key managers will have to demonstrate how they identify hazards and have ongoing management of them.

Complex / Non-complex Management System

- EU classifies Organisations as complex or non-complex depending on set criteria.
- Non-complex are able to demonstrate a less sophisticated management system and less compliance monitoring.
- We will assume all organisations are **complex** unless they can demonstrate they are not.
- Non-complex could become complex with an approval application.

Complex / Non-complex (cont').

AMC1-ORO.GEN.200(b) Management System

SIZE, NATURE AND COMPLEXITY OF THE ACTIVITY.

Examples from the text include:

- An organisation should be assessed as complex:
  - 20 full time equivalents (FTEs).
  - The complexity, extent and scope
  - specific approvals: LVO, ETOPS, DG.
  - Different types of aircraft used.
- Hazards re ORO.GEN.200

Caution Complex Aircraft

- EASA also classify aircraft as complex and this should not be confused with the management system.
- Complex motor-powered aircraft is;
  - An aeroplane:
  - With a maximum certificated take-off mass exceeding 5,700 kg, or
  - Certificated for a maximum passenger seating configuration of more than nineteen, or
  - Certificated for operation with a minimum crew of at least two pilots, or
  - Equipped with (a) turbojet engine(s) or more than one turboprop engine

Part SPA for CAT

- Rules for SPA apply to commercial as well as non-commercial operators.
- Approvals are: RVSM, MNPS, PBN, Low Vis Ops, ETOPS, DG.
- No certificates will be issued. There will be an endorsement to your AOC Ops Spec.
- Approvals will not be time limited. But an oversight mechanism needs to be built in to review changing procedures.
- Some limitations on the current certificate may need to be transferred to the Ops Spec / OMs. Equipment installed in accordance with IE. AMC 20-24 etc.