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CAA Information Bulletin on EASA Developments – 18 March to 11 May 2015

This Information Notice contains information that is for guidance and/or awareness.

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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 18 March to 11 May 2015.

2 EASA Committee

- 2.1 The EASA Committee met on 22-23 April. The agenda covered the following items on the first day:

i) *Update on on-going adoption procedures*

Adoption of Commission Regulation (EC) No. 2042/2003 on maintenance procedures for GA aircraft is currently expected around June and it is likely to enter into force around July, being applicable 20 days later.

ii) *Requirements for flight recorders, underwater locating devices and aircraft tracking systems*

Review of ICAO State Letters:

- *Review of the draft EU recommendation on ICAO State Letter of 25 February 2015 on normal tracking – Information by the Commission*
- *Upcoming ICAO State Letter covering autonomous location of an aeroplane distress – Discussion*

The Commission presented their views on the two ICAO State Letters and urged Member States to coordinate their approach in responding to the State Letters, with a view to establishing pragmatic and performance-based standards.

iii) *Commission Regulation amending Regulation (EU) No. 646/2012 as regards fines and periodic penalty payments – Discussion and vote*

The Commission confirmed that fines will only be issued if corrective measures have not been taken and if other enforcement measures are not appropriate. The Commission Legal Service is still reviewing some of the text so the final proposal is expected to come back to the next EASA Committee meeting in July.

iv) *Commission Regulation amending Regulation (EU) No. 139/2014 as regards apron management services – Information by the Commission*

The Commission Legal Service is still reviewing some of the text so the final proposal is expected to come back to the next EASA Committee meeting in July. Consequently, the Regulation was not discussed at this Committee meeting.

v) *Commission Decision on Article 14.4 refusing permission to Germany to apply exemptions from certain substantive requirements laid down in Commission Regulation (EU) No. 1178/2011 – Discussion and vote*

The Commission plans to use Article 14.5 to refuse permission to Germany to allow HEMS operations with single pilots aged over 60. Germany has revoked the exemption with effect from 1st May and replaced it with a new exemption with more robust mitigation measures.

vi) *Draft amendment to Commission Regulation (EU) No. 319/2014 on fees and charges levied by EASA to include pension contributions – Exchange of views*

The Commission is proposing to move the financing of the budget for pensions from the tax payers to the EASA fees and charges scheme, thereby linking the pensions to the industry contributions. There is no proposed increase in pension contribution. The Commission is obliged to consult the industry in order to amend the fees and charges regulation. This draft amendment will go to the EASA Management Board for consultation in June. There is expected to be a vote at the EASA Committee in July in order to meet the legislative timescales.

vii) *Drones: follow-up to the Riga Declaration – Information by the Commission and EASA*

EASA presented its initial views on the drone regulatory framework, including the five principles agreed at Riga and the three categories for regulation (OPEN, SPECIFIC, CERTIFIED). EASA plans to launch a stakeholder consultation on the concept of operations document by the end of June.

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

viii) *Note on ORO (Organisation Requirements for Air Operations)/NCC implementation issues for small non-commercial operations of certain complex motor-powered aircraft – Information by EASA*

Given the possibility that the definition of complex motor-powered aircraft might change in the Basic Regulation, there is a risk that a small number of aircraft types will implement NCC only to find later that they are out of scope. The Commission agreed that NCC would not be delayed but they agreed to treat this particular category of aircraft in a different way and consider including an exemption so they have alleviation with no time limit.