

Issued: 23 July 2012

**EASA CAA INFORMATION BULLETIN  
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA  
ACTIVITIES, COVERING THE PERIOD  
21 MAY – 20 JULY 2012**

**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).

<b>Applicability:</b>	
<b>Aerodromes:</b>	All Aerodrome Licence Holders
<b>Air Traffic:</b>	All ATC and FIS
<b>Airspace:</b>	All NATMAC Members
<b>Airworthiness:</b>	All Airworthiness Organisations
<b>Flight Operations:</b>	All AOC Holders and General Aviation Pilots
<b>Licensed/Unlicensed Personnel:</b>	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 May 2012 to 20 July 2012.

**2 EASA Management Board**

2.1 The EASA Management Board met on 6 June; the agenda included the following items:

- i) Report from the group set up to look at General Aviation (see [IN-2012/055](#)).

The Board was very supportive of the group's work and warmly welcomed the paper. There was general support for the recommended principles and guidelines set down in the paper, with only a few detailed comments that the group would consider. Some Board members sought more specific definitions of the scope of General Aviation, but the Chair concluded that the review group had been very wise not to get bogged down in trying to agree definitions.

The Board recognised that care was needed not to build up too high expectations of quick changes; the paper should set the compass for the future. It would be necessary to find a bridge until the Basic Regulation could be amended that would prevent costly new requirements being placed on GA which subsequently proved to be unnecessary.

Board Members would ensure that EASA Committee members were aware of the principles set down in the paper in considering specific proposals over the coming months, such as OPS – NCO/NCC (*non-commercial operations with other than complex motor-powered aircraft, non-commercial operations with complex motor-powered aircraft*) and OPS – SPO/CAT(S+B) (*specialised operations/commercial air transport operations for sailplanes and balloons*).

The Board also agreed that the General Aviation community itself had to rise to the challenge and accept that more proportionate regulation would mean more responsibility for industry itself to act safely.

The Board asked the review group to fine tune the paper in the light of comments and submit a final paper for endorsement at the September Board meeting and also asked that the Agency should consider possible adaptations of its internal structure and if possible, report on that also in September.

ii) Paper from the Agency on International Cooperation

The Board was given a comprehensive presentation of the Agency's international activities, which supported objectives set out for the EASA system in the Basic Regulation, gave support to European business activities overseas and in many cases were carried out in direct support of the Commission's external policies. The Commission explained that it was planning a Communication in September on its overall external aviation policies which would have some relevance to priorities for the Agency.

In answer to questions from Board Members the Agency explained that 15 staff were wholly involved in this work, with support from others as necessary. Community subsidy funded this work, much of it ring-fenced. The Board asked for a strategic and forward-looking discussion to be held at a future Board meeting.

iii) Presentation from the Agency on the EASA Internal Occurrence Reporting Scheme (IORS)

The Agency gave a presentation explaining how the IORS was a significant tool to help the Agency carry out its functions as competent authority for the issue of various certificates, and stressed that it did not introduce any new requirements on stakeholders. The IORS uses ECCAIRS software and was therefore compatible with the Joint Research Centre database, but did not conflict with it. How this could help in cooperating with NAAs in the exercise of their oversight functions had yet to be explored but workshops were being set up.

2.2 The agenda also included regular reports from the Executive Director, and some financial/administrative items, including the 2011 Annual General Report, a report from the FABs Group, the 2011 Annual Accounts, 2012 First Amending Budget, 2013 Work Programme and the 2013-2017 Business Plan. The Community contribution for 2013 would be constrained, with staffing implications especially in the standardisation area; implications for the work programme in 2013 and any potential longer term effects would be considered over the coming months. There was also a discussion on how the Board should deal with any potential conflicts of interest and further consideration would be given to this at the September Board meeting.

### 3 EASA Committee Meeting

3.1 The EASA Committee met on 10-11 July; the agenda included the following items:

i) Update on on-going Commission adoption procedures: aircrew, commercial air transport operations, non-commercial operations and special approvals, initial airworthiness and continuous airworthiness, fees and charges, ACAS II derogation and proposal on fines – *Information*

a) Continuing Airworthiness

The Commission noted the publication of Commission Regulation (EU) No 593/2012 amending Commission Regulation (EC) No 2042/2003 laying down implementing rules for continuing airworthiness.

[Regulation 593/2012](#) introduces in particular a new definition of ELA1 aircraft and the possibility to accept certain non safety critical parts for installation without an EASA Form 1.

The Regulation was published on 06 July 2012 and enters into force on 26 July 2012. It can be accessed on EUR-LEX website using the above link.

b) Fees and Charges

The Commission noted that [Commission Regulation \(EU\) No 494/2012](#) amending Regulation (EC) No 593/2007 on fees and charges levied by EASA was now in force; it was published in the Official Journal on 12 June 2012. It can be accessed on EUR-LEX website using the above link.

c) Fines

The Commission reported that the Regulation setting out a process for fines that could be levied on holders of certificates issued by the Agency should be published in the Official Journal on 18 July.

Post Meeting Note: Commission Implementing Regulation [No 646/2012](#) was published in the Official Journal on 17 July and will enter into force on 6 August.

d) Air operations (Commercial Air Transport, including Special Approvals)

The Commission explained that the period for scrutiny by Council and the European Parliament would close on 17 August; the draft text can be seen at : [http://www.europarl.europa.eu/RegistreWeb/search/resultDetail.htm?language=EN&reference=COM-AC\\_DRC\(2011\)D018166-02&lg=EN&fragDocu=FULL](http://www.europarl.europa.eu/RegistreWeb/search/resultDetail.htm?language=EN&reference=COM-AC_DRC(2011)D018166-02&lg=EN&fragDocu=FULL)

ii) Progress on the future opinion on Flight Time Limitations (FTL) – *Information [See also paragraph 4.2]*

The Agency reported on its progress in reviewing the comments on the FTL Comments Response Document (CRD) and noted that it planned to issue its Opinion towards the end of September 2012. Draft Certification Specifications, Acceptable Means of Compliance and Guidance Material would be attached to the Opinion, together with a Regulatory Impact Assessment.

iii) EASA Opinion on OPS SPO (aerial work) – *Orientation discussion*

There were two discussions on this subject. There was a discussion on the options for the proportionate oversight of SPOs, either through a certification regime, through declarations or a mixture of the two with certification required only for certain high risk operations. No decision was reached but the general thrust of the debate was in favour of a mixture of certification and declarations, so long as the criteria for differentiating between the two were simple to understand and apply. There was also a discussion on the technical requirements laid down in the draft Part SPO with some further suggestions for amendments.

iv) EASA Opinion on Operational Suitability Data (OSD) – *Information*

The Agency reported on further constructive discussions it had held with both manufacturers and operators which had enabled some refinements of the proposals, together with greater understanding of the Agency's intentions.

v) Any other business

AOB included an update by the Agency on aerodromes rulemaking activities (see also paragraph 4.1). The Agency hoped to be able to issue a CRD in September 2012 and its Opinion by early 2013. The Committee would hold an orientation discussion in either its October or December meeting.

The Agency also presented its plans to support both Member States and industry in the implementation of 1<sup>st</sup> extension regulations (aircrew and operations etc), recognising the complexity of the transitional arrangements involved.

There was a brief presentation by the Agency on the procedure to handle exceptions according to Article 14 of the Basic Regulation. The UK in particular welcomed this initial opportunity to discuss the use of the flexibility provisions, stressing the need for a better understanding of the purposes of the various provisions, the criteria for applying them, lessons learned from experiences so far and the desirability of more transparency. The Commission and Agency agreed that further work was needed in this area and suggested that there would be further discussions in later Committee meetings.

Finally, there were a number of points raised during the meeting about the relationship between the work of the EASA Committee and the review of General Aviation set up by the EASA Management Board. The Commission stressed that the work of the Committee had to carry on in a timely way, but that opportunities would be taken when available to consider the principles being proposed by the Board's GA review group, citing as an example the discussion during this Committee on the most proportionate oversight regime for SPOs. The Commission also insisted that the adoption of the NCC/NCO regulation must proceed but stressed that the transitional periods should allow time for further reflection. The UK warned that a three-year opt-out period may not necessarily be as generous as it seemed if stakeholders needed to put in place large scale changes to meet new requirements and suggested that this should be monitored carefully, with the possibilities for exemptions considered in due course, if necessary.

## 4 Other Rulemaking Topics

### 4.1 *Aerodromes*

On 12, 13 and 19 June, CAA attended meetings to review elements of the EASA aerodrome NPA that had attracted high numbers of comments. The review meetings contained a cross-section of EASA stakeholders but very few of the groups used to draft the rules. This was a positive decision by EASA to ensure a robust review of the comments without bias towards pre-determined answers.

In all 3 meetings discussion was positive notwithstanding differences of opinion. It was apparent that a major thrust of the comments has been about the burden created by the draft rules. EASA recognised that aerodrome certification regimes and processes exist across member states and that the EASA system should seek to build on and enhance these rather than building an additional layer of regulation. Hence changes were proposed to some elements which will reduce the burden and clarify the intent. It is likely that further meetings will be required to develop additional material that it is hoped will introduce additional flexibility into the rules.

### 4.2 *Flight Time Limitations*

The working group for EASA's Rulemaking Task .0346 Flight Time Limitations for Emergency Medical Services held its second meeting on 5/6 July. The meeting focused on agreeing the specific fatigue hazards and possible mitigations for these types of operation, including those specific to either aeroplanes or helicopter operations. The CAA working group member is the Chair of this working group.

### 4.3 *Single European Sky (SES)*

Progress on all SES activities, including updates on EASA ANS/ATM (*Air Traffic Management / Air Navigation Services*) and SERA (Standardised European Rules of the Air) activities is covered in the SES Bulletin published periodically on the following webpage: [www.caa.co.uk/SES](http://www.caa.co.uk/SES)

### 4.4 *CRD to NPA on CS MMEL – affecting CS-MMEL and Part-ORO AMC/GM*

[CRD to NPA 2011-11 CS-MMEL](#) was published on the Agency's website on 11 July. The closing date for comments is 10 September 2012.

To ensure all affected stakeholders are aware, the CAA would like to highlight that this CRD contains amendments to AMC/GM to Part-ORO, applicable to operators, that were not included in the original NPA text. Although this is explained in the Explanatory Note, it is not immediately obvious from the title on the cover page of the CRD.

## 5 CAA Responses to NPAs and CRDs

5.1 The CAA submitted comments on the following EASA consultations since the previous update (Information Notice 2012/089) was published:

A-NPA 2012-01	Harmonised Transition Altitude
NPA 2012-03	Control of suppliers of components and material used in maintenance

CRD 2 to NPA 2010-10      Alignment of Regulation (EC) No. 2042/2003 with Regulation (EC) No. 216/2008 and with ICAO Annex 6 requirement for human factor principles to be observed in the design and application of the aircraft maintenance programme (including CRD-2 to NPA 2010-10)

5.2      The CAA had no comments on the following EASA consultation since the last update was published:

NPA 2012-02                      Airworthiness and operational criteria for the approval for Electronic Flight Bags (EFBs)

CRD to NPA 2011-12              Systematic review and transposition of existing FAA TSO standards for parts and appliances into EASA ETSO

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      Queries**

6.1      Any queries related to this Information Notice should be sent to [European.Affairs@caa.co.uk](mailto:European.Affairs@caa.co.uk).

## **7      Cancellation**

7.1      This Information Notice will remain in force until 14 January 2013.