

Issued: 8 May 2013

**EASA CAA INFORMATION BULLETIN
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
7 MARCH – 8 MAY 2013**

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 7 March to 8 May 2013.

2 EASA Management Board

2.1 The EASA Management Board met on 12-13 March. The meeting on the first day included the following agenda items:

i) Financial Prospects 2014 and Beyond

The Commission reported that the Agency would be classed as a "new tasks" Agency in 2014, which meant it would be able to increase staff posts; however, the budget position was still unclear as the relevant EU multi-annual framework had not yet been finalised. The 2014 Draft Budget, Draft Work Programme and Establishment Plan were adopted by the Board, recognising that the final documents would be adopted later when the framework was known.

ii) Progress Report on the Rulemaking Programme

The Board welcomed a positive progress report which drew attention to the significant improvements in fulfilling the annual rulemaking programmes. The Board noted that there was still a lot of work to do and that more effort needed to be invested in supporting implementation of the rules. Various challenges were recognised, including

fast-moving technological developments (e.g. remotely Piloted Aircraft Systems); changes in business models (e.g. outsourcing and complex business chains); the need to avoid over-regulation (e.g. in responding to the General Aviation review).

iii) EASA interfaces with ICAO

The Agency outlined a wide range of EASA (and Commission) interfaces with ICAO, stressing that a pragmatic approach was being adopted to bring the Agency and wider European expertise to bear in various ways. The Board recognised the value of this approach in helping to maximise European influence in ICAO, noted the importance of using that influence to raise safety standards worldwide; and looked forward to a successful ICAO Assembly.

The agenda also included a regular report from the Executive Director and progress reports on the Agency's accommodation, management standards and the Article 62 evaluation.

2.2 On the second day, Patrick Ky was selected to take up the post of Executive Director on 1 September 2013 in succession to Patrick Goudou whose second term of office expires on 31 August. Appointment to the post of Executive Director can only be renewed once.

3 EASA Committee

3.1 The EASA Committee met on 23-24 April. The agenda included the following items:

i) Update on on-going Commission adoption procedures -

The Commission confirmed that the text of the regulation on Air Operations – Parts NCC and NCO, expected to complete legal procedures leading to publication in the OJEU in September, would be made available to stakeholders shortly.

ii) Commission proposed Regulation on Aerodromes (ADR) -

The Committee agreed the Commission proposed regulation by a unanimous vote. All UK comments were taken on board. The regulation will now be subject to translation and the necessary legal procedures and should be published in the OJEU in December 2013.

iii) EASA Opinions on Special Operations (Part-SPO), A-A, Sailplanes and Balloons -

After further discussion of the draft proposals, the Commission concluded that it expected to have a consolidated regulation ready for a vote in the July Committee meeting.

iv) EASA Opinion on Third Country Operators -

The Commission noted that it anticipated a vote on its proposals at the July Committee meeting.

v) Remotely Piloted Aircraft Systems (RPAS) -

The Commission and the Agency gave a presentation on the need to find an appropriate way to facilitate the safe integration of RPAS in European airspace. Member State members commented on the need for proportionality, for a gradual approach and to recognise subsidiarity. The Commission will prepare a strategy paper, possibly in the form of a Commission Communication.

vi) Flight Time Limitations (FTL) -

There will be further consideration before a formal proposal can be presented to the Committee for a vote, probably in July.

vii) EASA Opinion on Operational Suitability Data (OSD)

The Commission explained that it would send Member States in the next few days, information about the stages of implementation and precise legislative changes, with a discussion and vote anticipated in July.

4 Other Rulemaking Topics

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

The Agency published Opinion 03/2013, Qualifications for flying in IMC on 24 April 2013. A link to the Opinion can be found at paragraph 6.1 below.

4.2 *Flight Time Limitations*

The current EASA rulemaking groups on FTL for Emergency Medical Services (RMT.0346) and Air Taxi and Single Pilots (RMT.0429) continued to meet throughout this period. The expected date for the NPA for RMT.0346 has moved slightly to the fourth Quarter of 2013 but it remains on target for the publication of the Opinion / Decision in the first Quarter of 2015.

4.3 *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

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

Planning for the UK's SERA implementation continues. Preparations for consultation on the CAA's proposed legislative changes arising from Implementing Regulation (EU) 932/2012 (previously referred to as SERA Part A and B) are at an advanced stage, and consultation launch is planned for early May 2013.

The Agency Decision on proposed Acceptable Means of Compliance and Guidance Material (the subject of NPA 2012-14) is still awaited.

The launch of EASA's consultation concerning SERA Part C (derived from ICAO Doc 4444 (PANS-ATM), Doc 7030 (EUR Regional Supplementary Procedures), Doc 8168 (PANS-OPS) and ICAO Annex 10 (Aeronautical Telecommunications) is believed to be imminent.

The CAA was represented at an EASA-hosted workshop concerning EASA proposals to incorporate ICAO Annex 2 Amendment 43's remotely piloted aircraft systems provisions into SERA (the subject of NPA 2012-10). The text of the proposed amendment has been subject to significant change; sight of the definitive proposal plus the opportunity to comment on the CRD resulting from NPA 2012-14 is expected in the near future. The resultant Opinion will appear in due course.

Industry will continue to be notified of developments by CAA Information Notices.

4.5 *ATM/ANS (Air Traffic Management / Air Navigation Services) Common Requirements and Oversight Regulations*

At the time of going to press, the Notice of proposed Amendment (NPA) for the regulation covering the Requirements for ATM/ANS providers and their safety oversight is expected

imminently. This document will eventually replace Regulations (EU) 1034/2011 and 1035/2011 and conforms to the EASA 'house style'.

In addition to transposing the articles in the 'fast track' regulations (1034 and 1035/2011), the NPA also introduces a significant amount of new material, particularly in the area of 'Air Traffic Safety Electronics Personnel' (ATSEP)(ATC Engineers) and Human Factors.

A significant proportion of the document, mainly Acceptable Means of Compliance (AMC) and Guidance Material (GM), is focussed on the ATSEP requirements, including initial, continuation and further training and the Human Factors section includes regulation, AMC and GM on Fatigue and Rostering.

Once the NPA is published, the CAA will be issuing an Information Notice about the draft regulation and will also be holding an industry briefing day on a date, yet to be determined. Given the potential impact on ANSPs it is strongly recommended that stakeholders carefully examine the NPA when it is published.

4.6 *ATCO Implementing Rules*

The Agency's consultation on NPA 2012/18 closed on 29 April 2013. A link to the CAA comments on the NPA can be found at paragraph 5.1 below.

5 **CAA Responses to NPAs and CRDs**

5.1 The CAA submitted comments on the following EASA consultations since the previous update (Information Notice 2013/035) was published:

NPA 2012/18	Licensing and medical certification of Air Traffic Controllers
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5.2 The CAA had no comments on the following EASA consultations since the last update was published:

NPA 2013-02	Protection from Debris Impacts
CRD to 2012-11	Recognition of ED-12C/DO-178C in EASA AMC 20-115 (Software Considerations for Airborne Systems and Equipment Certification
CRD to NPA 2012-07	Guidance Material for the development of a safety risk assessment for flight operations with known or forecast volcanic cloud contamination (CRD published for info only)
CRD to NPA 2012-06	Sterile Flight Deck Procedures

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 03/2013	Qualifications for Flying in Instrument Meteorological Conditions (IMC)
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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.

9 Cancellation

- 9.1 This Information Notice will remain in force until 8 November 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](#)