

Issued: 15 July 2011

**HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
24 MAY –15 JULY 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 – of interest to those aerodromes within the EASA scope of applicability
Air Traffic:	All ATS
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 24 May to 15 July 2011.

2 EASA Management Board

- 2.1 The Board met on 9 June, with representatives from the EAB (EASA Advisory Board) participating as usual.
- 2.2 The most substantive discussions concerned the most recent volcanic ash event and an Agency paper on its proposed certification outsourcing strategy. On the volcanic ash event the Board agreed that the event had tested the operational, communication and political processes set up last year. Overall coordination had worked better than during the previous episode, but the Board identified several areas for improvement and further work would be done at both European and national levels.
- 2.3 The Agency paper on the outsourcing of certification tasks was welcomed as an important part of a wider activity on the certification strategy for the EASA system as a whole. Such a strategy would include analysis of how the resources and competences required by the Agency and NAAs (National Aviation Authorities) can be maintained; how an effective programme of work on continuing airworthiness can be organised and ensured; and, looking further ahead, how certification methodology will need to change as regulation becomes more systems-based.

2.4 The Board also discussed a number of financial and administrative matters, including the need to come forward with proposals for amendments to the fees and charges regulation, in particular in relation to any new activities under the extension of the Agency's scope, after the necessary consultation with industry representatives.

3 EASA Committee Meeting

3.1 The EASA Committee met on 28-30 June; the following items were discussed:

i) *Transitional periods in the first extension of EASA scope - Licensing*

It was agreed that the Aircrew (Licensing) regulation will provide for an opt-out for Member States of one year, until 8 April 2013, on all the annexes: all additional specific opt-outs for longer periods will remain, but the dates for completion of the replacement of national licences remain as previously published. The CAA will advise industry in due course what this will mean for its phased transition to the new provisions. All interested parties are advised to regularly check our web pages at www.caa.co.uk/eupilotlicensing.

ii) *Proposal on amending regulation on civil aviation aircrew (i.e. FCL and MED) by adding annexes on requirements for cabin crew, plus all authority and organisation requirements relevant to aircrew*

Although the agenda had flagged that there would be a formal vote on this amending regulation this was not possible for administrative reasons. The text was amended and agreed, subject to some final legal and consistency checking by the Commission and will be circulated for adoption by a written procedure. This revision will also include the amended transitional provisions. Timing of the written procedure is unknown, but it is clear that the final regulation will not come into force until early 2012. The Agency assured Member States that associated AMC (Acceptable Means of Compliance) material would be published at the same time.

The UK secured an amendment deleting the need for cabin crew to carry their attestations and lists of aircraft types and variant qualifications at all times while on duty. There were a few other small, detailed changes to the texts.

iii) *EASA Opinion on commercial air operations: Authority and Organisation Requirements, commercial air transport and special approvals*

The Commission explained that it intends to produce a formal proposal for consideration by the Committee in October, so that this session was an opportunity to help them shape their proposal. Detailed technical comments made before the meeting would be addressed in a table to be circulated afterwards and further written comments were invited by end of July. For this meeting there was a long time devoted to talking around the major debating points of the Opinion, in particular provisions for leasing and code-share arrangements.

One significant development was that the Commission stressed that its proposal would amend the Opinion texts to make it clear that only CAT operations would be covered in this first regulation, i.e. even the special approval requirement (Part-SPA) would initially apply only to CAT. The applicability of SPA requirements to other commercial and non-commercial operations would be established when the regulations were brought forward for these operations. National rules would continue to apply from 8 April 2012 until such further rules come into force.

Similarly, for certain A to A operators which are to be excluded from the initial CAT rules, national provisions, including EU-OPS for aeroplanes, will continue to apply until new rules are developed.

iv) *Miscellaneous EASA Opinions on initial airworthiness*

A number of proposed amendments to Regulations 2042/2003 and 1702/2003 arising from Opinions 2009/01, 2009/02, 2010/01 and 2011/01, were discussed. These provided for changes to Part 21 to increase in the weight limit for European Light Sport aircraft (ELA1) to 1200kg, introduce the concept of standard modifications and repairs for certain aircraft types, streamline the design organisation approval and product compliance demonstration processes and enable APU ETSO (Auxiliary Power Unit European Technical Standard Order) holders to approve repairs to their own products. Corresponding amendments to Part M and Part 145 recognising these changes were also discussed. Final adoption is expected through a written procedure.

4 **Bilateral Oversight Board in the framework of the EU-US Safety Agreement**

4.1 The inaugural meeting of the Bilateral Oversight Board (BOB) took place in the same premises as the EASA Committee meeting on 30 June. The agenda covered mainly internal governing procedures and minor amendments to the Annexes, which were agreed and signed. They included:

- The addition of Romania in to the group of Member States recognised in the maintenance Annex.
- Deferral of the implementation date for the use of EASA Export Certificates of Airworthiness, until 28 September 2012.
- Deletion of the requirement for quarterly activity reports for FAR 145 repair stations located in the EU.
- Removal of the geographic limitations placed on line stations overseen by the Member States and the FAA.

4.2 The BOB also agreed that the Joint Maintenance Coordination Board (JMCB) would discuss the US future Transport Security Agency rules that may impact on the FAA timescales required to issue new FAR 145 repair station approvals.

4.3 The Board also decided to establish a working group, that will report back at the next meeting in December, to consider establishing a new annex addressing pilot licensing, and a Fees and Charges Working Group.

4.4 Finally, the US agreed to review all existing Bilateral Air Safety Agreements with Member States and report back at the next meeting on any amendments/terminations required.

5 **Other Rulemaking Topics**

5.1 *Aerodromes*

The EASA Aerodrome Rulemaking process has been under way since July 2010, with the final meetings to develop the draft rules scheduled for 5-7 July 2011. Three rulemaking groups, involving regulators, aerodrome operators and other stakeholders from across Europe, have been drafting requirements for national aviation authorities and aerodrome

operators, aerodrome operations and aerodrome design. Additionally, the groups have, with EASA, been developing the processes for aerodrome certification and continuing oversight. EASA intends to publish the draft rules in a Notice of Proposed Amendment (NPA) in December 2011. To provide advice to stakeholders, EASA has published a Frequently Asked Questions document covering many aspects of the aerodrome rulemaking process, which can be found at the following link: <http://easa.europa.eu/atm/faq.html>

5.2 *Third Country Operators*

The CAA submitted comments on the Third Country Operators NPA. A link to the comments is provided under paragraph 6.

5.3 *Flight Crew Licensing*

The CAA has proposed amendments to the ANO (Air Navigation Order) that are necessary as a consequence of the proposed European rules for flight crew licensing. The proposed amendments to the ANO have been published on the CAA website for public consultation. The comment period ends on 31 August 2011. The consultation can be found via the following link: <http://www.caa.co.uk/default.aspx?catid=1350&pagetype=90&pageid=12195>

5.4 *Flight Operations*

A consultation for proposed amendments to the ANO to address the consequential effects of European regulations for flight operations is also published on the CAA website. The comment period ends on 30 September. The consultation can be found at: <http://www.caa.co.uk/default.aspx?catid=1350&pagetype=90&pageid=12262>

5.5 *Fast Track ATM/ANS (Air Traffic Management / Air Navigation Services) Implementing Rules (IR)*

All three of the 'fast-track' Implementing Rules; ATCO licensing, Oversight and Common Requirements for ANS provision; have now been through approval (Comitology) by Member States using a written procedure. The Oversight and Common Requirements IRs will replace Commission Regulations (EC) 1315/2007 and (EC) 2096/2005. These IRs represent a largely 'cut and paste' transposition of the earlier regulations with minimal changes and are expected to be published in the Official Journal of the European Union (OJEU) in the late Summer/Autumn. A CAA Information Notice will be issued once the regulations appear in the OJEU.

EASA is planning to commence a programme of ATM/ANS standardisation visits to European National Supervisory Authorities (NSAs) from January 2012. Work to develop further ATM/ANS IRs together with Acceptable Means of Compliance (AMC) and Guidance Material (GM) continues under the auspices of three EASA drafting groups: ATM001 (Rules for ANSPs), ATM003 (Rules for ATCOs and Approved Training Organisations) and ATM004 (Rules for Competent Authorities). The outcome of this next phase of rulemaking activity is expected to be more far-reaching than the 'fast-track' transposition activity and will be the subject of formal consultation with stakeholders using the EASA Notice of Proposed Amendment (NPA) process. On current scheduling, a number of NPAs seeking stakeholder views on ATM/ANS rulemaking are due to be published during 2012 and 2013.

5.6 *Development of Standardised European Rules of the Air (SERA)*

The joint EASA/Eurocontrol development of the SERA regulations are continuing apace. The documents are being produced in three parts: Part A is a transposition of ICAO Annex 2, Part

B is a transposition of elements of ICAO Annex 11 and Part C will be a transposition of the relevant elements of Doc 4444 (PANS ATM).

Part A is at a mature stage of development and has been 'frozen', awaiting the completion of Part B. The NPA for Part B has now closed, and a workshop will be held at Eurocontrol on 19 September 2011 to discuss the content of the Comment Response Document. An Opinion on Part B is expected in the autumn of 2011 and Parts A and B are expected to be voted on by the Single Sky Committee by the end of 2011.

It is understood that an NPA on AMC/GM for Part A/B is likely to be promulgated later this year, and an NPA on Part C, is likely to be promulgated in early 2012.

6 CAA Responses to NPAs and CRDs

6.1 The CAA submitted comments on the following EASA consultations since the last communication (Information Notice 2011/35) was published:

CRD 2009-01	Operational Suitability Certificate and Safety Directives
NPA 2011-03	Large Aeroplane Certification Specifications in Supercooled Large Drop, Mixed Phase, and Ice Crystal Icing Conditions
NPA 2011-05	Third Country Operators
A-NPA 2011-06	Consultation on the ICAO IVATF (International Volcanic Ash Task Force) paper about the Management of Flight Operations with Known or Forecast Volcanic Cloud Contamination

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

CRD 2010-13	Environmental Protection – Classification of Changes to a Type Design
NPA 2011-04	Turbine Engine Certification Specifications in Icing Conditions

6.3 CAA responses on NPA and CRD consultations can be viewed via the following webpage:

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

7 Recently published Opinions

7.1 EASA recently published the following Opinion which can be viewed via the Agency's website at: <http://www.easa.eu.int/agency-measures/opinions.php>

Opinion 04/2011 Air Operations

8 Queries

8.1 Any queries related to this Information Notice should be sent to European.Affairs@caa.co.uk.

9 Cancellation

9.1 This Information Notice will remain in force until further notice.