

Compliance Forum

Outcomes, Conclusions & Recommendations from Break-Out Session III - Aviation

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Moderator: Enno Harders

Rapporteur: Saviour Vassallo

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Discussions focused on ...

- Effort involved vs results (Ireland formula):

$$(CAO + GAEmMP + SE/LE) * \Delta list * (VCAP + GAEmR) * P_{2012} / P_{2013} - STC =$$

HAPPY TO GET AN AEm PLAN APPROVED/VERIFIED AEm REPORT!

Where:

CAO: contacting aircraft operators

GAEmMP: getting AEm plans on time

SE/LE: small emitters vs large emitters

Δlist: changes in list of aircraft operators

VCAP: verification capacity

GAEmR: getting AEm reports on time

P₂₀₁₂ ; P₂₀₁₃: Phase 2 ; Phase 3

STC: stop-the-clock



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Conclusions arrived at:

- Learning curve:
 - All stakeholders have a role
 - Important to explore and apply best practices
 - Focus must shift to aspects other than solely numbers (emissions)
 - Enforcement wrt aviation -> lessons learnt for stat. installations?
 - Some of the issues for CAs:
 - Relatively high compliance from an emissions perspective ...
 - but significantly high rate of non-compliance from an AO number perspective
 - Pragmatism vs strict legal interpretation/implementation
 - Issues with level of quality of verification - role for NABs/NCBs
 - How to improve monitoring plans in order to enhance confidence in submitted reports
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Recommendations to the Plenary:

- Need to focus on next step: improving quality of monitoring plans
 - Continue building on coordination re implementation of STC/enforcement
 - Role of CAs: beyond “monitoring” and enforcing compliance:
 - Providing “service” to aircraft operators
 - Best use of help desk functions
 - Strengthen communication with aircraft operators/verifiers
 - Use of available tools e.g. ETS Support Facility; ERE tool
 - Simplification esp. for small emitters:
 - The need to reduce “administrative” costs
 - Recommendation for TF Aviation to look into approaches for simplifications
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