

Issued: 23 May 2014

## CAA Information Bulletin on EASA Developments - 21 February to 23 May 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).

| Applicability:                        |                                                                  |
|---------------------------------------|------------------------------------------------------------------|
| <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 21 February to 23 May 2014.

### 2 EASA Management Board

- 2.1 The EASA Management Board met on 11 March. The agenda included the following substantive items:

i) *Central Question Data Bank (CQDB)*

EASA reported that it proposes to update the CQDB as a matter of urgency with the help of experts to write new questions and Member States to validate them.

ii) *Better Regulation*

EASA proposed a number of workstreams associated with better regulation including the GA and ATM roadmaps. Further work will be done in ensuring a common understanding of what is meant by risk-based oversight and performance based regulation.

iii) *TCO Authorisation Procedure*

EASA presented the TCO authorisation procedure in advance of the regulation being published (see also paragraph 4.4). The procedure received a positive vote from the EASA Management Board.

#### iv) *Standardisation*

EASA presented their Continuous Monitoring Approach tool which will be used to target their standardisation inspections and enable a more risk-based approach. Member States will receive a visit from EASA to explain their State's results in more detail.

2.2 The agenda also included a regular report from the Executive Director which included:

- an update on EASA's reorganisation plans;
- information on a New Financial Regulation;
- discussion of the 2013 Annual General Report;
- endorsement of the IAS Strategic Audit Plan 2014-2016; and
- a progress report on the Sub-group on the Future European Aviation Regulatory System.

Some financial/administrative items were also included, with a report from the FABs Advisory Board, Adoption of the 2015 Draft Budget, Draft Work Programme and Establishment Plan and Adoption of the Staff Policy Plan 2015-2017.

### 3 EASA Committee

3.1 The EASA Committee met on 7-8 May. The agenda covered the following items on the first day:

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

- EASA advised that the Regulation for **Third Country Operators (Part-TCO)** will enter into force at the end of May; EASA will process applications over the next two years to deal with existing traffic. Any new operators will need prior authorisation before starting operations. The Commission is working closely with EASA on the implementation of Part-TCO.
- The Commission confirmed that the EASA Opinion on **JAA cabin safety tasks** will be incorporated as AMC.
- **Revision of Basic Regulation 216/2008:** The Commission has produced a roadmap which includes the main issues, policy objectives and associated options for changes to the Regulation. It also includes information on their intentions for the impact assessment and consultation process. The public consultation will be launched mid-May and takes the form of a questionnaire. This will be in parallel to EASA publishing their Advance Notice of Proposed Amendment soliciting views on potential changes to the Basic Regulation. The documents are complementary and have been developed in parallel; they will both be subject to a three-month consultation period. The summary of the results will form part of the Commission's impact assessment.

#### ii) *Draft Commission Regulation on aircraft continuing airworthiness monitoring and on critical tasks (based on EASA Opinion 06/2012 limited to Part-T CAT, on EASA Opinion 02/2013 and on EASA Opinion 06/2013) amending Commission Regulations (EC) No. 2042/2003 and No. 965/2012, and aligning Commission Regulation (EC) No. 2042/2003 with Regulation (EC) No. 216/2008 and with ICAO Annex 8 – Review and discussion*

EASA advised that we await a number for this new Regulation, which will be allocated after the scrutiny process for the recast regulation (likely to be completed in June). There are three Opinions behind this draft Regulation and they have now been brought into a single Regulation along with the changes agreed at the previous EASA Committee. It is likely to come back to the Committee in July for a **possible vote**.

- iii) *Draft Commission Regulation (based on EASA Opinion 07/2013) on flight testing, amending Commission Regulation (EU) No. 748/2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations – Review and discussion*

EASA has addressed the comments the UK raised after the last Committee in relation to differences between the airworthiness flight test requirements and Part-FCL.

There was some discussion regarding the timescales for approval of the Flight Test Operations Manual (FTOM), particularly for smaller aircraft. EASA will take this into consideration.

- iv) *Draft Commission Regulation (based on EASA Opinion 08/2013) on additional airworthiness requirements for operations (Part-26) as well as amending Commission Regulation (EU) No. 965/2012 laying down technical requirements and administrative procedures related to air operations - Review and discussion*

Discussion focused on bringing the document up-to-date as the previous JAR-26 document contained old references, for example, there is an outdated paragraph regarding smoking onboard aircraft. EASA will review the document.

- v) *Draft Commission Regulation introducing sterile flight deck procedures, amending Commission Regulation (EU) No. 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No. 216/2008 – Review, discussion and vote*

Clarifications were made in the text to clarify that “other than complex-motor powered helicopters” come under Annex VII.

The Committee voted in favour of the adoption of this draft Commission Regulation.

- vi) *EASA Opinion on Aircraft Tracking – Information from the Commission and orientation discussion*

The Commission has prepared two papers for presentation at an ICAO meeting in May on aircraft tracking; one of the papers includes potential options for tracking aircraft throughout the flight. In conjunction with the Commission's papers, EASA has accelerated an Opinion on the serviceability of flight recorders and underwater locating devices, based on previous ongoing discussions with rulemaking experts in Member States. See [paragraph 7](#) for link to the Opinion published on 6 May 2014.

The drivers for this action were the Air France accident and, more recently, the Malaysian Airlines accident where there have been difficulties tracking and locating the aircraft.

- vii) *Any other business:*

- **In-flight security – Presentation by the Commission and EASA**

A comparison table of in-flight security and safety measures was presented, with the aim of identifying and tidying up any gaps and/or duplication. This proposal was widely welcomed.

Once the proposal is approved, EASA will amend the AMC material which should then ensure compliance with ICAO (without having to amend the rules).

- **General Aviation Roadmap - Information by the Commission and EASA**

EASA presented the GA roadmap, in the context that the current Regulations designed for CAT are disproportionate and excessive for GA. The roadmap project has been launched to address this issue and a Steering Group has been established to help EASA and Member States to achieve more proportionate rules for the GA community.