

Issued: 17 March 2015

## **CAA Information Bulletin on EASA Developments – 23 December 2014 to 17 March 2015**

**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 European Aviation Safety Agency (EASA) developments and CAA activities covering the period 23 December 2014 to 17 March 2015.

### **2 EASA Committee**

- 2.1 The EASA Committee met on 21-22 January 2015. The agenda covered the following substantive items on the first day:

- i) *Draft Commission Implementing Regulation classifying civil aviation occurrences to be mandatorily reported according to Regulation (EU) No. 376/2014 of the European Parliament and of the Council on the reporting, analysis and follow-up of occurrences in civil aviation – Discussion and vote*

- The Commission had reached the end of a detailed consultation process involving many stakeholders and comments from Member States. The final text on the Occurrence Reporting regulation was discussed and agreed by consensus. The Commission will proceed with the adoption of the text, once all the language versions have been checked, well ahead of the entry into force of the 'mother' regulation on occurrence reporting in November 2015.

- ii) *Requirements for flight recorders, underwater locating devices and flight following systems and global tracking*
  - The Commission had taken stock of relevant developments at ICAO and IATA and final adjustments had been made to the text following comments received at the October Committee meeting, and the Commission's legal checks had been completed. Agreement was reached on the text with no further changes. However, the vote was postponed in the event of any developments from the ICAO high-level safety conference which subsequently took place in February.
- iii) *Draft Commission Regulation amending Regulation (EU) No. 646/2012 as regards fines and periodic penalty payments – Review and discussion*
  - A number of adjustments and clarifications had been made to the text following the discussion at the Committee meeting in October. Following discussion of the amended text it was concluded that some points remained open and it was agreed that the Commission would make some further changes, and circulate the text for written comments after the meeting. The text will then be prepared for discussion and possible vote at the next meeting in April.
- iv) *Draft Commission Regulation amending Commission Regulation (EU) No. 139/2014 as regards apron management services – Review and discussion*
  - A new version of the draft regulation was presented. There were only a limited number of changes to the proposal contained in the EASA Opinion. Written comments were requested to be sent after the meeting on the revised text. The Commission will then start their internal processes in anticipation of a vote on the text at the next meeting in April.

2.2 The following agenda items were covered on the second day:

- v) *Organisation Requirements for Air Operations/Non-Commercial Complex (ORO/NCC) implementation issues for small non-commercial operations of certain complex motor-powered aircraft – Information by EASA and discussion*
  - In response to a request from a number of Member States on how to deal with certain borderline cases in respect of OPS rules, EASA presented a proposed approach for discussion. It was concluded that while a 'definitive' solution would still need to be discussed in the context of the revision of the Basic Regulation, EASA should go ahead with the proposals it had made as they will help to address some of the main practical issues.
- vi) *Update of the Commission note on transitional measures relating to Regulation (EU) No. 1178/2011 on technical requirements and administrative procedures related to civil aviation aircrew – Information by the Commission and EASA*
  - In response to a request from Member States for more clarity on the interaction of various transitional arrangements, an analysis prepared by EASA was discussed. Following comments made at the meeting, and any written comments submitted after the meeting, a final version will be prepared.
- vii) *RPAS: follow-up to Commission Communication (2014)207 on drones – Information by the Commission and EASA*
  - The Commission had taken stock on where they were with developing a concept for the safety regulation of drones. EASA had worked, also under the framework of JARUS, on a risk-based concept that would form the basis for proportional rules. The EASA presentation, including the concept for a proportional and risk-based approach to regulation, was well received and generally supported.
- viii) *EASA Opinion 05/2014 on implementation of CAEP/9 amendments and draft Commission Regulation amending Regulation (EC) No. 216/2008 of the European*

*Parliament and of the Council and Commission Regulation (EU) No. 748/2012 as regards the implementation of CAEP/9 amendments – Information by the Commission and EASA*

- A presentation and first exchange of views on the recent EASA Opinion to incorporate new ICAO environmental standards into Article 6 of the Basic Regulation did not raise any particular concerns or issues during the meeting. Written comments were invited to be submitted after the meeting with the intention that the text would be ready to be presented as a formal draft Commission Regulation for vote at the next meeting in April.

### 3 EASA Management Board

3.1 The EASA Management Board met on 25 February. The agenda included the following substantive items:

- i) EASA Research Strategy: Luc Tytgat (EASA Strategy and Safety Management Director) presented the first draft of their research strategy which is looking at how aviation research in Europe can be better coordinated. It also seeks a responsive solution for fast-developing situations where research is needed such as the volcanic ash situation. In addition to the new research strategy, EASA plans to commission further practical research into cabin air quality issues as this has been reported by some Member States to be a priority safety issue.
- ii) EASA Opinion on the Revision of the Basic Regulation: Patrick Ky (EASA Executive Director) summarised the high level content of the EASA Opinion which was developed in response to the A-NPA consultation in 2014. EASA expects to send their Opinion to the European Commission by the end of March 2015 and the subsequent legislative proposals are expected from the Commission later this year (most likely to be in the autumn). EASA has since published its Opinion on the possible revision of the Basic Regulation <http://easa.europa.eu/document-library/opinions/opinion-012015>.
- iii) Actions and Recommendations from the Management Board Article 62 Sub-Group on the Future of the European Aviation Regulatory System: Member States were invited to submit written responses to recommendations, including giving examples of best practice for risk-based oversight and practical examples of where there is currently overregulation in the EASA rules.

3.2 The agenda also included a regular report from the Executive Director, an update on the work done by the Network of Analysts, and some financial/administrative items which included a report from the FABS Advisory Group, the 2016 Draft Budget, Work Programme and Establishment Plan and the Multi-Annual Staff Policy Plan. The Board also considered a request from an association to become a member of the EASA Advisory Board.

### 4 Other Rulemaking Topics

4.1 *EASA Continuing Airworthiness Regulation*

**Commission Regulation (EU) No. 1321/2014** repealing Commission Regulation (EC) No. 2042/2003, Implementing Rules for Continuing Airworthiness, was published in the OJEU on 17 December 2014 and came into force on 6 January 2015. The recast is a consolidated version of the previous regulation and various amendments. It does not include the amendments voted on in the EASA committee meeting in July 2014 to address the output of Phase 1 of the GA taskforce, introduction of Part T, revised ACAM requirements and critical tasks. These amendments are not expected to be published until at least the second quarter of 2015.

4.2 **Commission Regulation (EU) No. 2015/340** repealing Commission Regulation (EU) No. 805/2011, Implementing Rules for Air Traffic Controllers, was published in the OJEU on 6

March 2015. Further details can be found in EASA's press release '[The EU adopts new regulation for Air Traffic Controllers](#)'.

#### 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](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-2014/203](#)) was published:

NPA 2014-24 Certification Specifications for Standard Changes and Repairs (CS-STAND) – Phase 1

NPA 2014-25 Requirements for Relief Pilots

NPA 2014-27 Continuing Airworthiness Management Organisations' (CAMOs) and Part-145 Organisations' responsibilities

NPA 2014-28 AMC/GM for Non-complex Approved Training Organisations (ATOs)

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

NPA 2014-26 Halon – Update of Part-26 to comply with ICAO Standards

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 17 September 2015.

**Annex Commonly used Abbreviations in CAA EASA Information Bulletin**

ACAM	Aircraft Continuing Airworthiness Monitoring
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
GA	General Aviation
IMC	Instrument Meteorological Conditions
IR	Implementing Rule
JARUS	Joint Authorities for Rulemaking on Unmanned Systems
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

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