

Issued: 23 July 2014

## CAA Information Bulletin on EASA Developments – 24 May to 24 July 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:	
<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 24 May to 24 July 2014.

### 2 EASA Management Board

- 2.1 The EASA Management Board (MB) met on 3 June. The agenda included the following substantive items:

i) *Election of the MB Chair*

The three-year term of the current Chair comes to an end in September. Members were asked to submit nominations for the new Chair by the end of June. Election of the new Chair will take place at the next MB meeting in September, after which the new Chair will immediately take up the post.

ii) *Executive Director's Report*

In his report, Patrick Ky outlined the proposed organisational changes at EASA and gave updates on a wide range of subjects including datalink, lithium batteries, the Agency's plans for future outsourcing, the European Central Question Bank, potential changes for Approved Training Organisations and the proposed changes to the EASA Basic Regulation.

iii) *MB Subgroup on the Future of the European Aviation Regulatory System*

The Chair of the MB Subgroup explained that they had been tasked with preparing recommendations on the future of the European aviation regulatory system. The group took into account the Article 62 report, along with Performance Based Regulation and better regulation principles. They had a meeting with industry in March and also held a stakeholder survey to solicit views. There was widespread support for the direction of this review, which was closely aligned with the proposed changes to the EASA Basic Regulation in the A-NPA. The final recommendations will be presented at the September MB meeting.

iv) *General Aviation Roadmap*

EASA stated that they have identified 33 actions together with the GA community, and they are now working together with the GA sub-committee of the SSCC. There was good support from the Commission and Member States for the GA roadmap initiative. There is now a task force preparing for the GA safety conference in Rome in October 2014.

v) *FAA Aviation Safety Information Analysis and Sharing (ASIAS) Programme*

The FAA gave a presentation on ASIAS, explaining that the programme is a formal effort to bring together data sources from ATM system (collected by the FAA) and airlines. ASIAS is used to identify potential areas of risk and the analysis is given to the US Commercial Aviation Safety Team (CAST) which determines which mitigations will be made. They also monitor effectiveness of the actions taken. EASA is exploring the possibilities of establishing something similar in Europe.

2.2 The agenda also included some financial/administrative items which included a report from the FABs Advisory Group, Decisions on the 2013 Annual Accounts, the 2014 First Amending Budget, the 2013 Annual General Report and the EASA Internal Audit Charter. The 2015 Work Programme was also discussed.

### 3 EASA Committee

3.1 The EASA Committee met on 8-9 July 2014. The main substantive items were:

i) *Draft Commission Regulation on additional airworthiness requirements for operations (Part-26) as well as amending Regulation (EU) No. 965/2012 as regards airworthiness requirements (based on EASA Opinion 8/2013) – Discussion and vote*

- Several Member States raised concerns about obtaining certificated data from older aircraft as the information is simply not available. There was also a request to extend the transition period to 3 years to enable compliance, but the Commission made it clear that the transition period would be 2 years. EASA will review the guidance material to include how to comply in those cases where the certificated data is not available.

***The Committee voted in favour of the adoption of this draft Commission Regulation.***

ii) *Draft Commission Regulation amending Regulation (EU) No. 748/2012 as regards flight testing (based on EASA Opinion 7/2013) – Discussion and vote*

- EASA advised that there was industry consultation until the end of May, which resulted in revisions by the Legal service but no fundamental changes to the content of the draft regulation. There followed some queries about to whom this regulation applies. EASA advised that this is only for design and production organisations conducting flight tests under a permit to fly.

***The Committee voted in favour of the adoption of this draft Commission Regulation.***

- iii) *Draft Commission Regulation amending Regulation (EC) No. 2042/2003 [recast] as regards alignment of rules for continuing airworthiness with Regulation (EC) No. 216/2008, critical maintenance tasks and aircraft continuing airworthiness monitoring (based on EASA Opinion 6/2012, on EASA Opinion 2/2013 and on EASA Opinion 6/2013), and draft Commission Regulation amending Regulation (EU) No. 965/2012 as regards operations by EU air carriers of aircraft registered in a third country (based on EASA Opinion 6/2012 limited to CAT) – Discussion and vote*

- There was significant discussion arising from this item on the subject of leasing, ICAO Annex 6 and Article 83 bis. The Commission asked for this discussion to be handled separately in a dedicated Article 83 bis meeting in Cologne on 10 July 2014, which was attended by the UK CAA and DfT.

***The Committee voted in favour of the adoption of this draft Commission Regulation.***

- iv) *Draft Commission Regulation amending Regulation (EC) No. 2042/2003 as regards alleviations for maintenance procedures for General Aviation aircraft (Part-M; based on EASA Opinion 10/2013) - Discussion and vote*

- The UK raised concerns that this regulation appears to prohibit pilot owners from performing a maintenance task that forms part of the 100-hour check, which does not alleviate the burden from owners and operators of small aircraft. EASA will review the text in Appendix 8 to explain that pilots can assist in but cannot certify the task.

***The Committee voted in favour of the adoption of this draft Commission Regulation.***

- v) *Draft Commission Regulation laying down technical requirements and administrative procedures related to air traffic controllers' licences and certificates pursuant to Regulation (EC) No. 216/2008 of the European Parliament and of the Council and repealing Commission Regulation (EU) No. 805/2011 (based on EASA Opinion 11/2013) - Discussion and vote*

- The UK proposed several changes to the draft Regulation, all of which were taken on board by EASA. There are some outstanding proposals relating to medical requirements, which will be discussed further with the medical experts.

***The Committee voted in favour of the adoption of this draft Commission Regulation.***

- vi) *ICAO/IATA work regarding global tracking – Information by the Commission*

*Draft Commission Regulation amending Regulation (EU) No. 965/2012 as regards requirements for flight recorders, underwater locating devices and flight following systems (based on EASA Opinion 01/2014 on Flight Data Recording) – Review and discussion*

- There was a wide-ranging discussion about the political aspects of reacting quickly to recent events, whilst ensuring that Europe is not out of step with ICAO as they are also doing a lot of work on this subject. There was reinforcement of the need to keep the European requirements for confidentiality and appropriate use of CVR recordings. It is imperative that we maintain the security and privacy of CVR recordings. Further discussions are likely to take place at the next Committee meeting in October, by which time there should be more information about the work being carried out by ICAO.

vii) *Proposal to amend Commission Regulations (EU) No. 1178/2011 and 965/2012 – Review and discussion*

- A number of proposals were made to revise the Aircrew regulation. The main points of interest related to possible changes to the requirements (and deferment) for Approved Training Organisations and a proposal to increase the age limit for commercial balloon pilots. The UK CAA has submitted our comments on these proposals and an amended version is likely to be presented at the next Committee meeting in October, **possibly subject to a vote.**

viii) *In-flight security – Cockpit door surveillance - Information by EASA on AMC and exchange of views*

- There was a discussion about using CCTV or other methods for cockpit door surveillance. EASA plans to review the current guidance material.

ix) *Any other business:*

- *Preparation of the ICAO High Level Safety Conference 2015 – Information by the Commission*

The conference will take place on 2-6 February 2015. Europe will have 8 working papers and one information paper about safety management at a new level, including the European Aviation Safety Plan and European Aviation Safety Programme. The Commission should have finalised the papers by the end of September.

- *Implementation of Commission Regulation (EU) No. 800/2013 (Part-NCC) – Discussion*

A Member State raised a concern about the implementation of Part-NCC, for operators of complex aeroplanes below 5700 kg, regarding the need to comply with the rather burdensome Part-ORO requirements for declaration, SMS, manuals etc.

- *IATA request regarding the US ANPR (FAA Advanced Notice of Proposed Rulemaking) on drug and alcohol testing – Information by the Commission*

Member States have been contacted directly by IATA to comment on the National schemes and requirements for drugs and alcohol testing. The DfT will be responding for the UK, in line with the European Commission's stance on this subject.

- *Contracted pilots*

A Member State raised a concern about the safety risks associated with the influx of contracted pilots, moving from company to company under short term employment. There is concern about how an organisation manages safety culture, just culture and CRM in this case. The Commission and EASA will consider this as part of a current study on contractual relations.

- *Date of next meeting*

Please note that the next EASA Committee meeting has been brought forward a week and will now take place in Cologne on 8-9 October 2014.

## **4 Other Rulemaking Topics**

### **4.1 Agency Proposals to Change the Basic EASA Regulation (Regulation (EC) No. 216/2008)**

The Agency published [A-NPA 2014-12](#), 'European Commission policy initiative on aviation safety and a possible revision of Regulation (EC) No. 216/2008', on 23 May 2014 for public

consultation. The consultation closes on 15 September 2014. Further details can be found in a separate Information Notice published by the CAA in [CAA Information Notice 2014/102](#).

#### 4.2 *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 made comments on the following EASA consultations since the last update ([IN-2014/090](#)) was published:

NPA 2014-08	Safety Key Performance Indicators (SKPIs) (ATM Performance IR).
NPA 2014-09	Transposition of Amendment 43 to Annex 2 to the Chicago convention on remotely piloted aircraft systems (RPAS) into common rules of the air.

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

NPA 2014-06	Regular update of CS-25.
NPA 2014-07	Technical requirements and operational procedures for the provision of meteorological services.
NPA 2014-10	Appendix 1 – Aircraft type ratings for Part-66 aircraft maintenance licence.

5.3 [CAA responses on NPA and CRD consultations](#) can be viewed on the CAA website.

### 6 **Commonly used Abbreviations in EASA Bulletin**

6.1 A list of commonly used abbreviations used in our EASA Bulletins and their meanings are provided as an [Annex](#) to this Information Notice. The Annex also includes a link to the standard list of terms used to describe the high-level EASA regulations.

### 7 **Queries**

7.1 Any queries as a result of this communication should be addressed to the [European.Affairs@caa.co.uk](mailto:European.Affairs@caa.co.uk) e-mail address.

### 8 **Cancellation**

8.1 This Information Notice will remain in force until 24 January 2015.

**Annex Commonly used Abbreviations 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
CAT	Commercial Air Transport
CC	Cabin Crew
CRD	Comment Response Document
EAB	EASA Advisory Board
FABS	Finance and Business Services
FCL	Flight Crew Licensing
FTL	Flight Time Limitations
GA	General Aviation
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
SACA	Safety Assessment of Community Aircraft
SAFA	Safety Assessment of Foreign Aircraft
SERA	Standardised European Rules of the Air
SES	Single European Sky
SSCC	Safety Standards Consultative Committee
TAG	Thematic Advisory Group
TCO	Third Country Operators

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