

Issued: 22 July 2013

**EASA CAA INFORMATION BULLETIN  
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA  
ACTIVITIES, COVERING THE PERIOD  
20 JUNE – 22 JULY 2013**

**This Information Notice contains information that is for guidance and/or awareness.**

Recipients are asked to 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, FIS and ANSPs
<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 20 June to 22 July 2013.

**2 EASA Committee**

2.1 The EASA Committee met over 3 days on 10-12 July.

2.2 The Committee reviewed and voted positively on the following:

- i) **proposal for a Commission Regulation on Third Country Operators (TCO).** The Commission clarified that there will be no charges for the TCO authorisation, rather the cost will be met by the EU contribution to the Agency budget. The Regulation will come into force and be applicable once it has completed the remaining legal processes, probably by the end of 2013.
- ii) **proposal for a Commission Regulation amending Commission Regulation (EU) No 965/2012 to incorporate Special Operations (Part-SPO), A-A (Part CAT A-A), and Sailplanes and Balloons (Part CAT S+B).** The text includes important alleviations for cost-sharing flights, competition/display flights and introductory flights etc. that under certain circumstances they may be conducted in accordance with Annex VII (Part-NCO). The text does not redefine such activities as non-commercial, rather where such activities are organised in such a way that they amount to

commercial air transport, they may still be undertaken under Part-NCO rather than the more onerous Part-CAT. The regulation will apply from either 1 July 2014 or 1 January 2015, depending on the date of entry into force which in turn depends on the completion of various legal processes. Additionally there are transitional provisions for certain operations.

- iii) **proposal for a Commission Regulation on Flight Time Limitations (FTL).** The regulation will apply two years after it enters into force, following legal processes.
- iv) **proposal for three Commission Regulations on Operational Suitability Data (OSD).** Three regulations amended Commission Regulations 748/2012, 965/2012 and 1178/2011 respectively. An amendment to a fourth regulation, 2042/2003, will be incorporated into a recast of that regulation, replacing it with a new version consolidating all amendments to date, on which a written vote will be sought very soon.
- v) **an ‘Omnibus’ Commission Decision authorising Member States to derogate from certain common aviation safety rules pursuant to Article 14.6 of the Basic Regulation.** This covered five derogations notified by the UK and one by Sweden.

All the above documents should be available soon on an EASA website for SSCC members.

### 2.3 The agenda also included the following:

- i) **Review and discussion of EASA Opinion 6/2012 for a Commission Regulation amending EC Regulation No 2042/2003 and 965/2012, and aligning EC Regulation No 2042/2003 with the Basic Regulation and with ICAO Annex 6:**

There was an initial discussion of a draft Commission Regulation amending Regulation 2042/2003, based on some of the proposals in Opinion 6/2012, covering two main areas:

The continuing airworthiness requirements for third-country registered aircraft within scope of Article (1)(c) of the EASA BR, for which a new annex, Part-T, is added to 2042/2003 and some amendments proposed to the OPS regulation (i.e. 965/2012); and

Some alleviations of continuing airworthiness requirements for other-than complex motor-powered aircraft operated for cost-shared flights, flying displays and other activities, like parachute dropping – and these are described in exactly the same way as that used in the amendment to 965/2012 described above (SPO etc).

The Committee noted with regret that it had not proved possible yet to cover the human factors aspects of the Opinion.

- ii) **Orientation discussion on EASA Opinion 3/2013 on requirements for flying in Instrument Meteorological Conditions (IMC), amending EC Regulation No 1178/2011.** EASA gave a presentation on the main features of Opinion 03/2013 and some other changes proposed for the Aircrew Regulation - including correction of errors etc that were notified by means of 14(4) and 14(6) submissions.

The UK gave its full support to the Opinion 03/2013 but added that it was still seeking a way of continuing the UK IMCR for new applicants after April 2014. The Commission acknowledged the UK's concern and that it was well known adding that it had a dialogue with the UK that would continue to seek a solution.

In a short exchange no countries expressed opposition to any of the proposals in the Opinion.

- iii) Review and discussion on the handling of Flexibility Provisions in Article 14 of the Basic Regulation.
- iv) An exchange of views on a paper by the Agency on Future Regulatory Challenges and one by the Commission on Modernising Aviation Safety Policy; both the Agency and the Commission stated stakeholders will be consulted on how to take forward the ideas in these papers.

### 3 Other Rulemaking Topics

#### 3.1 Aerodromes

During June EASA held a series of thematic review meetings aimed to finalise the AMC and GM for all the aerodrome rules (AR, OR, OPS) and the Certification Specifications. The UK attended all 3 meetings and most UK points were accepted. Revised versions of the AMC and GM are expected to be issued during the next couple of months.

The first trial certification audit, at Bristol Airport, started on 11 July, with completion expected in late August. The trial is intended to test the processes developed to support the aerodromes transition process and will be followed up by further trials at Aberdeen and Norwich airports during the autumn.

#### 3.2 Flight Time Limitations

EASA RMT.0346, FTL for Emergency Medical Services: Work continues on this rulemaking task and it is on target for an NPA to be published by the end of 2013.

EASA RMT.0429, FTL for Air Taxi and Single Pilot Operations: This rulemaking group is now at the final stages of developing the options to be assessed in the Regulatory Impact Assessment. EASA has recognised that the output of this rulemaking task and the one on Emergency Air Medical services overlaps in some areas as a number of operators offer both services. EASA aims to bring together both of these tasks in the final CRD/Opinion/Decision material.

#### 3.3 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](http://www.caa.co.uk/SES)

### 4 Standardisation

- 4.1 A new Standardisation Regulation, [Commission Implementing Regulation \(EU\) No 628/2013](#) was published in the OJEU on 29 June, repealing Commission Regulation (EC) No 736/2006.

### 5 CAA Responses to NPAs and CRDs

- 5.1 The CAA responded to the Agency with 'no CAA comments' on the following consultations since the last update (Information Notice 2013/093) was published:

NPA 2013-06	Approval requirements for Air-Ground Data Link and ADS-B in support of interoperability requirements and miscellaneous improvement to AMC-20
CRD 2012-13	Additional Airworthiness Requirements for Operations

- 5.2 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 Commonly used acronyms in EASA Bulletin**

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

## **7 Queries**

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

## **8 Cancellation**

- 8.1 This Information Notice will remain in force until 22 January 2014.

**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
FABS	Finance and Business Services
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
RAG	Rulemaking Advisory Group
SERA	Standardised European Rules of the Air
SES	Single European Sky
SSCC	Safety Standards Consultative Committee
TAG	Thematic Advisory Group
TCO	Third Country Operators

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