

Issued: 20 December 2012

EASA CAA INFORMATION BULLETIN
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA
ACTIVITIES, COVERING THE PERIOD
8 NOVEMBER 2012 – 20 DECEMBER 2012

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked 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 and FIS
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 8 November 2012 to 20 December 2012.

2 EASA Committee

2.1 The EASA Committee met on 3-4 December. The agenda included the following items:

- i) *Update on on-going commission adoption procedures* - The Commission explained that the regulation on Non-Commercial Operations (OPS Parts NCC/NCO) would be in translation until February 2013 and was expected to go to Council and the European parliament for scrutiny in March; publication in the Official Journal would not be before July.

The Commission expected two related proposals on CAEP 8 (Committee on Aviation Environmental Protection) to be adopted before Christmas with entry into force on 1 January 2013.

- ii) *Flight Time Limitations (FTL)* – the Commission reported that it was continuing its careful consideration of the Opinion and was unable to indicate when its proposal would come forward for adoption. EASA reminded the Committee that it would be hosting a workshop for NAAs and industry in Cologne on 13 February to review the Certification Specifications on standby and reserve.

- iii) *Strategic Paper on General Aviation (GA)* – The Commission presented a roadmap with proposals on how to take forward the recommendations of the European General Aviation Strategy as endorsed by the EASA Management Board on 18 September. Broad support was offered both to the strategy and the roadmap. UK raised its concern that Principle 4 (protect grandfather rights) of the Strategy paper had been omitted from the Commission’s roadmap. France expressed support for the UK position, mentioning in particular the second aspect of that principle, flexibility to continue specific local activities under NAA responsibility when they have not proven harmful to safety, to fair competition or to free circulation.
- iv) *EASA Opinion on Special Operations (Part-SPO)* - There was a further, inconclusive discussion about the precise provisions to be included in the regulation on special operations (aerial work) and the choice between certification or declaration. The Commission would circulate proposals in advance of further discussion at the 19-21 February Committee meeting.
- v) *EASA Opinion 03/2012: A-A, Sailplanes and Balloons* – EASA gave an overview presentation on the Opinion. A limited discussion followed with the few Member States that spoke (including UK) broadly welcoming the approach taken and recognising that the work undertaken had not been easy. In response to UK and Dutch queries, EASA confirmed that “ELA2 aeroplanes and helicopters” meant ELA2 aeroplanes and ELA2 helicopters. The Committee will return to the topic in February.
- vi) *Draft revised Standardisation Regulation* – The Commission summarised its responses to a number of written comments made by Member States since the previous meeting in October. Most of the UK’s comments were accepted and the proposals continue to be moving in an acceptable direction i.e. to a risk- and performance-based approach allowing more targeted and flexible inspections. A revised text was not presented as the Commission had not yet completed internal procedures; this process would be launched immediately after the Committee with the intention of circulating a final text to the Committee in time for discussion at the February meeting.
- vii) *Aerodromes (CRD on NPA 2011-20)* – EASA gave a detailed presentation of its CRD, but did not expect Committee members to respond as the document had only very recently been published (see paragraph 4.1 below).
- viii) *EASA Opinion on Operational Suitability Data (OSD)* – The Agency updated the Committee on further discussions with industry which had led it to propose to the Commission further amendments to the regulations. As the Committee had not seen the latest text, members’ comments focused on ensuring that transitional arrangements, catch-up periods and various processes would be realistic and proportionate.
- ix) *EASA Opinion on Third Country Operators (TCO)* – There was a brief discussion on the Opinion which had only recently been published (see paragraph 4.6 below). Member States recognised that the Agency had made significant changes since the CRD in order to make the proposed rules more proportionate and capable of a smoother and quicker implementation, but stressed that they would need time to consider the revised text in detail.

3 EASA Management Board (MB)

3.1 The EASA Management Board met on 10-11 December. The meeting on the first day began with an informal session during which the EASA Executive Director presented his thoughts on the past 10 years and the current state of the EASA system; and the Art. 62 Evaluation Panel was introduced to the Board.

The meeting then covered one of the items from the formal agenda on “**Continuing Airworthiness**” which was one of the topics identified as a priority for the EASA Medium Term Strategy which the Board discussed in December 2011. The Agency presented a paper outlining initiatives taken over the past year and identifying possible new initiatives. The paper described how an open market with a segmented oversight system is very complicated to run, noting the importance of good information flows and close ties between all industry players and all oversight authorities.

A UK information paper complemented the Agency paper by describing a case study the CAA had undertaken which illustrated the realities for various industry players (especially operators and Type Certificate holders) and regulators in seeking to ensure safety and continuing airworthiness under the EASA system as currently set up. In presenting the paper, the UK stressed that an effective network across Europe was needed to ensure that all the airworthiness and operational factors added up to successful risk management and that timely actions were taken in accordance with SMS principles.

The MB welcomed the Agency and UK papers and agreed that the Agency should set up a small working group/task force involving industry and NAAs to establish what further initiatives should be taken to strengthen the systematic management of continuing airworthiness.

3.2 On the second day, the agenda included the following items:

- i) *Report from the Commission on General Aviation* - The Commission’s roadmap, as presented to the EASA Committee was discussed and warmly endorsed by the Board. The Board also endorsed the need to add a reference to the grandfathering of existing entitlements and national activities where there was no safety detriment etc (see paragraph 2.1 iii) above). The Board agreed that the roadmap would give impetus to taking forward the recommendations set out in the European General Aviation Strategy as endorsed by the EASA Management Board on 18 September. A progress report was required at the June MB.
- ii) *Fees and Charges* – The Agency presented a paper setting out the background to a proposed revision of the Fees and Charges Regulation, the principles on which it was based and the timetable for consulting the EASA Advisory Board (EAB). The Commission explained that the revised regulation must be in place by June 2013, requiring that the text be adopted by the EASA Committee in April. The Management Board has until the 11 February to complete its consultation of the EAB.
- iii) *Report from the Agency on the European Aviation Safety Plan (EASp)* - The Agency presented the third version of the Plan, updated to record actions completed in the past year and actions to be taken by the Agency, Member States, NAAs and industry over the 2013-2016 period. The Board congratulated the Agency on the great strides that had been taken in developing the planning process over the last three years.
- iv) *Report from the Agency on Data Sharing and Safety Analysis* - The Agency gave a presentation on the initiatives underway to improve the quality of shared data and related improvements in analysis, stressing that it was vital to be both efficient and

effective. These initiatives include the upcoming Commission proposals on revising the Directive on occurrence reporting, which could be issued before Christmas. The Board welcomed the initiatives and suggested that additionally more attention should be given to letting stakeholders know the outcomes resulting from the reports they had made, for example on occurrences; the Agency agreed that more feedback should be given.

- 3.3 The agenda also included reports from the Commission on the process for selecting the new Executive Director and on the EASA Management Board Code of Conduct, a regular report from the Executive Director, and some financial/administrative items, including adoption of the Business Plan 2013-2017, adoption of the 2013 Budget and discussion of Planning Documents for 2014.

4 Other Rulemaking Topics

4.1 *Aerodromes*

Following a period of public consultation, EASA published the [Comment Response Documents \(CRD\) on NPA 2011-20, Authority, Organisation and Operations Requirements for Aerodromes](#) on 26 November 2012, with a deadline for comments of 3 February 2013. Alongside the CRD EASA has published its draft rules for aerodromes, although these may change subject to comments received on the CRD. Following the commenting period EASA has indicated that it expects to publish its Opinion later in February 2013.

Detailed planning of the CAA transition project continues. The planning involves review of the EASA Regulations, focus on how the rules will be implemented and changes to the aerodrome certification process that will result, with supporting work underway to cover the transition, changes to the ANO, the communications strategy and training. The CAA project board reviewed progress on 21 November and held a coordination meeting with representatives of the Airport Operators Association (AOA) on 7 December.

4.2 *Aircrew – Qualifications for flying in Instrument Meteorological Conditions (IMC)*

[CRD 2011/16 on Qualifications for flying in IMC](#) was published on 29 October 2012. The deadline for comments is 29 December 2012.

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

4.4 *ATM/ANS (Air Traffic Management / Air Navigation Services) Common Requirements and Oversight Regulations*

Sometime in the 1st Quarter of 2013, EASA will publish an NPA, laying down common requirements for the provision of ATM/ANS for general air traffic and other network functions and establishing requirements to be applied to the exercise of the oversight function by competent authorities and qualified entities acting of their behalf. Key sections of this NPA will include proposed regulations relating to Air Traffic Safety Electronics Personnel, Meteorology and Human Factors, expanding on the earlier work conducted in Regulations (EU) 1034/2011 and 1035/2011.

4.5 *ATCO Implementing Rules*

Following the extension of the European Aviation Safety Agency (EASA) competence to the field of Air Traffic Management (ATM) and Air Navigation Services (ANS), regulation (EU) 805/2011 was published on 10 Aug 2011 laying down detailed rules for air traffic controllers' licences and certain other certificates.

The EASA Rulemaking Directorate has since then been developing a new Implementing Rule (IR) which will further enact the provisions of the high-level EASA Basic Regulation, will conform with the EASA 'house-style' seen across other aviation domains such as Air Operations and will replace Regulation 805/2011. EASA has now published a Notice of Proposed Amendment (NPA), which includes this IR, and the associated Acceptable Means of Compliance (AMC) and Guidance Material (GM) for consultation. Further information is published in [Information Notice 2012/199](#), which alerts UK stakeholders and invites them to review and comment on the draft legislation which can be found at <http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>. The deadline for comments to reach EASA is 1 April 2013.

4.6 *Third Country Operators*

The Agency published Opinion 05/2012 on Third Country Operators on 26 November 2012 which can be accessed via the link below.

5 **CAA Responses to NPAs and CRDs**

5.1 The CAA submitted comments on the following EASA consultations since the previous update (Information Notice 2012/183) was published:

NPA 2012-12	Transfer of JAA Cabin Safety Tasks
CRD to NPA 2011-17	Volcanic Ash

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

NPA 2012-11	Recognition of ED-12C/DO-178C in EASA AMC 20-115 (Software Considerations for Airborne Systems and Equipment Certification)
NPA 2012-13	Additional Requirements for Operations

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 **Opinions Published**

6.1 EASA recently published the following Opinions which can be found on the EASA website at <http://www.easa.eu.int/agency-measures/opinions.php>

Opinion 05/2012	Third Country Operators
Opinion 06/2012	Alignment of Regulation No (EC) 2042/2003 with Regulation (EC) No 216/2008

7 Commonly used acronyms in EASA Bulletin

- 7.1 A list of commonly used acronyms used in our EASA Bulletins and their meanings are provided as an annex to this Information Notice.

8 Queries

- 8.1 Any queries related to this Information Notice should be sent to European.Affairs@caa.co.uk.

9 Cancellation

- 9.1 This Information Notice will remain in force until 20 June 2013.

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
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
SERA	Standardised European Rules of the Air
SES	Single European Sky
TCO	Third Country Operators

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