

Issued: 22 December 2011

**HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
29 OCTOBER – 22 DECEMBER 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 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 29 October to 22 December 2011.

2 EASA Committee Meeting

- 2.1 The EASA Committee met on 6-8 December; the agenda covered the following items:

i) Update on Aircrew Regulations (FCL, MED, ARA, ORA, CC) – Information

The Commission confirmed that the first [aircrew regulation was published in the Official Journal](#) on 25 November; it is applicable from 8 April 2012. The related AMC material should be published before Christmas. The amending regulation, incorporating annexes on Cabin Crew, Authority and Organisation requirements is now entering a three-month period of scrutiny by the European Parliament and Council and should be adopted by the end of March 2012.

Post meeting note: The Agency published Acceptable Means of Compliance and Guidance Material (AMC and GM) to [Part MED](#) on 16 December and to [Part FCL](#) on 20 December.

ii) *Regulation on Commercial Air Transport Operations, including Special Approvals (CAT, ARO, ORO, SPA) – Information*

The written procedure for formal agreement by the EASA Committee was due for completion by 14 December 2011.

iii) *CRD on Non-Commercial Air Operations (NCC and NCO) – Orientation discussion*

The Agency gave a presentation on the results of the CRD consultation which ended on 30 October. About 600 comments had been received from 56 entities, including 4 Member States (one of which was UK). The agency drew attention specifically to comments about the transport of dangerous goods, operating minima, refuelling with passengers on board and fuel requirements for local flights. These and other technical matters were discussed by the Committee; UK stressed the need for proportionality in the rules.

The Opinion is expected around the end of January 2012.

iv) *CRD on Specialised Air Operations (SPO) and CAT for sailplanes and balloons (CAT S and B) – Orientation discussion*

There was only a brief presentation and discussion in this item as Member States had not yet considered in detail the CRD which is not due to close until the end of January 2012.

v) *Progress report on CAT A-A Operations – Information*

The Agency explained that it was still examining the options in the light of the special AGNA meeting in October; AGNA members would be consulted further in January.

vi) *Regulation including Miscellaneous EASA Opinions on Initial Airworthiness - Review*

Amendments to both Regulations (EC) 1702/2003 and 2042/2003 to introduce provisions relating to European Light Aircraft (ELA 1 and ELA 2) were agreed in principle. The Commission will launch soon the written procedure for formal agreement with the new regulations likely to come into force in June/July 2012.

The text for formal agreement relating to Regulation (EC) 1702/2003 will take the form of a complete recast of the regulation involving regrouping existing provisions and the amendments plus deletion of obsolete text: this will result in a new regulation, with a new number. There will be a repeal article providing that "References to the repealed regulation shall be construed as references to this Regulation" plus a correlation table.

Regulation 2042/2003 will be amended but a recast is likely to follow later in 2012.

Post meeting note: The written procedure for both amendments was launched on 20 December.

vii) *Revision of Standardisation Regulation – Review*

The revision will be in two stages, the first a simple revision to cover the extended remits of the Agency; the second a more substantial amendment to introduce more performance-based inspections and to align with the ICAO Continuous Monitoring Approach. The Committee considered a text for the first stage and delegations were invited to give any written opinions by the end of the year; the Commission aim to adopt the regulation around February/March 2012

viii) *Revision of Fees and Charges Regulation - Review*

This revision will also be in two phases: Phase 1 – extending the remit and some changes related to enhancing measures against late/non-payment of fees/charges and Phase 2 – a more structured reform. UK (and other Member States) expressed concerns about the proposed basis of fees for TCO authorisations and potential for wider impacts. The Commission will reflect further on how to proceed but stressed the need for EASA to be resourced to do this work which is envisaged to start 2nd half 2012.

The revision will be discussed at the December EASA MB and with the EASA Advisory Board (EAB).

Post meeting note: Formal consultation is being undertaken with EAB.

ix) *Regulation on Fines - Review*

The Committee had a detailed first discussion on a draft regulation setting out a process of fines for holders of certificates issued by the Agency, as provided in article 25 of the Basic EASA Regulation. There were a number of detailed points, including on text relating to the scope and purpose of the regulation, the rights of certificate holders and the roles of Member States and competent authorities. The Commission anticipate presenting a revised text to the February meeting of the Committee.

x) *Update on Air Traffic Management and Aerodromes - Information*

There were presentations updating the Committee on progress on various ATM related initiatives (see below for Single European Sky initiatives). The regulation laying down common airspace usage requirements and operating procedures for airborne collision avoidance is expected to be published in the Official Journal on 20 December. A regulatory roadmap covering ATM rulemaking across the board (i.e. Single European Sky and EASA) is under development by the Commission and is expected to be circulated to the Committee in January 2012.

The Aerodrome NPA is due to be published shortly, before Christmas; the consultation will run until the end of March 2012.

Post meeting notes:

The Aerodrome NPA was published on 13 December. Further details are provided under paragraph 4.1.

The [ACAS regulation was published in the Official Journal](#) on 20 December.

3 EASA Management Board

3.1 The EASA Management Board met on 13-14 December. The agenda for the first day was devoted to a strategic discussion on the EASA Medium-Term Strategy, the EASA Communications Strategy and Accommodation Strategy.

3.2 On the second day, the agenda included a regular report from the Executive Director, and reports on the EASA Safety Strategy, Review of the Rulemaking Process, ENaCT, and some financial /administrative items, including a report from the FABs Group, EASA's 5 year Business Plan and Work Programme. A draft Commission Regulation amending the Fees and Charges Regulation was also discussed.

3.3 A full update on substantive discussions will be provided in the New Year.

4 Other Rulemaking Topics

4.1 Aerodromes

[NPA 2011-20, Authority, Organisation and Operations Requirements for Aerodromes](#) was published on 13 December. The closing date for comments is 31 March 2012.

Following two CAA seminars held in October for the aerodrome industry to prepare for the NPA, further seminars are planned for February 2012 during the 3-month consultation period of the NPA, with the aim to provide further interpretation of the rules to assist industry in submitting good quality comments to EASA.

Details will be provided to aerodromes in due course.

4.2 Aircrew – Qualifications for flying in Instrument Meteorological Conditions (IMC)

The CAA has submitted comments on NPA 2011-16, Qualifications for Flying in IMC. A link to the comments can be found under paragraph 5.3 below.

4.3 Flight Time Limitations

The EASA OPS.055 rulemaking group met for the final time on 29 November to conclude its work in assisting EASA to review the comments and the scientific reports on NPA 2010-14. EASA will now finalise its views and develop the Comments Response Document. Publication of the CRD, is now delayed until the middle of January.

4.4 EASA Rulemaking Task 0409-0410 Offshore Helicopter Operations

A representative from CAA Flight Operations Policy (FOP) attended an inaugural meeting of the EASA Rulemaking Task 0409-0410 “Offshore Helicopter Operations” in Cologne. This task was partially generated by a strong letter to EASA from the CAA expressing concern over the lack of an ‘Offshore Approval’ for Commercial Air Transport (CAT) helicopters in the future Implementing Rule structure. The CAA is now a member of the group and the FOP representative was appointed Chairman. The task is to develop regulatory requirements for the offshore operation of helicopters and to harmonise the rules across the EU. This will entail studying all levels of operation from CAT all the way down to non-commercial non-complex motor-powered aircraft (Part-NCO) and the provision of proposals supported by the usual full impact assessment (RIA). The plan sees the NPA being published in the 4th quarter of 2012.

4.5 Single European Sky (SES)

The European Commission published its work Plan for 2012 onwards on 15 November 2011. On page 41 of the annex there is specific reference to work in 2014 to amend the SES and EASA co-decision level legislation to deal with inconsistencies between them. The extract reads:

‘Better align the two regulatory frameworks on the Single European Sky (SES) (Regulations (EC) No 549-552/2004) and the regulation establishing the European Aviation Safety Agency (EASA) (Regulation (EC) No 216/2008). The 2009 SES2 package did not revise the older SES regulations sufficiently, which caused a lack of clarity on the regulatory approach with regard to technical issues.’

By 2014 the EC will have largely finished work on the regulation set for RP2 (Reference Period 2 (SES Performance)) and FABs (Functional Airspace Block) will be established.

Progress on all SES activities is covered in the SES Bulletin published periodically on the following webpage: www.caa.co.uk/SES

4.6 *Standardised European Rules of the Air (SERA Part B) Requirements regarding services in Air Navigation*

Opinion No 05/2011 of The European Aviation Safety Agency was published on 14 November 2011, relating to a Commission Regulation laying down requirements regarding services in air navigation (Standardised European Rules of the Air (SERA)), and was presented to the Single Sky Committee on 29/30 November 2011. The UK also presented a short paper, related to the Opinion, where the UK argued the need for all parts of the legislation to be managed as a single project and not considered in isolation; stating that it is complex, will impact on numerous stakeholders, and will create significant work for National Authorities to implement.

The UK recommended to the SSC that for the reasons outlined in the paper:

- that SSC agree the content of SERA Part B in principle only, pending sight of Part C.
- that all parts should be restructured into a less complex and more user-friendly document before final presentation to SSC.

and that,

- consideration must be given to the proposed implementation date of December 2012 and appropriate transitional arrangements

A link to Opinion 05/2011 is provided under paragraph 6 below.

5 **CAA Responses to NPAs and CRDs**

5.1 The CAA submitted comments on the following EASA consultations since the last communication (Information Notice 2011/118) was published:

NPA 2011-14	Halon – Update of CSs in order to comply with EC regulations
NPA 2011-15	Non-binding guidance on TBO limits
NPA 2011-16	Qualifications for Flying in IMC
NPA 2011-17	Volcanic Ash
NPA 2011-18	Development of AMC and GM for the implementation and measurement of Safety Key Performance Indicators (SKPIs) (ATM performance IR)

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

CRD to NPA 2010-11	Passenger emergency exits, emergency features and escape routes – Harmonisation with FAA
CRD to NPA 2011-01	Certification Specifications for free gas balloons and hot air balloons
CRD to NPA 2011-08	Implementation of CAEP/8 amendments

5.3 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>

6 Opinions Published

EASA recently published the following Opinions which can be found on the EASA website at <http://www.easa.eu.int/agency-measures/opinions.php>

Opinion 05/2011	Standardised European Rules of the Air (SERA) Part B Requirements regarding services in air navigation
Opinion 06/2011	CAEP/8 Implementation

7 Queries

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

8 Cancellation

8.1 This Information Notice will remain in force until 23 July 2012.