



Issued: 3 December 2015

## CAA Information Bulletin on EASA Developments – 25 July to 3 December 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).

<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 25 July 2015 to 3 December 2015.

### 2 EASA Committee

2.1 The EASA Committee met on 4-5 November 2015. The agenda covered the following items on the first day:

- i) Update on on-going Commission adoption procedures – *Information by the Commission*
  - **Commission Regulation (EU) 2015/1039 amending Regulation (EU) No. 748/2012 as regards flight testing** was adopted on 30 June 2015, and became applicable on 21 July 2015.
  - **Commission Regulation (EU) 2015/1536 amending Regulation (EU) No. 1321/2014 as regards alignment of rules for continuing airworthiness with Regulation (EC) No 216/2008, critical maintenance tasks and aircraft continuing airworthiness**, was adopted on 16 September 2015, and becomes effective on 25 August 2016.
  - **Commission Regulation (EU) 2015/1329 amending Regulation (EU) No. 965/2012 as regards operations by EU air carriers of aircraft registered in a third country became applicable on 1 October 2015.**

- **Commission Regulation (EU) 2015/1088 amending Regulation (EU) No. 1321/2014 as regards alleviations for maintenance procedures for General Aviation aircraft** was published on 3 July 2015 and became effective on 23 July 2015.
  - **Commission Implementing Regulation (EU) 2015/1018 of 29 June 2015 laying down a list classifying occurrences in civil aviation to be mandatorily reported according to Regulation (EU) No. 376/2014 of the European Parliament and of the Council**, was published on 29 June 2015 and became effective on 15 November 2015. Further information can be found in the CAA's [Information Notice 2015/107](#) and [Press Release](#) published 16 and 17 November 2015 respectively.
- ii) Revision of the Basic Regulation (EU) No. 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency – *Information by the Commission*
- The Commission provided an update on progress being made toward the release of the proposals to amend the EASA Basic Regulation. The draft legislative proposals will form part of the Aviation Package that is expected to make its way through the Parliament and Council co-decision process in the next two years.
- iii) Commission Regulation (EU) No. 965/2012 as regards requirements for flight recorders, underwater locating devices and aircraft tracking systems: update on the adoption process, on the preparation of the Acceptable Means of Compliance. Discussion in the ICAO framework – *Information by the Commission and EASA*
- The Commission indicated that the change to the regulation previously voted on in the July Committee meeting will be published before the end of 2015. AMC is being developed to ensure that technical solutions for Europe are compatible with emerging ICAO requirements. AMC publication would be prioritised to match implementation timescales.
- iv) Requirements for installation of ACAS v. 7.1 equipment: state of play and enforcement measures – *Information by the Commission and EASA*
- The Commission provided an update on their thoughts on how to handle Operators of aircraft who have not implemented ACAS 7.1 software by 1 December 2015. The Member States requested that advice for SAFA inspectors should be developed to ensure that a consistent approach to non-compliant operators is applied across Europe. The Commission agreed to provide guidance.
- v) Drones: update – *Information by the Commission and EASA*
- EASA provided an update on the response received to A-NPA 2015-10 in advance of the EASA workshop which was held on 12 November 2015. The briefing highlighted the Agency's ambition to include all drone operations within the scope of the EASA Basic Regulation. The Agency went on to explain that a departure from the normal aircraft certification methods is necessary to achieve a proportionate and risk based approach to drone design, construction and operation.  
  
Approximately 3,000 comments were received from more than 250 respondents to the A-NPA. A thematic comment response document will be produced in support of changes proposed to the EASA Basic Regulation.
- vi) Draft Commission Regulation amending Commission Regulation (EU) No. 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations, and correcting that Regulation – *Discussion and possible vote*
- EASA provided a briefing containing changes agreed to the draft regulation since the discussion in the last EASA Committee meeting in July 2015. There was good

support from the Member States for the changes to the technical elements of the proposals; however the implementation arrangements proposed by the Commission were not acceptable to some States as they would have taken away their basis for selectively opting in to the regulation before the final applicability date. This presented a major issue to those States that have chosen to opt-in to certain elements of the regulation.

The vote on the second day of the meeting produced a non-opinion as a result of three States voting against the proposal and several other States not being present. This resulted in less than the required population threshold of 65% being represented in the vote. The Commission subsequently agreed to revise the proposal in the light of the discussion and to re-present the proposal at the next EASA Committee meeting, together with a discussion paper on how to handle transition/opt-out periods.

- vii) Draft Commission Regulation amending Commission Regulation (EU) No. 1178/2011 as regards pilot training and periodic checking for Performance Based Navigation (PBN) – *Discussion and possible vote*
- There was a discussion on the proposed change to the regulation. There was some debate on the means by which the revised regulation would be implemented. This resulted in changes to the draft regulation that were generally agreed in the meeting. The UK raised some points regarding the testing and training of pilots who wish to use PBN techniques; these were accepted and were incorporated into the proposed draft regulation. The vote will now take place by written procedure in early December 2015 as some States wanted an opportunity to consult their experts on the proposed changes before committing to a vote.
- viii) Draft Commission Regulation amending Commission Regulation (EU) No. 1332/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance – *Discussion and vote*
- The Commission proposals were accepted by the Committee and received a unanimous positive vote on the second day.

2.2 The following agenda item was covered on the second day:

- ix) Draft Commission Regulation amending Commission Regulation (EU) No. 1321/2014 as regards the introduction of B2L and L Part-66 licences, the modification of the acceptance procedure of components from external suppliers and the modification of the Part-147 organisation privileges - *Discussion*
- The Commission gave a brief on the changes to the proposed amendment. They focused on changes to Part-147 aimed at addressing safety concerns arising from alleged cheating in Engineer licensing examinations conducted outside the EU. The proposed amendment was generally supported by Member States. It is expected that the proposal will be put forward for a vote at the next EASA committee meeting in February 2016.
- x) The remaining agenda items were deferred following the lengthy debate regarding the entry into force provisions for the proposed changes to Regulation (EU) 965/2012.

### 3 Other Rulemaking Topics

#### 3.1 Action Plan following Germanwings accident

EASA has issued an [Action Plan](#) following the publication of the Germanwings Task Force report. A medical workshop is being convened by EASA on 7/8 December 2015 to discuss how to take the plan forward.

### 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](http://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-2015/058](#)) was published:

NPA 2015-08	Light Part-M
NPA 2015-09	Rescue and Fire Fighting Services (RFFS) at Aerodromes
NPA 2015-10	Introduction of a regulatory framework for the operation of drones
NPA 2015-13	Loss of control prevention and recovery training
NPA 2015-16	Maintenance of the acceptable means of compliance and guidance material on the safety (key) performance indicator 'Use of risk analysis tool' for the air traffic management performance scheme

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

NPA 2015-07	Use of comparative analysis when showing compliance with SLD icing specifications
NPA 2015-12	AMC and GM to Part-21 for changes to operational suitability data (OSD)

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

## 5 **Opinions**

5.1 [Opinion 06/2015](#) on CAT Operations at Night or in IMC using single-engined turbine aeroplanes was published on 11 November 2015.

5.2 [Opinion 07/2015](#) on Part-66 basic examinations performed by Part-147 Maintenance Training Organisations (MTOs) was published on 12 October 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](mailto:European.Affairs@caa.co.uk) e-mail address.

## 8 **Cancellation**

8.1 This Information Notice will remain in force until 3 June 2016.

## 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	EASA Aviation Safety Programme EASA 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](#).