

Issued: 22 December 2014

## **CAA Information Bulletin on EASA Developments – 14 November to 22 December 2014**

**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, Pilots and Maintenance Engineers

### **1 Introduction**

- 1.1 This Information Notice provides highlights of EASA developments and CAA activities covering the period 14 November 2014 to 22 December 2014.

### **2 EASA Management Board**

- 2.1 The EASA Management Board met on 8-9 December 2014. There was a closed session on the first day to vote in the new EASA Certification Director and elect the Management Board Deputy Chair.

- Trevor Woods was selected to be the new EASA Certification Director;
- Piotr Olowski from Poland was elected as the new Management Board Deputy Chair

- 2.2 The agenda included the following substantive items:

- i) *Implementation of Management Systems in Member States*

As from January 2015, EASA will introduce a single approach to the assessment of Authority requirements applicable in Air Operations and Aircrew, as well as a review of the implementation of the European Aviation Safety plan. The objectives are two-fold. Firstly, to assess the implementation of Authority Requirements that are cross-domain, avoiding duplication. Secondly, to assess the implementation of the European Aviation Safety Plan through the State Safety Programme. In both cases, the results will contribute towards the standardisation continuous monitoring process.

ii) *European Central Question Bank (ECQB)*

EASA has developed a new process for updating the ECQB, along with considerable cooperation and support from the Member States. The UK CAA has played a major role in moving this work forward and EASA intends to make the updated questions available to National Authorities in 2015, with a major update planned for mid-November.

iii) *Certification Strategy Industry EASA (CSIE)*

The working group started the strategy in 2012 and they have had several meetings since to agree the strategy for certification of products. The concerns/proposals of the industry were identified and addressed for further follow-up. One of the key initiatives of the group is to establish how industry can have better involvement in ICAO Standards and Recommended Practices (SARPs) in the future. EASA is also planning to have a one-day workshop next year on fuel quality/new fuels. The CSIE group will also intensify rulemaking activities for Remotely Piloted Aircraft Systems (RPAS).

iv) *EU Alerting System*

Recent events required the European Community to react quickly in order to protect its operators and its citizens against a new type of safety threat. EASA plans to build a common, single source of advice on operational recommendations and flight restrictions.

v) *MB Subgroup on the Future of the European Aviation Regulatory System*

The work of this subgroup is now complete and the recommendations of the group were discussed at the Management Board, including actions for EASA and for Member States. The report is now with the Commission.

vi) *Carry-over of Appropriations for Cabin Air Quality Research Contract*

The Management Board approved carry-over of research funding for this project into next year.

viii) *Anti-Fraud Strategy Plan*

The EASA Anti-Fraud Strategy has been developed in 2014 within the framework of the European Commission, in line with the Common Approach on EU decentralised agencies of July 2012. The EASA Anti-Fraud Strategy establishes the EASA responsibilities, objectives and actions plan in terms of fraud prevention, detection and investigation. The Plan was approved by the Management Board.

ix) *EASA Technical Cooperation Programmes*

EASA shared the list of different projects around the world in which EASA is involved, and requested that Member States advise EASA of work outside of Europe in the spirit of working in partnership and not duplicating effort.

x) *GA Roadmap*

The UK expressed support for the work done on the GA Roadmap so far and the commitment to reduce the regulatory burden on GA. The UK then requested that EASA consider including a case study for new rules in GA to check against better regulation and performance based regulation principles.

xi) *New Business Models*

EASA has set up a new working group to look at the safety implications of new business models, looking at the concerns and challenges. Work will start in January.

- 2.3 The agenda also included a regular report from the EASA Executive Director and some financial/administrative items which included the Management Board and FABS outlook, a report from the FABS Advisory Group; the 2015 audit programme and Internal Audit Service (IAS) mission charter, 2014 budgetary transfers, the 2015 budget, the 2016 draft budget, amended financial implementing rules and the multi-annual staff policy plan.
- 2.4 Preliminary dates for Management Board meetings in 2015 were also agreed as 25 February, 2 June and 14-15 December. In future, Management Board meetings will be reorganised into 'admin' focussed and 'strategy' focussed and the number of meetings will be reduced. The June Management Board meeting will then be mostly strategic, the main agenda items being the Annual Activity Report, the Annual Work Programme and the strategic priorities for the coming years. This meeting will likely take place in Brussels, back-to-back with the EU DGCA meeting organised by the Commission.

### 3 EASA Committee

- 3.1 The EASA Committee meeting planned for 15-16 December 2014 was cancelled. The next meeting is scheduled to take place on 21-22 January 2015.

### 4 Other Rulemaking Topics

#### 4.1 *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](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-2014/187](#)) was published:

CRD 2013-10 Helicopter Offshore Operations

CRD 2013-15 Update of Part-MED (Annex IV to Commission Regulation (EU) No. 1178/2011) and Update of AMC and GM to Part-MED (EC Decision 2011/015R)

NPA 2014-19 Helicopter High Velocity (H-V) Limitations

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

NPA 2014-22 New Training Methods or New Teaching Technologies (Part-66/Part-147)

NPA 2014-23 Integrated Modular Avionics (IMA)

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

### 6 Opinions and CRDs

- 6.1 EASA recently published the following Opinions and CRDs:

[Opinion 03/2014](#) Requirements for service providers and the oversight thereof

[Opinion 04/2014](#) Amendment to Commission Implementing Regulation (EU) No. 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation (SERA Part C)

[Opinion 05/2014](#) Implementation of CAEP/9 amendments

6.2 [CRD 2014/05](#) relating to Opinion 04/2014 and [CRD 2014/15](#) relating to Opinion 05/2014 were also published simultaneously

## **7 Commonly used Abbreviations in EASA Bulletin**

7.1 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.

## **8 Queries**

8.1 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.

## **9 Cancellation**

9.1 This Information Notice will remain in force until 22 June 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](#).