



Issued: 20 January 2017

**CAA Information Bulletin on EASA Developments –
 17 November 2016 – 20 January 2017**

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 17 November 2016 to 20 January 2017.

2 EASA Management Board

2.1 The EASA Management Board met on 12-13 December. There was a closed session on the first day to vote in the new Flight Standards Director, elect the Management Board Vice-Chair and reclassify the Executive Director.

- o Jesper Rasmussen from Denmark was selected to be the new Flight Standards Director.
- o Robert Juijser from The Netherlands was elected as the new Management Board Vice-Chair.
- o The Management Board endorsed the reclassification of the post of the Executive Director.

2.2 The agenda also included the following items on the first day:

- i) Report of the Executive Director
 - Patrick Ky gave a presentation highlighting key activities from 2016. These included:
 - o Certification – of note are two new significant and large projects on Chinese COMAC C919 and Russian MC-21. A new experience for EASA working with the Chinese NAA and differences such as more military activity using civil aircraft. On major certificates

issued during the year – of note were Bombardier C Series and Rolls Royce Trent 1000. On Turkish work on Tai Hurkus trainer aircraft EASA did the certification shadowed by Turkey.

- Continuous Airworthiness activities – extensive work undertaken following the super puma crash and also the Trent 1000 engine. A SIB issued by EASA on Samson Galaxy Note.
- International Cooperation – EU-China support on the BASA and EASA has developed a technical roadmap. Also organised on-site visits to some MS including UK and EASA - thanked those states involved. Meetings held with key international organisations to work towards developing level of trust on certification activities. Korea – declaration of intent on GNSS.
- Data4Safety (Big Data) work has started with Founding Members.
- Research – Europe/EASA deficit with research particularly in comparison to FAA. EASA has discussed with Commission and MS and there is willingness to share programmes where work can be done together. Supporting DG MOVE (Directorate-General for Mobility and Transport) on tenders. Working with a number of member states on research matters including UK.
- Conflict Zones – EASA has a network of focal points. EASA Issued a conflict zones bulletin (on Kenya). Need to look at the process and how it can work better. Support still needed from MS.
- Standardisation – gave an update on standardisation reports. A change is that as soon as a supplementary report is issued then infringement procedures will be launched.
- Cross domain assessment of Authority Requirements – issues identified were quite common, particularly availability of resources. Need to use a risk based approach to focus work on where there will be the biggest impact and to work across domains. Need to look at outcome and risk rather than just compliance.
- FTL - rules applied from February 16 – no indication of major disruptions. Individual Flight Time Specifications Schemes – 4 assessed favourably out of 10.
- International projects – mainly projects supported by the EU. There would be a significant number of projects over the next 4 years. Some activities outsourced to some MS and also in some cases to industry.
- Human Resources and Efficiency Measures – meeting all financial targets, have a big efficiency programme and this is making savings. Will have 100% of posts filled by year end. Have a junior recruitment programme – had 800 applicants and the whole process was done on line and 22 posts have been offered.
- SAFA – each state was given its own performance separately. (See also agenda item IV) which covers this item in more detail.

ii) Update on EASA Basic Regulation

Commission update on Aviation Strategy: The Commission reported that an excellent job had been done by The Netherlands and Slovakia in taking the Commission's proposal forward through the Transport Council (which includes all the EU Member States). On 1 December, the Transport Council agreed a 'General Approach' – a revised text with around 350 changes, which the Slovakian Presidency explained was super fast. They gave some statistics on the number of meetings and documents that had to be examined by experts.

Simultaneously the European Parliament TRAN (Transport and Tourism) Committee had been working on the Commission's proposal and over 1,100 amendments were put forward by MEPs. The Parliament's TRAN Committee agreed their version in late

November. Their text has considerably more amendments than the Council's and there are significant differences in the content

The next step in this process is for the Commission, the Council and the European Parliament to enter into 'Trilogues'. These are meetings where they will work on and come up with a compromise text. It is anticipated that the first Trilogue meeting will take place in February. There are likely to be around five or six Trilogues, depending on how the negotiations progress. The Maltese Presidency (started on 1 January) aim to have concluded the negotiations by July when their Presidency ends.

iii) Update on RPAS/Drones

EASA gave a summary of all recent work on RPAS/Drones. The prototype regulation was published on 22 August and shows how to regulate with the operation centric approach. There are two complimentary task force reports on 'geo-limitation of small UAS' and 'collision between unmanned aircraft and manned aircraft'. There were two communications workshops with Member States and stakeholders. Interest was expressed in setting up an expert group; this group of 26 people would identify topics to be discussed and priorities. New text for article 15 (model clubs) was developed. There is full coordination with the Commission. On international activities the ICAO RPAS Panel is making good progress. There were significant achievements in 2016 and EASA are committed to developing regulations in cooperation with all.

iv) SAFA Risk Based Approach and TCO update

SAFA presentation: The current system has been in place since 2011 and is historically based on a points orientated system. EASA proposes to move from the current quantitative process to a qualitative process with safety performance as the backdrop. Challenges to the current process are sovereignty, availability and effective use of resource with smaller states stating that they cannot meet the quota. There is a need to target inspections that add safety value as opposed to achieving an allocated quota. The proposal is to move to a performance based approach. There is 'over' inspection of some airlines which are 'safe' and under inspection of some suspected or new operators. The new model needs to address this. The Management Board meeting in June urged EASA to adopt a more risk based approach. A Working Group (including the UK) on system-wide coordination is working on the development of this new risk based model. Smaller states want to do less. Larger states do not want to do less and states don't want to be restricted in terms of numbers. The next steps are to further develop the model and present it to the Management Board followed by a rulemaking task. The new system will not be in place before 2019, a new SAFA database will be needed.

TCO presentation: EASA explained their progress to implement the Third Country Operators authorisations which had a target date of end of November and this has been met. This has been a considerable piece of work. Work continues with a risk based approach which looks at 'level of confidence in the State or the Operator'. A Commission review of the Air Safety Regulation (banned list) and its relationship with TCO has just started.

2.3 The following agenda items were covered on the second day:

v) NAA Inspector Competencies

An EASA working group (with CAA representation and CAA secondee on PBR involved) produced in two meetings an Inspector Competencies Framework which considers future demands on NAA inspectors. This is aimed at helping NAAs who currently do not have any Inspector competency frameworks. The competencies are high level (and not tiered). The paper's recommendations proposed that NAAs consider the proposed framework as a common reference and that the framework should be adapted to the organisational set up of each Authority and that the competencies can be used to either compliment any

existing competency frameworks or to serve as a starting point for those NAAs not having competency frameworks.

vi) Cybersecurity

EASA gave an overview of recent developments. A high level meeting was held 8-9 November in Bucharest, which resulted in what is now referred to as the “Bucharest declaration” (DfT, National Cyber Security Centre (NCSC) and CAA attended). The European Centre for Cyber Security provides updates and ongoing work in this area. A public website will be set up. There are many regulatory issues with cyber security. The update of the basic regulation should be able to add some elements.

vii) Germanwings taskforce actions implementation

EASA ran through the background to the work and the timeline, and the six recommendations of the Task Force and the actions taken to implement the recommendations. Ramp risk based alcohol testing was explained in some detail. (for flight and cabin crew). It can be done either within the ramp check but also can be continued where an already efficient working programme exists. There are two levels – EU legislation on the ramp check and a national programme under national legislation. It is up to MS who implements the ramp inspection, and who is involved on a practical level. Some MS may need to change their national legislation so there is an 18 month transition period.

viii) 39th ICAO Assembly

EASA presented the safety EASA-related activities and outcomes from the ICAO Assembly. A number of the activities will need further discussion in the future and EASA is looking at improved European coordination in a number of areas, particularly ahead of ICAO Council meetings.

ix) EPAS (European Plan for Aviation Safety) 2017-2021

The Agency gave a short presentation on the European Plan for Aviation Safety (EPAS) 2017-2021 which had been presented to and supported by the Advisory Bodies and the MAB. Its strategic intent had not been altered since this discussion. The Management Board endorsed the EPAS for 2017-2021.

x) EASA Board of Appeal

The Management Board was asked to adopt the appointment of the New Board of Appeal, following the previous Board's term ending. A new Chairman and two experts plus their alternates were required. The Management Board adopted the appointments.

2.4 The agenda also included some financial/administrative items which included a report from the Programming and Resources Advisory Group, the 2017 budget, the draft Single Programming Document (SPD) 2018-2021, including the Draft Budget 2018, Human Resources Implementing Rules, the 2017 Audit Programme, and Q2-Q3 2016 budgetary transfers.

2.5 Management Board meeting dates in 2017 were also agreed as 13 June in Brussels and 11-12 December in Cologne.

3 Other Rulemaking Topics

3.1 *Revision of Operational Rules for Sailplanes*

A limited group of stakeholders were recently consulted on a draft regulatory proposal for the Revision of Operational Rules for Sailplanes. The CAA made one supporting comment.

3.2 *Single European Sky (SES)*

Progress on SES activities is covered in [CAA Information Notices](#) published periodically on the CAA website.

4 CAA Responses to NPAs and CRDs

4.1 The CAA made comments on the following EASA consultations since the last update ([IN 2016-099](#)) was published:

NPA 2016-06	Fuel planning and management
NPA 2016-08	Import of aircraft from other regulatory system, and Part-21 Subpart H review
NPA 2016-11	Review of aeroplane performance requirements for commercial air transport operations
NPA 2016-12	Transposition of provisions on electronic flight bags from ICAO Annex 6
NPA 2016-14	Easier access for general aviation pilots to instrument flight rules flying

4.2 CAA had no comments on the following NPA since the last update was published:

NPA 2016-20	Appendix 1 – Aircraft type ratings for Part-66 aircraft maintenance licence
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4.3 [CAA responses on NPA and CRD consultations](#) can be viewed on the CAA website.

5 Opinions

5.1 EASA recently published the following [Opinions](#):

Opinion 13/2016	Technical Records
Opinion 14/2016	Aircrew medical fitness – Implementation of the recommendations made by the EASA-led Germanwings Task Force on the accident of the Germanwings Flight 9525
Opinion 15/2016	Terrain awareness warning systems operation in instrument flight rules and visual flight rules, and terrain awareness warning systems for turbine-powered aeroplanes of less than 5,700 kg maximum certified take-off mass able to carry six to nine passengers
Opinion 16/2016	Regular update of regulations regarding pilot training, testing and checking and the related oversight – Making the multi-crew pilot licence take-off and landing requirement more competency-based

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.

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 20 July 2017.

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
MAB	Member States Advisory Body
MED	Medical
MS	Member States
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
PBR	Performance Based Regulation
SAB	Stakeholder Advisory Board
SAFA	Safety Assessment of Foreign Aircraft
SERA	Standardised European Rules of the Air

SES	Single European Sky
TCO	Third Country Operators
TEB	Member States Technical Bodies