

Issued: 1 November 2013

**EASA CAA INFORMATION BULLETIN  
HIGHLIGHTS OF EASA DEVELOPMENTS AND RELATED CAA  
ACTIVITIES, COVERING THE PERIOD  
23 JULY – 31 OCTOBER 2013**

**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 EASA developments and CAA activities covering the period 23 July to 31 October 2013.

**2 EASA Management Board**

- 2.1 The EASA Management Board met on 17 September. This was the first meeting attended by the new Executive Director, Patrick Ky and the meeting was well-attended by Member States' representatives. The new ED outlined the priorities he had set himself for the next few months and some strategic initiatives on which he stressed the need to work in partnership with Member States.
- 2.2 Subsequent items on the agenda included a presentation by the Standardisation Director of the 2014 Standardisation Inspection Programme and the thinking behind it; a presentation on the governance aspects of the proposal to amend the EASA Basic Regulation as part of the SES2+ package; and a presentation on the work of the Article 62 evaluation panel.

### 3 EASA Committee

3.1 The EASA Committee met on 16-17 October, the agenda included the following:

- i) *Update on on-going Commission adoption procedures - Information by the Commission*

**Air Operations – Part SPO / Part CAT (sailplanes, balloons and A-A):** due to be sent for 3 months scrutiny by Council and European Parliament soon; adoption expected April 2014.

**3 regulations on Operational Suitability Data (OSD), omnibus decision on Swedish and UK derogations (as agreed in July Committee) and Aerodrome regulation:** all transmitted for scrutiny on 18 September; scrutiny ends 18 December so adoption is expected January 2014 with entry into force late January, early February.

**Re-cast of Regulation 2042/2003, including OSD items:** due to be circulated to Committee for vote by written procedure shortly.

**Third country Operators (TCO):** regulation to be sent for scrutiny in next few weeks; adoption expected Jan/Feb 2014.

**Flight Time Limitations (FTL):** subject to completion of scrutiny process in Council, adoption is expected late December/early January.

- ii) *EASA Opinion 6/2012 for a Commission Regulation amending Regulations 2042/2003 and 965/2012, and aligning Regulation 2042/2003 with Regulation 216/2008 and ICAO Annex 8 – Review and discussion*

This Opinion covers amendments to the implementing rules for continuing airworthiness management of aircraft registered in an EU Member State and a new set of requirements for continuing airworthiness management of aircraft registered in a third country and used by EU operators or persons residing in the EU. The latter was the main subject of discussion. The Commission and EASA are to prepare a concept paper for the next Committee meeting setting out the options for dealing with third country aircraft in the different operational configurations (e.g. CAT, SPO, NCC etc).

- iii) *Proposal for amendment of Commission Regulation (EU) 1178/2011 including EASA Opinion 3/2013 on requirements for flying in Instrument Meteorological Conditions (IMC), amendments stemming from Article 14(6) (derogations), and editorial corrections – Discussion and vote*

The regulation received a positive vote. Highlights of the final text are:

A provision has been added at article 4(8) of the cover regulation which the UK will be able to use to continue with the UK IMCR up to 8 April 2019, subject to compliance with the specified conditions.

The derogation in article 12(4) from the requirement to hold a Part-FCL licence or a European validation of a third country licence (e.g. FAA licence), to fly third country-registered aircraft based in the EU on non-commercial operations has been extended one year until 8 April 2015. This is intended to allow time for the work on a licensing annex to the EU-US Bilateral Aviation Safety Agreement to be completed and implemented.

- iv) *Draft "Omnibus" Commission Decision authorising UK and Slovak Republic to derogate from certain common aviation safety rules pursuant to Article 14(6) of the Basic Regulation*

Voted positively.

- v) *Proposal for a Commission Regulation on the fees and charges repealing Regulation (EC) No 593/2007*

This substantial revision was discussed and voted through.

- vi) *EASA Opinion 5/2013 for a Commission Regulation introducing sterile flight deck procedures amending Commission Regulation (EU) No 965/2012 – Orientation discussion.*

The Agency gave a detailed presentation after which there was a brief exchange of views in which Member States welcomed the new concept.

- vii) *General Aviation (GA) roadmap – Information by the Commission and EASA*

The Agency gave a presentation on progress with the roadmap and noted that in the next few days industry would present the Agency with a complete list of the issues it wanted to see tackled over the short and medium term, with an analysis of how difficult each would be to achieve, in order to help timing and prioritisation of actions. This would be shared with the Commission and Member States.

The Agency also noted that IAOPA had recently launched a survey to collect data from the GA community throughout Europe. It had collaborated with EASA in designing the survey and data collected would feed into EASA systems.

- 3.2 There is now a public website available to track the work of the EASA Committee via the [Comitology Register](#).

## **4 Other Rulemaking Topics**

### **4.1 Aerodromes (ADR)**

The CAA continues to provide input to EASA to support their drafting of the ADR AMCs and guidance material, which are nearing completion. Development of the UK processes and systems to transition to the EASA rules continues as planned. The CAA met with the EASA ADR team following the ADR TAG meeting on 10 October to update them on our project, review progress, and received confirmation on the suitability of our approach, notwithstanding several areas where work is required.

The Bristol trial has been completed – improvements to the paperwork and processes were incorporated into the next trial, which started at Aberdeen on 8 October.

### **4.2 Flight Time Limitations**

EASA RMT.0429 FTL for Air Taxi and Single Pilot Operations: The group met between 3-5 September to continue to finalise the options for the Regulatory Impact Assessment. The majority of the options will remain in line with the EASA Opinion for Scheduled and Charter Operations. There were some specifically proposed Certification Specifications, notably on the areas of Split Duty, non-airport standby and rest provisions which have been supported with additional mitigations. The Flight Duty period requirements for single pilot operations have yet to be finalised and discussion on this was transferred to the next meeting. The options for the

RIA will be finalised at the next meeting in October. The final meeting of the Group is in November and the NPA is due to be published in the first Quarter of 2014.

EASA RMT.0346 FTL for Emergency Medical Services: The final group meeting was held between 9-11 September. All the options were finalised for the Regulatory Impact Assessment. These include daily limitations for helicopters and aeroplanes which are operating emergency services. The only areas that will be covered in the RIA will be those that differ from the work of the OPS.055 two pilot fixed wing FTL. The NPA was due to be published in December but following requests from stakeholders to fully align it with the Air Taxi NPA timelines, the publication of the NPA will now be by the end of the first quarter of 2014. EASA will coordinate the Opinion and Decision material with the output of the RMT.0429 Air Taxi work and the joint proposals are expected in January 2015.

4.3 *OPS – NCO/NCC (non-commercial operations with other than complex motor-powered aircraft, non-commercial operations with complex motor-powered aircraft)*

The Regulation on NCO/NCC, [Commission Regulation \(EU\) No. 800/2013](#) was published in the OJEU on 24 August, amending Regulation 965/2012.

4.4 *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)

4.5 *Standardised European Rules of the Air (SERA)*

The CAA's consultation on SERA has now ended. 26 responses generated a total of 232 comments, all of which have been considered by the CAA members of the SERA Working Group.

Analysis has not resulted in major changes to the CAA's legislative change proposals, but has led us to refine several of them. The number of UK rules has been reduced from the current 64 to 34, to form what is currently referred to as the 'Standardised European Rules of the Air United Kingdom Supplementary Regulations 2014'.

A consultation report is being prepared, as are final proposals for legislative change.

Work has begun to develop appropriate guidance and awareness material which will be communicated in due course.

4.6 *ATCO Implementing Rules*

The CRD to NPA 2012-18, Licensing and Medical Certification of Air Traffic Controllers, was published on the Agency's website on 2 October 2013. The closing date for comments is 15 November 2013. The CRD can be found via the following link:

<http://easa.europa.eu/rulemaking/comment-response-documents-CRDs-and-review-groups.php>

## 5 **CAA Responses to NPAs and CRDs**

5.1 The CAA made comments on the following EASA consultations since the last update (Information Notice 2013/112) was published:

NPA 2013-07

Ageing Aircraft Structures

NPA 2013-08	Requirements for ATM/ANS providers and the safety oversight thereof
NPA 2013-09	Reduction of Runway Excursions
NPA 2013-10	Helicopter Offshore Operations
NPA 2013-12	Amendment to Decision 2003/19/RM (AMC to Part-145) to adapt it to the process of granting Part-145 approvals to maintenance organisations
NPA 2013-13	SACA & SAFA
NPA 2013-14	Safety Key Performance Indicators (SKPIs) (ATM Performance IR)
NPA 2013-15	Update of Part-MED (Annex IV to Commission Regulation (EU) No. 1178/2011) and Update of AMC and GM to Part-MED (ED Decision 2011/015/R)

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

NPA 2013-11	Regular update of CS-25
CRD 2012-02	Airworthiness and Operational Criteria for the approval of Electronic Flight Bags (EFBs)
CRD 2012-09	CS Generic MMEL for other-than-complex motor-powered aeroplanes

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 07/2013	Flight Testing
Opinion 08/2013	Additional Airworthiness Requirements for Operations
Opinion 09/2013	Transfer of JAA Cabin Safety Tasks
Opinion 10/2013	General Aviation – Maintenance Programme and Airworthiness Reviews

## 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](mailto:European.Affairs@caa.co.uk).

## 9 Cancellation

9.1 This Information Notice will remain in force until 30 April 2014.

**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
FABS	Finance and Business Services
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
RAG	Rulemaking Advisory Group
RMT	Rulemaking Task
SERA	Standardised European Rules of the Air
SES	Single European Sky
SSCC	Safety Standards Consultative Committee
TAG	Thematic Advisory Group
TCO	Third Country Operators

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