

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).

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, 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.

- o Trevor Woods was selected to be the new EASA Certification Director;
- o 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.