



Issued: 25 January 2016

## CAA Information Bulletin on EASA Developments – 4 December 2015 to 25 January 2016

**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).

<b>Applicability:</b>	
<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 4 December 2015 to 25 January 2016.

### 2 EASA Management Board

2.1 The EASA Management Board met on 14-15 December 2015. The agenda included the following substantive items:

- i) Revision of the Basic Regulation – Comments from the Chair

The EASA Basic Regulation proposal and the Aviation Strategy will set the agenda for the future and governance of EASA and how the Management Board will operate in the future. The Chair asked members to be 'forward looking' when responding to the new proposals. He stressed that the risk based performance approach is not optional, it is the future.

- ii) Report of the Executive Director

Patrick Ky presented his report. He ran through the main topics, recent work and progress, and challenges coming up in 2016:

- **GA roadmap:** EASA and a group of National Aviation Authorities involved in GA roadmap work have made significant progress on the simplification of rules for GA. The intention is to change the focus from rulemaking to safety promotion. Increased levels of safety would be achieved through training, safety promotion and other means.

EASA will support but Member States will also need to do much work to promote safety through workshops and roadshows and publicise in national languages.

- **RAG working group on New Business Models:** The Working Group, chaired by a UK CAA member, had produced excellent work. The 11 recommendations made by the Group are now in the European Plan for Aviation Safety and will be implemented. This will be monitored and will be complimented by further activities and consultation with industry. Results will be fed back to the Rulemaking Advisory Group (RAG), soon to be renamed the Member States Advisory Body (MAB).
- **Flight Time Limitations:** National Aviation Authorities are responsible for implementation of this regulation which becomes applicable on 18 February 2016.
- **Big Data:** EASA has now finished the feasibility study and is looking at new technologies and funding options with the Commission. EASA wants to start implementation with a small number of volunteer Member States once funding has been agreed.
- **TCO:** Third Country Operators need authorisation from EASA. Some 722 applications have been received, which are under due diligence, whilst 112 have been issued. Only one had been rejected on safety grounds. All applications are to be processed by November 2016.
- **EASA Conflict Zones Task Force:** Two meetings had been held. Patrick Ky gave background on MH17 and ICAO work. A strategic and long term plan is to be developed.

**Certification update:** There has been one major certification, for the A320 aircraft. On continuing airworthiness, there has been a series of accidents due to unadapted behaviour with adverse weather at high altitudes and issues with flight management systems. EASA are looking at specific actions and a workshop.

iii) Aviation Strategy – Presentation by Henrik Hololei from the Commission

Henrik Hololei explained that the **Aviation Strategy** should be viewed not as an end product, more a licence to work. This gives a framework and direction for years to come and needs the support and cooperation from all to achieve the deliverables.

Aviation is an enabler of growth and jobs. A risk based approach is vital. There is a need to help new business models to come to the market such as drones and commercial solutions to be able to operate in the market.

iv) Revision of the Basic Regulation – presentation from Filip Cornelis from the Commission

Filip Cornelis explained that the Commission wants a future proofed regulation for 10-15 years and as a result it needs to be open. The system is sound so it's not revolutionary. It should be proportionate with risk hierarchy and reflect a performance based approach. Europe needs a single system.

The key objectives are to remove unnecessary requirements and proportionately address risk, ensure new technologies and new business models etc have space, promote safety management systems, close gaps and be consistent, working together at national and international level. It looked at inter-dependency with security and the environment and introduced flexibility to change the regulation if needed.

The main changes to the Basic Regulation being proposed are:

- Proportionality and performance
- Better use of resources
  - Pooling and sharing of resources between NAAs
  - Emergency mechanism of last resort to ensure there are safeguards
  - Repository of safety information

- Closing gaps and removing inconsistency
- Cyber security
- New competency in ground handling with proportionate approach
- Treat ICAO environmental rules in same way as safety rules
- Drones – not a separate proposal as they are aircraft. Removes 150kg limit and brings all within the Regulation. Essential Requirements will be an Annex. Covering cases from no approval to full certification. The plan is to simultaneously develop rules so they can be implemented as soon as the Basic Regulation is approved.
- Better governance for EASA - the Executive Board being along the lines of all other agencies.
- There are clear links between the SES II+ and this current amendment to EASA Basic Regulation. Much of SES II+ will become redundant when the EASA Basic Regulation is approved.

v) Cyber Security

EASA gave an update on cyber security and presented a roadmap. They had organised a conference to gather more information on risk and what industry players were doing in this area. EASA was keen to get industry more involved. Objectives covered situational awareness, readiness/resilience, reactivity and cyber security promotion. Four workflow enablers were identified on how to help industry to achieve those objectives: regulatory aspects – rulemaking/oversight, computer emergency response team, research and studies, and cooperation inside and outside Europe.

vi) Inspector Qualifications

Ricardo Genova gave a detailed presentation on inspector qualifications and talked through the issues from the field. EASA will be setting up a working group to consider issues and progress work.

vii) Virtual Academy

EASA gave a status update on the virtual academy. The first evaluation was completed and four training organisations were approved. Not all will provide all training; there is a different range of courses by different providers. All Inspectors attending these training courses will have to pass an examination. The first courses will be available in 2016.

viii) European Central Question Bank (ECQB)

EASA gave an update on the ECQB. Each State has had a unique set of questions from the bank with some States aiming to implement the release in January. There has been much help from experts nominated by Member States, especially on the question review. The UK provided 16% level of support, second only to France who provided 19% of the support.

ix) EPAS (European Plan for Aviation Safety) 2016-2020

EASA presented the EPAS (the renamed EASp). The European Plan for Aviation Safety provides a description of how safety is managed at the EU level. As part of standardisation visits EASA looks at implementation of SSP (State Safety Programme) and EPAS actions. This year they plan to integrate the two main programmes within the Agency – rulemaking and EPAS - in parallel and to ensure full consistency.

x) Rulemaking Process

EASA presented three papers relating to the revision of the rulemaking process and the advisory bodies structure. The Management Board had endorsed the Agency's proposals

for less, better and more timely regulations and for a more effective structure of the Agency's advisory bodies.

The Agency had consulted on the draft proposals with the Rulemaking Advisory Group (RAG) and the Safety Standards Consultative Committee (SSCC), and with the EASA Advisory Board (EAB). They generally supported the draft proposals and provided detailed comments which the Agency addressed.

The Management Board decisions on the three proposals were adopted and the next steps are for the Agency to amend their internal working procedures. Changes are expected to be implemented in the first half of 2016, together with the development of a training package for Agency staff and members of the new advisory bodies. An update on the implementation of the changes is expected to be given to the Management Board at its meeting in June 2016.

xi) Future Board meetings

The 2016 dates were presented. There will be two Management Board meetings, on 7 June 2016 and 12-13 December 2016. An optional meeting is planned for March, a decision will be made whether this is to go ahead by the end of January.

xii) Any Other Business

The Agency discussed actions EASA can take in areas where it is not directly responsible. The Agency has issued SIBs (Safety Information Bulletins) in the past where action was needed at EU level. The Agency proposed 'Operational Directives' to handle urgent safety problems where the Agency is not the Competent Authority but best placed to act. They would be used in order to restore the level of safety intended by existing rules and to help competent authorities to take adequate measures.

The next steps are for EASA to start using Operational Directives – if needed. This will help to gain experience for both EASA and NAAs. The proposal will come back to the Management Board for a decision in June 2016.

- 2.2 Other agenda items included some financial/administrative items including a report from the PAR (Programming and Resources) Advisory Group, the 2016 Budget, the 2017 Draft Budget, Multi-Annual Programming 2017-2020, 2015 Budgetary Transfers and HR implementing rules, the 2016 Audit Programme.

### 3 Other Rulemaking Topics

3.1 Requirements for flight recorders, underwater locating devices and aircraft tracking systems

[Commission Regulation \(EU\) 2015/2338](#) as regards requirements for flight recorders, underwater locating devices and aircraft tracking systems, amending Commission Regulation (EU) 965/2012 was published in the OJEU on 16 December 2015. In addition, the Agency published [ED Decision 2015/30/R](#) relating to this.

3.2 Requirements for environmental protection

[Commission Regulation \(EU\) 2016/4](#) amending Commission Regulation (EC) 216/2008, and [Commission Regulation \(EU\) 2016/5](#) amending Commission Regulation (EU) 748/2012, regarding essential requirements for environmental protection, were published in the OJEU on 6 January 2016

3.3 Single European Sky (SES)

Progress on all SES activities is covered in the SES Bulletin published periodically on the following webpage: [www.caa.co.uk/SES](http://www.caa.co.uk/SES).

## 4 CAA Responses to NPAs and CRDs

4.1 The CAA made one supporting comment on the following EASA consultation since the last update ([IN-2015/112](#)) was published:

NPA 2015/15      Additional airworthiness specifications for operations: Thermal/acoustic insulation material

4.2 [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 of a technical nature](#)      Introduction of a regulatory framework for the operation of unmanned aircraft

[Opinion 01/2016](#)      Revision of the European operational rules for balloons

## 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. The Annex also includes a link to the standard list of terms used to describe the high-level EASA regulations.

## 7 Queries

7.1 Any queries as a result of this communication should be addressed to the [European.Affairs@caa.co.uk](mailto:European.Affairs@caa.co.uk) e-mail address.

## 8 Cancellation

8.1 This Information Notice will remain in force until 25 July 2016.

## 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 EPAS	European Aviation Safety Programme European Aviation Safety Plan European Plan for Aviation Safety
ECQB	European Central Question Bank
FABS	Finance and Business Services
FCL	Flight Crew Licensing
FTL	Flight Time Limitations
GA	General Aviation
IMC	Instrument Meteorological Conditions
IR	Implementing Rule
MED	Medical
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
RAG	Rulemaking Advisory Group
SERA	Standardised European Rules of the Air
SES	Single European Sky
SSCC	Safety Standards Consultative Committee
TAG	Thematic Advisory Group

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TCO	Third Country Operators
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**Note:** A further list of standard terms used to describe the EASA Regulations can be found at: [EASA Terminology](#).