

Issued: 8 March 2011

**HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
21 DECEMBER 2010 – 8 MARCH 2011**

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders
Air Traffic:	All ATC and FIS
Airspace:	All NATMAC Members
Airworthiness:	All Airworthiness Organisations
Flight Operations:	All AOC Holders and General Aviation Pilots
Licensed/Unlicensed Personnel:	All Training Organisations, All Pilots and Maintenance Engineers

1 Introduction

1.1 This Information Notice provides highlights of EASA developments and CAA activities covering the period 21 December 2010 to 8 March 2011.

2 EASA Committee Meeting

2.1 The European Commission's EASA Committee met on 8-10 February. The main subjects discussed were the following:

- i) *Review of the EASA opinion on medical requirements for flight and cabin crew (MED Opinion).*

The Committee reached agreement on the technical provisions in the Medical annex and on the principles, such as transitional arrangements, to be included in the cover regulation. The UK's major objective was to ensure that the medical provisions for the Light Aircraft Pilot's Licence (LAPL), and those governing cabin crew, were as proportionate as possible in the face of pressure from some Member States to impose unnecessarily high medical requirements and burdensome procedures.

For example, there was a clear groundswell of States wanting to remove the LAPL medical certificate entirely and insist on a Class 2 EASA medical certificate for all light aircraft flying. UK was able to prevent that change and succeeded in meeting its overall objective, albeit with some minor compromises. The CAA considers that the compromises reached are satisfactory. There is a lot of work still to be done on

developing Acceptable Means of Compliance. The CAA will be working closely with the Agency and with UK stakeholders to ensure as far as practicable that implementation in the UK is proportionate. UK obtained an assurance from the Agency that EASA AMC to Part MED would be available by the time the regulation comes into force. CAA is also pressing for the final text of the regulation to be made public before it comes into force to help stakeholders prepare for the changes.

- ii) *Review and vote on the Commission Regulation amending Regulation (EC) No 2042/2003 (on the subject of engineer licences)*

The Commission reviewed the latest version of a proposal for updating the current licensing system for maintenance personnel, based on three EASA Opinions: 05/2008 (time limits for completion of training), 04/2009 (the B3 and L Licences) and 5/2009 (B1 and B2 privileges, ratings etc). This is a single draft measure comprising an amended and consolidated version of Part 66 (excluding any provisions for an L licence) as well as some related adaptations to Part-147, Part 145 and Part M.

The Regulation was adopted by a qualified majority vote and is expected to be published in the Official Journal by September. Some of the provisions will come into force immediately (those allowing opt-outs linked to existing opt-out provisions in 2042/2003) and the rest will be effective after 9 months, allowing longer to adapt to various changes such as modified aircraft group ratings.

The CAA is content with the text and welcomes the extension to the transition periods.

- iii) *Review of the Commission Regulation based on the EASA Opinion 05/2010 (common airspace usage requirements and operating procedures)*

There was agreement that the objective of the Regulation is to ensure that aircraft required to be equipped with ACAS II should use collision avoidance logic version 7.1 and that those voluntarily equipped with ACAS II should be encouraged to upgrade to that version.

The text could not be agreed on the day because two detailed legal points needed to be sorted out.

- iv) *Strategic overview of the EASA proposals on authority and organisation requirements (AR/OR CRD)*

The Agency gave a broad overview of the issues raised by Member States in their responses to the CRD. Member States offered brief feedback on the Agency's overview and noted a few other topics that they wanted the Agency to review before the Opinion was finalised. UK outlined some concerns about the proposals relating to continuing and co-operative oversight; the requirements for declared organisations, including managed operations (e.g. fractional ownership operations); various leasing provisions; and to the proposal that all commercial operations would hold a document called an Air Operator Certificate (AOC).

There was only limited discussion of individual topics. The Committee was advised that the Agency's Opinion should be published in April.

- v) *Strategic overview of the EASA proposals on commercial air transport operations and special approvals (OPS Parts CAT and SPA CRD)*

The Agency was unable to give an overview of Member States' responses as few had

yet been received (CRD closed on 15 February). Member States were invited to make any strategic points. There was general agreement that Parts CAT and SPA should be the priorities among the package of operations implementing rules (see section 5 below). UK drew attention to the importance of the proposed definition of commercial air transport and also queried the definition of maximum passenger seating configuration which appeared to have unintended consequences within the rules and potentially significant impacts on operators.

3 EASA Rulemaking Review Group

- 3.1 Previous bulletins (June and October 2010) have outlined the work and composition of this group. The next meeting of the review group is to take place on 14 March, when a first draft of a report to the Management Board, including some options for improving the efficiency and effectiveness of the rulemaking process, is due to be discussed.

4 EASA Management Board Meeting

- 4.1 The next meeting of the EASA Management Board is to be held on 15 March. Agenda items include the allocation of certification tasks i.e. outsourcing to National Aviation Authorities and Qualified Entities; the European Aviation Safety Strategy and the Agency's Human Resources Strategy. In addition, there will be the regular progress report on the extension rule-making tasks and some financial/administrative items, including the adoption of the 2012 Budget, Work Programme and Establishment Plan.
- 4.2 Although there is no specific item on the Agenda, a progress report is likely on the follow-up to the discussion at the December special meeting, described in the last Bulletin, on EASA's medium term perspective. Reference might also be made to the very successful EU Safety Strategy Conference ("EU Aviation Safety Management Towards 2020") which was held in Brussels on 26 January.

5 Other Rulemaking Topics

5.1 Aerodromes

The aerodrome rulemaking activity continues, with the work split into three main groups:

- Authority and Aerodrome Operator requirements (dealing with aerodrome certification, aerodrome manual, Safety Management Systems etc.)
- Aerodrome Operations (dealing with aerodrome operational services)
- Aerodrome Design (dealing with physical characteristics, visual aids etc.)

There is UK CAA representation on each of these three groups, along with industry representation including ACI (Europe) (Airports Council International (Europe)). The CAA holds a meeting with the AOA (Aerodrome Operators Association) after each rulemaking meeting to keep the AOA up-to-date on the most recent developments.

The rules and guidance material are still in the early drafting stages, with the NPA expected to be published by early 2012.

More information on the aerodrome rulemaking process, along with answers to Frequently Asked Questions, can be found on the CAA EASA – Aerodromes website at the following link: <http://www.caa.co.uk/default.aspx?catid=620&pagetype=90&pageid=11193>

5.2 ATM / SES

Progress on EASA ATM IRs relating to events at the Single Sky Committee last week are covered in the SES bulletin which can be found via the following link

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=4430>

EASA has issued a NPA for consultation on Standardised European Rules of the Air, see CAA Information Notice 2011/07 for information at the following link:

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=4421>

5.3 FCL

Revised Guidance on the proposals for flight crew licensing implementation is now available at <http://www.caa.co.uk/default.aspx?gid=2061>

A significant new development is that the first new EASA FCL Partnership Meeting was held in Cologne on 17/18 February. Twenty-three national aviation authorities including the CAA were represented and there were 7 industry representatives. The group has been set up to provide non-binding advice on Part-FCL; to discuss AMC material and to flag up issues to be considered for further rulemaking. Normally there will be two meetings a year (three in 2011).

5.4 OPS – NCO/NCC/SPO

We are still waiting for EASA to publish their CRDs covering these areas of rulemaking. At the EASA Committee meeting in February, the Agency indicated that publication would wait until work on the OPS Part CAT Opinion had been completed, probably in the Spring.

6 CAA Responses to NPAs and CRDs

6.1 The CAA submitted comments on the following NPA and CRD consultations since the last communication (formerly CAA EASA Information Bulletin), was published:

NPA 2010-12	Vibration Health Monitoring
NPA 2010-13	Environmental Protection – classification of changes of a type design
NPA 2010-09	Contracting of Continuing Airworthiness Management Activities
CRD 2009-02b	Implementing Rules for Air Operations of Community Operators – Part-OPS
CRD 2008-07 Part II	'ELA process' and 'standard changes and repairs' and for introducing an EC Decision on Certification Specifications and AMC for Light Sport Aeroplanes

6.2 The responses can be viewed via the following webpage:

<http://www.caa.co.uk/default.aspx?catid=620&pagetype=90&pageid=11403>

6.3 The CAA had no comments on the following consultations since the last communication was published:

CRD 2010-07	Amend AMC M.A.706(e) to cover additional cases for the competent authority to accept that the nominated post holder in the operator/Part M Subpart G organisation be employed by the contracted Part-145 organisation.
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CRD 2008-22 d	Certification Specifications for Aeroplane Flight Simulation Training Devices
CRD 2008-22e	Certification Specifications for Helicopter Flight Simulation Training Devices

7 Queries

- 7.1 Any queries as a result of this Information Notice should be sent to the following email address: *European.Affairs@caa.co.uk*

8 Cancellation

- 8.1 This Information Notice will remain in force until further notice.