

Issued: 17 June 2015

CAA Information Bulletin on EASA Developments – 12 May to 17 June 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 EASA developments and CAA activities covering the period 12 May 2015 to 17 June 2015.

2 EASA Management Board

- 2.1 The EASA Management Board met on 2 June 2015. There was a closed session in the morning to vote in the new Flight Standards Director. Mr Ricardo Genova Galvan from Spain was selected.
- 2.2 The agenda also included the following substantive items:

i) *Pool of Experts*

The existing pool of experts, with Flight Operations Inspector resources shared by several Member States, is not really being used and EASA is looking at ways of improving the situation. EASA plans to establish a competency framework for inspectors. In the short term, EASA is looking at having flexible AMC/GM on aircraft-specific training.

ii) *Revision of Rulemaking Process*

The rulemaking process is being revised with three main objectives: better use of impact assessments; a quicker and more transparent consultation process; streamlining of advisory bodies such as the RAG, EASP summit and SSCC.

iii) *Sub-Group Report Annex II – Action Plan*

Following the request from the MB Chair during the last MB meeting, input has been provided by 10 Member States including the UK on: sharing resources and cooperation between Member States; practical examples of overregulation; best practices and implementation models; enhancing the EU's global position and more efficient deployment of resources. EASA will now take this information and propose follow-up actions.

iv) *Corrective Actions in Case of Safety Problems*

EASA is considering a proposal to use Operational Directives in future for corrective actions on urgent safety problems. These would be issued to Member States for enforcement action towards organisations for which they are the competent authority, as appropriate depending on the national context.

v) *Network of Analysts*

EASA gave an update on the role of the network, the Terms of Reference and the 2015 work programme, which is looking at a broad selection of safety issues.

vi) *New Business Models*

Further to discussions held at the RAG meeting on 7 October 2014 on new airlines' business models, EASA set up a RAG Working Group with the objective of assessing emerging airlines' business models, their potential impact on safety and possible mitigating measures in the form of oversight actions/recommendations/priorities for the Member States. Inputs from both Member States and Industry Stakeholders were also received through RAG and SSCC consultation. The Group looked at a number of key topics (employment, remote basing, wet-lease, interoperability, governance, etc.) and made a number of recommendations for inclusion in the EASp. The purpose of these recommendations is to mitigate the risks associated with emerging new business models without stifling innovation or competition in the market and to ensure a common regulatory safety playing field across Member States. It was agreed that the work of the Group to date had been very valuable and that further work should continue on this important subject.

vii) *Occurrence Reporting IR*

There was a brief update on the Occurrence Reporting Regulation 376/2014, which will enter into force in November 2015. EASA plans to publish the associated technical advice later this year.

2.3 The agenda also included a regular report from the Executive Director which included the following notable points:

RPAS: EASA plans to concentrate on the OPEN category (lighter RPAS) in the first place and to have a paper ready in July offered for wide consultation to all stakeholders including EASA MB; plan to publish guidelines in July (including for lower risk category) based on best practices in 14 Member States; still continuing to have two certification tasks for large RPAS (>150kg), one for fixed wing and one for rotorcraft. There will be an RPAS workshop in June.

GA roadmap: The work on the GA roadmap is making very good progress: looking at the IFR rating; looking at maintenance rules for GA aircraft and creating simpler rules for balloons across the domains with the target of adopting these by the beginning of 2016. EASA is testing an accelerated rulemaking procedure to do this, with the intention being to adopt the

same approach for gliders if the balloon test case works well. EASA recognised the importance of communicating better with the GA community on local issues and in local languages.

Germanwings: EASA has created a small task force reflecting on possible lessons learned from the accident, in particular the 'two persons in the cockpit at all times' principle and the medical/psychological assessment of pilots. This group comprises a good mixture of medical examiners, airline pilots and NAAs. EASA intends to make recommendations to the Commission by July.

HEMS: EASA is considering proposing a review of the HEMS requirements; they have received a lot of exemption requests and they plan to discuss this with the Commission to agree the way forward.

Additional papers presented included the 2014 Annual Activity Report and some financial/administrative items which included a report from the FABS Advisory Group, the 2014 Annual Accounts, budgetary transfers, the 2015 first amending budget, the 2016 work programme and a number of items relating to EU staff employment.

3 Other Rulemaking Topics

3.1 *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 2015/039](#)) was published:

NPA 2014-29 Amendments to Regulation (EU) No. 1178/2011 (Aircrew Regulation)

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

CRD 2013-09 Reduction of Runway Excursions

NPA 2015-02 Systematic Review and Transposition of Existing FAA TSO Standards for Parts and Appliances into the ETSOs

NPA 2015-03 Embodiment of Level of Involvement (LOI) Requirements into Part-21

NPA 2015-06 Reorganisation of Part 23 and CS-23

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

5 Opinions

5.1 [Opinion 04/2015 on Helicopter Offshore Operations](#) was published on 22 May 2015.

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 17 December 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
EASP EASp	European Aviation Safety Programme European Aviation Safety Plan
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](#).