

**Report of the EUFAR FP7
Expert Working Group meeting 07
Operation/Certification/Instruments Integration**

October, 25th 2010 - Toulouse, France

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2. Date, Time, Location details

Description of the Workshop :

Date : 2010-10-25 (from 8:30AM until 04:30PM)

Location : CIC, Météo France, Toulouse

Subject : This EUFAR Working Group deals with airborne operation and certification items, and by extension about instrumentation integration.

Participants :

SURNAME	NAME	INSTITUTE
BEN DOR	Eyal	TAU, Israel
BOURDON	Aurelien	SAFIRE, France
DAVIES	David	NERC, UK
DESHPANDE	C G.	IITM, India
DUFFAUT	Joël	ONERA, France
GOMEZ SANCHEZ	José Antonio	INTA, Spain
GOY	Philip	NERC, UK
HACKER	Jorg	Airborne Research Australia / Flinders University, Australia
JOHNSON	James	NERC, UK
JACOBS	Zach	ITRES, Canada
MORRIS	Garron	NRL, US
ROGERS	David	RAF, US
SCHNEIDER	Boris	METAIR, Switzerland
STITH	Jeffrey	RAF, US
TOMLISON	Jason	Pacific Northwest National Laboratory, US

Collins Mike (DirectFlight, UK) was excused

- **Presentation by the EUFAR members of the different certifications, installations of material & operations procedures (updates since 2005 ?)**

Most of the EUFAR aircraft are classified in Annex II of the EASA (European Aviation Safety Agency) basic regulation. It means that all the operators deal with the national authorities and not the EASA. This solution looks conformable but it will not last so much.

Dropsondes: SAFIRE is up to get the very first DGAC authorisation to release dropsondes over French territory (first over military areas). The next step is to allow other operators to release dropsondes over France.

- **Evolution and impact of the European air rules**

It is noted that a future EUFAR presentation to EASA could be useful (last one was in 2005) within two years.

New EASA Part-OPS (to entry into force on April 2012) to rule the air operations for all aircraft in Europe

Old JAR OPS 1 to 4.

Not yet clear if there will have exemptions (national rules to be applied).

Different Parts regarding how the aircraft are operated :

Part OPS.GEN (for all aircraft)

Part OPS.CAT (Commercial Air Transport)

Part OPS. COM (Commercial OPS over than CAT)

But also it deals about Personnel Requirements (Flight Crew License, Medical, TC License, etc.)

For SAFIRE, one difference is about: The operator shall carry out a risk assessment and shall develop appropriate SOPs (Standard Operating Procedures)

Please see in annex to the email some files given some information about it. The first notice of proposed amendment was drafted in January 2009

Future of EASA Annex II

According to DGAC & UK contacts, the EASA annex II will probably disappear within 5-10 years.

Emission Trade System (ETS, for large airplanes MTOW > 5700 kg for the moment)

Operators will have to pay carbon taxes according to the flights performed per year in Europe. A lot of paperwork is asked to be part of the ETS.

To not participate to ETS, all the flights should be performed either for the purpose of scientific research, for training, under VFR or with TO/LDG at the same aerodrome.

Even non European aircraft have to participate to ETS if they land in Europe.

- Items of the last EWG-CO not accomplished

Transnational assistance for airwork

The following has been proposed: to invite EUFAR members and also US operators to fulfil a very simple information sheet for each country they flew for 5 years. It could contain information about the operator contact, the local contacts (national civil & military aviation authorities, ATC, aerodrome, handling, etc.), encountered difficulties, etc. This list should be updated once a year and spread to the international community.

ACTION 1: To propose a draft sheet with the type of needed information to the EWG and finalise it after comments. Aurélien Bourdon (SAFIRE) proposes to take this action.

ACTION 2: To all operators : When the document will be finalised and sent, to fulfil the document for each country and send it back to Aurélien Bourdon (SAFIRE).

Operator policy to deliver access to technical data about instruments

No common rule could be acceptable by all. The instruments designers generally own the substantiation documentation about their instruments. If it is needed to install their instruments in another aircraft, they should provide the documentation again. We considered that it was not necessary to ask the EUFAR operators to write a short paragraph about his policy to deliver access to technical data about their instruments already certified.

Afternoon :

- Brief presentations of the instrumental integrations issues by operators, designers & scientists

It seems that all the aircraft operators ask the same kind of standards to the instruments designers, with some specificities due to each aircraft. The certification approval process is then different for each operator. A pre-design guidance document about instrument integration and design could easily gather the global expected standards. This document could be available online to be used by all the instrumental teams.

A small working group included in the EWG07 needs to be created to initiate the document

It is proposed to first gather the different existing documents to organise a synthesis of the expected standards.

ACTION 3:

To be enough volunteers to participate to the WG pre-design guidance document.

David Davies (NERC) & Aurélien Bourdon (SAFIRE) are OK to participate. We need at least 2 others people.

ACTION 4:

To all the operators : please send to us the existing documents about instruments integration in English to do a synthesis.

3. Agenda

<i>Time</i>	<i>Meeting description</i>	<i>Location</i>
	Meeting name	
10:00	Welcome introduction (Jean Louis Brenguier)	
10:30	