

Issued: 28 September 2012

**EASA CAA INFORMATION BULLETIN  
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA  
ACTIVITIES, COVERING THE PERIOD  
23 JULY 2012 – 28 SEPTEMBER 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 23 July 2012 to 28 September 2012.

## **2 EASA Management Board**

- 2.1 The EASA Management Board met on 18 September; the agenda included the following items:

- i) [Final Report from the group set up to review the regulation of General Aviation \(see IN-2012/055\)](#)

The report had been amended in a few areas to reflect the views expressed by the Management Board at its June meeting, most significantly the title had been changed to "European General Aviation Safety Strategy" to emphasise that this was not just an EASA strategy but one for which all the aviation players in Europe shared responsibility. The Board warmly endorsed the report and agreed the actions set out in the recommendations. The Board recognised that the timetable for actions was demanding and there may be some slippage but agreed that it was important to make real progress as soon as possible.

ii) Report from the Agency on Standardisation

Trevor Woods, EASA Standardisation and Approvals Director, presented an overview of highlights from the 2012 Annual Standardisation report and of the programme and strategy for 2013. He stressed that the standardisation function of the Agency was one of the pivotal activities holding together safety in the EASA system. The Agency wanted to work with stakeholders to improve the effectiveness of standardisation in tackling the main safety risks against the background of a pressure on resources affecting all players. He drew attention to the relevance of this year's EASA Safety Conference on 10/11 October which was on the subject of "[Safety oversight – managing safety in a performance-based regulatory environment](#)". He also noted that an important amendment to the Commission regulation on standardisation (Commission Regulation (EC) No 736/2006) was in preparation which would facilitate a more effective approach.

The Management Board welcomed the overview and agreed the importance of developing the standardisation function in line with developments in performance-based safety oversight. The representative of the EASA Advisory Board (EAB) was also supportive, adding that standardisation must also ensure that lessons learned will, where relevant, be fed back into rule-making.

iii) Report from the Agency on European Aviation Safety Performance in 2011

The Agency gave a high level overview of its [Annual Safety Review for 2011](#), which was published in July. The 2011 Review contained new sections on aerodrome safety, European traffic movements and airline fleet sizes but no longer included activities aimed at improving safety since these are now contained in the [European Aviation Safety Plan](#). The Report records that for the decade 2002-2011 the rate of accidents in scheduled commercial operations of EASA Member States was one of the lowest in the world (equal to North America) but the Agency and Board agreed that this was not a cause for complacency. Continuing analysis of occurrences and other data was vital and improvements to the quality of data was an on-going task.

iv) Report from the group and terms of reference on Article 62 Evaluation

The Board agreed Terms of Reference for the next independent external evaluation of the implementation of the Basic EASA Regulation. The evaluation will consider the EASA system as a whole focusing on the main challenges the system will face in the period up to 2020, whether the present performance of the system indicates that it is fit to face those challenges and what steps should be taken to adapt or develop the system to meet the challenges. The Board agreed on a proposed Panel to lead the evaluation consisting of ten people from across the aviation world, with a strong combination of expertise and experience both regulatory and operational, who had indicated their willingness to be considered. Formal invitations would now be sent with the aim of launching the evaluation in early 2013, with a final report to the Board in December 2013.

2.2 The agenda also included a regular report from the Executive Director, the 2011 Annual Accounts, and a report from the Commission on how Board members should declare their interests and deal with any potential conflicts of interest.

### 3 EASA Committee Meeting

- 3.1 The EASA Committee will meet on 24-25 October. An update will be provided following the meeting.

### 4 Other Rulemaking Topics

#### 4.1 *Aerodromes*

On 16 August, at EASA's request, a member of CAA Aerodrome Standards started a 2<sup>nd</sup> secondment at EASA for 6 months to support and influence the Aerodromes Comment Response Document and the development of the rules. EASA intends to publish the CRD in October and its Opinion in December 2012.

The CAA has started to develop its transition project and has completed initial, high level, scoping. Project development will continue for the rest of 2012. The project includes a coordination group with the Airport Operators Association to keep industry informed of progress and to help aerodromes prepare. This coordination group met on 31 July, refined its terms of reference and agreed future actions. These centre on ensuring effective communications with aerodromes and developing a trial to test the EASA certification basis, which will take place in the first half of 2013.

#### 4.2 *Airworthiness*

[Commission Regulation \(EU\) 748/2012](#) on Initial Airworthiness was published in the OJEU on 21 August and repealed Commission Regulation 1702/2003. The new regulation entered into force on 10 September 2012. Further details are available on the [Agency's website](#).

#### 4.3 *Flight Time Limitations*

The CAA attended the final meeting of the EASA OPS.055 rulemaking task which was held on 5 September 2012. EASA led a review of the draft Opinion and Decision material, following changes that had been made due to the comments that were received on the CRD. The Opinion is expected to be published at the end of September\*.

\*Not published at time of going to print.

#### 4.4 *Standardised European Rules of the Air (SERA)*

[NPA 2012-14](#), Acceptable Means of Compliance and Guidance Material to Part-SERA has been published on the Agency's website. Closing date for comments is 24 December 2012. Further details can also be found in [CAA Information Notice 2012/159](#).

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

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

## 5 CAA Responses to NPAs and CRDs

5.1 The CAA submitted comments on the following EASA consultations since the previous update (Information Notice 2012/119) was published:

CRD to NPA 2011-11	Certification Specifications and Guidance Material related to the development of a Master Minimum Equipment List (CS-MMEL) (including AMC/GM to Part-ORO)
NPA 2012-04	Critical Tasks

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

CRD to NPA 2011-19	Aircraft Continuing Airworthiness Monitoring
CRD to NPA 2011-10	Certification Specifications – Cabin Crew Data
CRD to NPA 2010-04	Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structures

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

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

Opinion 03/2012	Air Operations – OPS IV – CAT Sailplanes and Balloons and CAT A-A
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## 7 Commonly used acronyms in EASA Bulletin

7.1 A list of commonly used acronyms used in our EASA Bulletins and their meanings are provided as an annex to this Information Notice.

## 8 Queries

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

## 9 Cancellation

9.1 This Information Notice will remain in force until 21 February 2013.

**ANNEX**

## Commonly used Acronyms in CAA EASA Information Bulletin

ACAS	Airborne Collision Avoidance System
AMC/GM	Acceptable Means of Compliance / Guidance Material
ANS	Air Navigation Services
AR/OR	Authority Requirements/Organisation Requirements
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
CC	Cabin Crew
CRD	Comment Response Document
EAB	EASA Advisory Board
FCL	Flight Crew Licensing
FTL	Flight Time Limitations
IMC	Instrument Meteorological Conditions
IR	Implementing Rule
MED	Medical
NAA	National Aviation Authority
NPA	Notice of Proposed Amendment
NSA	National Supervisory Authority
OJEU	Official Journal of the European Union
OPS – NCO/NCC	Operations - non-commercial operations with other than complex motor-powered aircraft, non-commercial operations with complex motor-powered aircraft
OPS – SPO/CAT (S+B)	Operations - specialised operations/commercial air transport operations for sailplanes and balloons
OPS - CAT/SPA	Operations - Commercial air transport operations and specific approvals
OSD	Operational Suitability Data
SERA	Standardised European Rules of the Air
SES	Single European Sky
TCO	Third Country Operators

**A further list of standard terms used to describe the EASA Regulations can be found at:**  
[EASA Terminology](#)