

Issued: 20 February 2014

**EASA CAA INFORMATION BULLETIN
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
20 DECEMBER 2013 – 20 FEBRUARY 2014**

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).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders
Air Traffic:	All ANSPs
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 20 December 2013 to 20 February 2014.

2 EASA Committee

2.1 The EASA Committee met on 29-30 January. The agenda covered the following substantive items:

- i) *EASA Opinion 6/2012 (except Part-T) amending Commission Regulations (EC) No 2042/2003 and No 965/2012, and aligning Commission Regulation (EC) No 2042/2003 with Regulation (EC) No 216/2008 and with ICAO Annex 8 – Review and Discussion*

Following on from the initial discussion of this Opinion at the Committee in July 2013, EASA has now removed the Part-T text and it is being treated separately (see later agenda item). The EASA introduction focussed on harmonising the requirements for complex motor-powered aircraft. A high level discussion followed, with requests for clarity on the definition of commercial operations and to align this regulation with NCC so that operators only have to change their procedures once.

- ii) *EASA Opinion 2/2013 on aircraft continuing airworthiness monitoring and EASA Opinion 6/2012 on Critical Tasks, both amending Commission Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks – Review and discussion*

There was a general discussion about the risk-based elements of this Opinion, and whether the maintenance organisation or the Type Certificate Holder was better placed to identify critical and complex tasks. EASA clarified that this text is dealing with errors that occur during performance of maintenance, hence the responsibility to identify these tasks lies with the maintenance organisation. There was also an in-depth discussion about independent inspections and a subsequent proposal for the rule to be less prescriptive and more objective-based, particularly for smaller organisations. EASA will consider this further.

- iii) *Concept paper in support of EASA Opinion 6/2012 (Part-T) for a Commission Regulation amending Commission Regulation (EC) No 2042/2003 and No 965/2012 – Information by the Commission and EASA*

Part-T for CAT aircraft will proceed and it is likely to be annexed to the Commission Regulation for Opinion 6/2013 and apply 1 year after the Regulation enters into force. Part-T was also discussed with regard to GA and the Commission will review the proposal in light of the comments.

- iv) *EASA Opinion 9/2013 on the transfer of JAA cabin safety tasks, amending Commission Regulation (EU) No 965/2012 establishing the implementing rules for air operations, and specifically amendments to Part-ORO and to Part-CAT – Orientation discussion*

There was strong opposition to this Opinion from several Member States with the main concern being that it is too prescriptive. EASA will consider this further.

- v) *EASA Opinion 5/2013 introducing sterile flight deck procedures amending Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 – Review and discussion*

There was general support for the draft and no detailed discussion on this.

- vi) *Draft Commission Decisions:*

- a) *Decision authorising Member States to derogate from certain common aviation safety rules pursuant to Article 14(6) of Regulation (EC) No 216/2008 of the European Parliament and of the Council – Review, discussion and vote*

The Decision authorising the UK (and other Member States) to convert existing national certificates issued by the BGA for sailplane pilots received a positive vote.

- b) *Commission ‘Omnibus’ Implementing Decision not to permit Austria, Sweden, Switzerland, France and the United Kingdom to grant exemptions from certain substantive requirements laid down in Commission Regulation (EU) No 1178/2011 – Review and discussion*

This item advised the decision not to permit two exemptions for the UK, as well as some for other Member States, as they do not strictly meet the criteria for

exemptions. The two exemptions for the UK were:

- FCL.700(a), FCL.900(a) and FCL.1000(a) of Annex I (Part-FCL), in order for a holder of an Airline Transport Pilot Licence (ATPL) or Commercial Pilot Licence (CPL) issued by the UK CAA, who is employed by the UK CAA as an examiner or as a Flight Crew Standards Inspector, not to hold a valid type or class rating for an aircraft in order to act as pilot in command of that aircraft when conducting flight tests or examinations, proficiency checks or assessments of competence;
- FCL.740.A(b)(1)(ii) in Annex I (Part-FCL), in order to allow any holder of a pilot licence issued by the UK CAA in accordance with Annex I (Part-FCL) that includes a single-engine piston (SEP) class rating or touring motor glider (TMG) not to comply in full with the requirements of FCL.740.A(b)(1)(ii) for the revalidation of that class rating.

The two exemptions have since been revoked by the CAA, with the second exemption replaced by an updated exemption which should meet the Article 14(4) criteria.

- vii) *EASA Opinion 7/2013 on flight testing, amending Commission Regulation (EU) No 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations – Orientation discussion*

There was a general discussion and the Commission will prepare a draft regulation for the next Committee meeting on 7-8 May for a vote.

- viii) *EASA Opinion 8/2013 on additional airworthiness requirements for operations as well as amending Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations – Orientation discussion*

The new proposed Part 26 initially covers the scope of JAR 26 and will be extended to other retroactive requirements in the future. The complexities come from Part 26 being applicable to flight operations and Type Certificate Holders, which means there is no easy fit into the existing regulatory framework. It is possible this will come back to the May Committee for a vote.

- ix) *EASA and Commission 2014 and 2015 rulemaking programmes – Information by EASA and the Commission*

The rulemaking programme is being slowed down over the next two years, based on feedback from Member States and the EASA Management Board. The new rulemaking programme reflects a gradual change in philosophy to a total system approach (including performance based regulation) rather than prescriptive rulemaking.

EASA published a final version of the revised [Rulemaking Programme for 2014-2017](#).

- x) *ICAO alignment mechanism – Information by the Commission*

The Commission presented a paper with proposals on how to ensure better synchronisation between ICAO SARPs and EU rules and how to strengthen influence at the origin of SARPs.

xi) *Any other business:*

BASAs: Update on the new annexes – Information by the Commission and EASA

For the EU-US BASA, the deadline for comments was 31 January. Adoption is envisaged for this summer to allow time to implement before April 2015.

3 EASA Management Board

3.1 The next meeting of the EASA Management Board is scheduled to take place on 11 March.

4 Other Rulemaking Topics4.1 *Aerodromes*

Commission Regulation (EU) [139/2014](#) on Aerodromes was published in the OJEU on 14 February 2014, and will enter into force on 6 March 2014.

4.2 *Flight Time Limitations (FTL)*

Commission Regulation (EU) [83/2014](#) on Flight Time Limitations amending Regulation (EU) 965/2012 was published on the OJEU on 31 January 2014. Further details can be found in [Information Notice 2014/036](#).

4.3 *Operational Suitability Data (OSD)*

Commission Regulations (EU) [69/2014](#), [70/2014](#) and [71/2014](#) amending Regulations (EC) 748/2012, 1178/2011 and 965/2012 to include requirements for Operational Suitability Data were published in the OJEU on 28 January 2014. Further details can be found on the [EASA Latest News webpage](#).

4.4 *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

4.5 *Standardised European Rules of the Air (SERA Part C)*

EASA published [NPA 2014-05, SERA Part C](#), for consultation on 18 February 2014. The consultation ends on 19 May 2014. A dedicated CAA Information Notice on this will follow soon.

5 CAA Responses to NPAs and CRDs

5.1 The CAA made comments on the following EASA consultations since the last update (Information Notice 2013/197) was published:

NPA 2013-19	Embodiment of SMS requirements into Commission Regulation (EC) 2042/2003 – Part 66 and Part 147
NPA 2013-21	Yawing Conditions (Rotorcraft)
NPA 2013-22	Helicopter Vibration Health Monitoring
CRD to NPA 2012-08	Maintenance Check Flights (MCFs)

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

NPA 2013-20 Seat Crashworthiness improvement on large aeroplanes Dynamic testing
16g

NPA 2013-23 Additional airworthiness specifications for operations: Fire hazard in
Class D cargo compartments

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 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.

8 Cancellation

8.1 This Information Notice will remain in force until 20 August 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](#)