

ERA OPERATIONS GROUP – REPORT FOR 2016

Objectives of the Operations Group

The objectives of the Operations (OPS) Group are to assist members of ERA to maintain and improve the operational and cost efficiency of flight and ground operations by:

- Monitoring proposals for changes to regulatory requirements and proposing appropriate policies, actions and priorities for adoption by the ERA Board
- Identifying areas in which changes to procedures and other functions could improve efficiency
- Facilitating the sharing of operational / technical knowledge and experience between members
- Seeking to ensure that operational / technical changes imposed on operators by regulators are supported by a formal and structured safety case and Regulatory Impact Assessment that justifies any required investments for operators, and
- Presenting agreed policies to relevant authorities to secure their adoption and implementation, seeking, where appropriate, the agreement and co-operation of other industry associations.

Meetings and work of the group

There were two physical meetings of the OPS Group during 2016, the European Aviation Safety Agency (EASA) hosted the first on 19-20 April and the second as part of ERA's General Assembly in Madrid on 11-12 October.

For each meeting of the OPS Group, speakers are invited from both members and external organisations with the aim of sharing information and learning from different practices and perspectives with the overall goal of improving operational efficiency.

The April meeting in Cologne gave participants an opportunity to hear from EASA about the work of the Aircrew Medical Fitness Workshop and Consultation process, Continuous Descent Final Approach Procedures including Grid MORA and CDFA Depiction, Surveillance, Performance and Interoperability Revision (mainly focused on the ADS-B ELS/EHS mandate) and anticipated EASA PBN Opinion, Flight Time Limitations and All Weather Operations. The Directorate also gave an appraisal of the recent work of the Air Safety and Security Groups.

The regular meetings held at EASA offer an extraordinary opportunity for Member airlines to meet not only the regulator but specifically, the policy officers who create the framework that influences their business and it was encouraging to see member's present prepared and impromptu questions to the individual speakers. The connection with the EASA experts is also highly valuable and lead to private dialogue following the meeting, particularly with regard to the SPI Regulation revision.

As with last year the decision to hold the autumn meeting just ahead of this year's General Assembly in Madrid was useful as it gave a number of delegates attending the larger event an opportunity to see at first hand the excellent work of the Group as well as Group members a taste for the main event.

The meeting began with a discussion started by Jens Gjerlev of Widerøe concerning provision of GPS altitude - instead of BARO VNAV - when flying LNAV/VNAV procedures; not all states have authorised the use of GPS LNAV/VNAV procedures for all operators hence this was particularly useful for those who have yet to seek approval. Continuing our work in the field of the EASA Aircrew Medical Fitness Workshop, a presentation was given on Drug and Alcohol Screening from an organisation contracted

by a number of international carriers for such services, Fons Schaefer, Managing Director of the Guernsey Aircraft Register gave some insight on the advantages of operating under a non-EASA register within the geographic EU and this was followed by an update on the work of the Air Safety Group by Chris Mason, ERA. This led to the decision to hold a combined Safety and Operations session at the next round of respective meetings in 2017. A presentation on Surveillance Performance and Interoperability – Implementing Rule Revision Progress was delivered by IATA and was followed by an update on SESAR Deployment Manager Datalink Implementation Strategy and Action Plan following the recent appointment of an Implementation Manager by SDM.

ERA Member Medaire, represented by Mark Pierce presented an item on Aviation Security Support. The GSA gave its usual update on Grants and EGNOS Service Provision as part of its recently agreed cooperative understanding with ERA for the purpose of information dissemination.

Beyond the formal meetings, the participation of ERA OPS experts is always actively encouraged regarding other initiatives, such as commenting on relevant EASA Notice of Proposed Amendments (NPAs) and providing assistance to other members following specific enquiries sent to the Directorate and areas of such work this year have included RNAV/LPV approach procedure approvals, CPDLC equipage and potential for exemption as well as questions concerning Rule Making Task 0.0679 SPI Regulation, Elementary and Enhanced Surveillance requirements.

As in 2015, the group has been actively involved in seeking funding opportunities for SESAR related projects by selecting appropriate opportunities from within the Pilot Common Projects (PCPs) however the 2016 call was more focused on ANSP consortium bids and as such, in collaboration with the Chief Financial Officers Group, we are seeking other financing streams to fund avionics equipage and training demands. The group will continue to pursue opportunities for members through CEF in 2017 however.

Deliverables of the Operations Group for 2016

- Two active group meetings allowing direct access to regulators and peer to peer networking
- Guidance on anticipated EASA opinion concerning Datalink and ADS-B.
- Input to the Air Safety Group and Chief Financial Officers Group with respect to safety and financial related issues.
- Creating a conduit between Members and the Regulatory Authority from Executive Director level down.
- Responding to EASA NPA's on proposed impact of regulatory proposals.
- Providing an expert operational contact base for both the Directorate and other members on specific technical enquiries and advice.

