

Issued: 11 May 2015

CAA Information Bulletin on EASA Developments – 18 March to 11 May 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).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders
Air Traffic:	All ATC, FIS and 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 European Aviation Safety Agency (EASA) developments and CAA activities covering the period 18 March to 11 May 2015.

2 EASA Committee

- 2.1 The EASA Committee met on 22-23 April. The agenda covered the following items on the first day:

i) *Update on on-going adoption procedures*

Adoption of Commission Regulation (EC) No. 2042/2003 on maintenance procedures for GA aircraft is currently expected around June and it is likely to enter into force around July, being applicable 20 days later.

ii) *Requirements for flight recorders, underwater locating devices and aircraft tracking systems*

Review of ICAO State Letters:

- *Review of the draft EU recommendation on ICAO State Letter of 25 February 2015 on normal tracking – Information by the Commission*
- *Upcoming ICAO State Letter covering autonomous location of an aeroplane distress - Discussion*

The Commission presented their views on the two ICAO State Letters and urged Member States to coordinate their approach in responding to the State Letters, with a view to establishing pragmatic and performance-based standards.

iii) *Commission Regulation amending Regulation (EU) No. 646/2012 as regards fines and periodic penalty payments – Discussion and vote*

The Commission confirmed that fines will only be issued if corrective measures have not been taken and if other enforcement measures are not appropriate. The Commission Legal Service is still reviewing some of the text so the final proposal is expected to come back to the next EASA Committee meeting in July.

iv) *Commission Regulation amending Regulation (EU) No. 139/2014 as regards apron management services – Information by the Commission*

The Commission Legal Service is still reviewing some of the text so the final proposal is expected to come back to the next EASA Committee meeting in July. Consequently, the Regulation was not discussed at this Committee meeting.

v) *Commission Decision on Article 14.4 refusing permission to Germany to apply exemptions from certain substantive requirements laid down in Commission Regulation (EU) No. 1178/2011 – Discussion and vote*

The Commission plans to use Article 14.5 to refuse permission to Germany to allow HEMS operations with single pilots aged over 60. Germany has revoked the exemption with effect from 1st May and replaced it with a new exemption with more robust mitigation measures.

vi) *Draft amendment to Commission Regulation (EU) No. 319/2014 on fees and charges levied by EASA to include pension contributions – Exchange of views*

The Commission is proposing to move the financing of the budget for pensions from the tax payers to the EASA fees and charges scheme, thereby linking the pensions to the industry contributions. There is no proposed increase in pension contribution. The Commission is obliged to consult the industry in order to amend the fees and charges regulation. This draft amendment will go to the EASA Management Board for consultation in June. There is expected to be a vote at the EASA Committee in July in order to meet the legislative timescales.

vii) *Drones: follow-up to the Riga Declaration – Information by the Commission and EASA*

EASA presented its initial views on the drone regulatory framework, including the five principles agreed at Riga and the three categories for regulation (OPEN, SPECIFIC, CERTIFIED). EASA plans to launch a stakeholder consultation on the concept of operations document by the end of June.

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

viii) *Note on ORO (Organisation Requirements for Air Operations)/NCC implementation issues for small non-commercial operations of certain complex motor-powered aircraft – Information by EASA*

Given the possibility that the definition of complex motor-powered aircraft might change in the Basic Regulation, there is a risk that a small number of aircraft types will implement NCC only to find later that they are out of scope. The Commission agreed that NCC would not be delayed but they agreed to treat this particular category of aircraft in a different way and consider including an exemption so they have alleviation with no time limit.

ix) *EASA Opinion 03/2015 Revision of operational approval criteria for Performance Based Navigation (PBN) – Orientation discussion*

There was a lengthy discussion on this item and various Member States (including the UK) expressed concerns about mandating some of the training requirements for pilots who already have considerable PBN flying experience. The Commission agreed to work up a new draft for the July committee meeting and they agreed to review the text for clarification on 'grandfathering' where pilots have previous training and experience in PBN operations.

- *Helicopter Emergency Medical Services (HEMS) operations at night under the terms of Night Vision Imaging System (NVIS) Approval – Information by the Commission and EASA*

There was a discussion during the meeting about the UK Safety Directive. The Commission seeks a pragmatic, flexible and performance based approach which can be applied to all Member States whereas some of the text in the UK Safety Directive is considered to be too prescriptive to be adopted by other countries. There will need to be further discussion on this subject involving other National authorities but, in the meantime, the UK Safety Directive will remain in force until further notice. The subject was further discussed at a special HEMS Thematic Advisory Group meeting on 28 April 2015.

- *Pilot determination of oxygen needs for non-commercial operations of other than complex motor-powered aircraft (Part NCO) – Information by the Commission and EASA*

EASA has taken a pragmatic approach in providing a flexible rule text, and they have also agreed to provide guidance on how to determine whether hypoxia will be a risk and to recognise its onset.

x) *Standardisation Annual Report 2014 – Information by EASA*

EASA presented the standardisation audit findings from 2014, compared with other years. There were proportionally more findings for ATM and Ops compared to other disciplines, and more Category D findings in these areas – not surprising given that these were the areas with the most recent rule changes.

xi) *EASA's role in the SESAR deployment phase – Information by EASA*

This item was not discussed as it was covered briefly at the Rulemaking Advisory Group (RAG) meeting the day before. *(At the RAG meeting, it was presented as an information paper. Some concerns were expressed by the Commission and Member States about the lack of consultation. The subject will be raised more formally at a forthcoming EASA Committee meeting and EASA plans to consult more widely on this paper in the meantime).*

xii) *Exchange of views on the present requirements for medical fitness, recruitment and qualification of crew, and security arrangements of aeroplane cockpit in the light of the Germanwings accident – Information by EASA*

There was a high-level discussion about the recent Germanwings accident and the two key pieces of work: cockpit security policy and medical requirements for pilots. The UK CAA offered support on the medical issues and urged EASA and the Commission to have a considered approach.

xiii) *Any Other Business*

- *Information about workshops organised by EASA – Information by EASA*

The annual EASA-FAA safety conference takes place on 10-12 June in Brussels.

- *Update on the note on transition relating to Regulation (EU) No. 1178/2011 – Information by the Commission*

Since the last meeting, the Commission has made various clarifications of the text. The changes and the updated text were widely supported.

- *Information by Germany on the Recognition of national balloon and sailplane licences issued by other Member States – Information by Germany*

It was confirmed that Germany, while they have already implemented the rule (and are not opting out), will continue to recognise national licences issued by other Member States.

- *Corrective action in reaction to a safety problem – Information by EASA*

EASA presented plans to have a new process to react to an immediate safety problem although the detailed process has not yet been worked up. The UK expressed concerns about addressing Safety Information Bulletins directly to industry and stated that they should go to the National Aviation Authorities (NAAs) in order that they can direct their industry. Other concerns were expressed about making sure the liability of the NAA is not adversely affected by EASA actions. EASA will work up a more detailed proposal and the Commission will consider what changes might be necessary to the Basic Regulation to enable this new process.

- *Discussion on implementation of the Flight Time Limitations regulation, following requests from industry to delay start date – raised by UK delegation*

Despite one or two countries planning to allow their airlines a few extra weeks until the summer schedule comes in, the Commission confirmed that there is no opt out allowed and everyone should be compliant by 18 February. There was considerable sympathy for the reasons to extend to the summer schedule and the Commission/EASA noted that in future they will try to take account of operational reasons for dates of entry into force, rather than arbitrary dates based purely on a certain number of months after adoption. In the meantime, however, the implementation date in the regulation is fixed as 18 February.

3 Other Rulemaking Topics

3.1 Aircrew

Commission Regulation (EU) 2015/445 amending the Aircrew Regulation (1178/2011), was published in the OJEU on 18 March, and came into force on 8 April 2015.

3.2 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

4 CAA Responses to NPAs and CRDs

- 4.1 The CAA made comments on the following EASA consultations since the last update (**IN-2015/019**) was published:

CRD 2014-01	Carriage of Special Categories of Passengers
NPA 2015-01	Performance Based Navigation (PBN) Implementation in the European Air Traffic Management Network (EATMN)
NPA 2015-04	Technical and Operational Requirements for Remote Tower Operations

- 4.2 **CAA responses on NPA and CRD consultations** can be viewed on the CAA website.

5 Opinions and CRDs

5.1 EASA recently published the following Opinions and CRDs:

Opinion 01/2015 European Commission policy initiative on Aviation Safety and a possible revision of Regulation (EC) No. 216/2008

Opinion 02/2015 Technical requirements and operating procedures for the provision of data to airspace users for the purpose of Air Navigation

Opinion 03/2015 Revision of operational approval criteria for Performance Based Navigation

5.2 **CRD 2014-20** relating to Opinion 02/2015 and **CRD 2013-25** relating to Opinion 03/2015 were also published simultaneously.

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** e-mail address.

8 Cancellation

8.1 This Information Notice will remain in force until 11 November 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
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
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](#).