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CAA Information Bulletin on EASA Developments – 23 December 2014 to 17 March 2015

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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 European Aviation Safety Agency (EASA) developments and CAA activities covering the period 23 December 2014 to 17 March 2015.

2 EASA Committee

- 2.1 The EASA Committee met on 21-22 January 2015. The agenda covered the following substantive items on the first day:
- i) *Draft Commission Implementing Regulation classifying civil aviation occurrences to be mandatorily reported according to Regulation (EU) No. 376/2014 of the European Parliament and of the Council on the reporting, analysis and follow-up of occurrences in civil aviation – Discussion and vote*
 - The Commission had reached the end of a detailed consultation process involving many stakeholders and comments from Member States. The final text on the Occurrence Reporting regulation was discussed and agreed by consensus. The Commission will proceed with the adoption of the text, once all the language versions have been checked, well ahead of the entry into force of the 'mother' regulation on occurrence reporting in November 2015.

- ii) *Requirements for flight recorders, underwater locating devices and flight following systems and global tracking*
 - The Commission had taken stock of relevant developments at ICAO and IATA and final adjustments had been made to the text following comments received at the October Committee meeting, and the Commission's legal checks had been completed. Agreement was reached on the text with no further changes. However, the vote was postponed in the event of any developments from the ICAO high-level safety conference which subsequently took place in February.
- iii) *Draft Commission Regulation amending Regulation (EU) No. 646/2012 as regards fines and periodic penalty payments – Review and discussion*
 - A number of adjustments and clarifications had been made to the text following the discussion at the Committee meeting in October. Following discussion of the amended text it was concluded that some points remained open and it was agreed that the Commission would make some further changes, and circulate the text for written comments after the meeting. The text will then be prepared for discussion and possible vote at the next meeting in April.
- iv) *Draft Commission Regulation amending Commission Regulation (EU) No. 139/2014 as regards apron management services – Review and discussion*
 - A new version of the draft regulation was presented. There were only a limited number of changes to the proposal contained in the EASA Opinion. Written comments were requested to be sent after the meeting on the revised text. The Commission will then start their internal processes in anticipation of a vote on the text at the next meeting in April.

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

- v) *Organisation Requirements for Air Operations/Non-Commercial Complex (ORO/NCC) implementation issues for small non-commercial operations of certain complex motor-powered aircraft – Information by EASA and discussion*
 - In response to a request from a number of Member States on how to deal with certain borderline cases in respect of OPS rules, EASA presented a proposed approach for discussion. It was concluded that while a 'definitive' solution would still need to be discussed in the context of the revision of the Basic Regulation, EASA should go ahead with the proposals it had made as they will help to address some of the main practical issues.
- vi) *Update of the Commission note on transitional measures relating to Regulation (EU) No. 1178/2011 on technical requirements and administrative procedures related to civil aviation aircrew – Information by the Commission and EASA*
 - In response to a request from Member States for more clarity on the interaction of various transitional arrangements, an analysis prepared by EASA was discussed. Following comments made at the meeting, and any written comments submitted after the meeting, a final version will be prepared.
- vii) *RPAS: follow-up to Commission Communication (2014)207 on drones – Information by the Commission and EASA*
 - The Commission had taken stock on where they were with developing a concept for the safety regulation of drones. EASA had worked, also under the framework of JARUS, on a risk-based concept that would form the basis for proportional rules. The EASA presentation, including the concept for a proportional and risk-based approach to regulation, was well received and generally supported.
- viii) *EASA Opinion 05/2014 on implementation of CAEP/9 amendments and draft Commission Regulation amending Regulation (EC) No. 216/2008 of the European*