

EASA Notices of Proposed Amendments (NPAs) BBGA & ECOGAS Summary Information Document.

Updated 12 July 2023

Notes:

- This update adds NPA 2023 – 7.
- Copies of NPA Summary Information Documents and the NPAs are in Microsoft Teams
- The comment periods for all NPAs issued in 2023 is still open as listed below so at this time there are no NPAs under “Comment Period Closed” at the end of this document..

COMMENT PERIOD STILL OPEN SECTION:

NPA 2023 - 01 (Issued 24/04/2023)

Comment period expires: **24/07/2023**

Regular update of the air operations rules

Training requirements for flight operations officers and flight dispatchers.

Amendments related to the fuel planning and management and all-weather operations regulatory packages

Comments:

- i) Affects: Air operators performing CAT operations with aeroplanes; NCC operators, SPO operators, NCO operators
- ii) Origin/Driver: Efficiency/proportionality.
- iii) A Rulemaking Task is involved – RMT. 0392 (SUBTASK 1B).
- iv) A Rulemaking Group is involved.
- v) The main objectives of this NPA is : “....to propose standards for the duties, responsibilities, and training of personnel performing functions related to the operational control system of an aircraft operator.
- vi) To achieve this objective the NPA proposes 4 main changes:
 - to define the standards of their operational control system
 - identify the duties and responsibilities of the personnel (other than flight crew) responsible for the implementation of that system,.
 - ensure that they are competent to perform their tasks.
 - new requirements on the training of operational control personnel, establishing a standard minimum flight operations officer (FOO) qualification and advanced qualification for flight dispatchers (FDs) and other roles associated with the operational control processes and procedures..
- vii) Affected Rules: Regulation (EU) No 965/2012 and related AMC & GM

EASA rulemaking procedure milestones

Start	Public	Proposal to the	Adoption by the	Decision
Terms of Reference	consultation	Commission	Commission	Acceptable Means of
	NPA 2023-XX	EASA Opinion	Implementing act	Compliance, Guidance
7.10.2020	24.4.2023	2024	2025	Material
				2025

Training the next generation of ATCOs

Setting performance standards for the initial training output based on the principles of competency-based training and assessment, enabling the virtualisation of training and the acceptance of third-country ATCO licences.

Comments:

- i) Affects: ATCO training organisations, ATM/ANS service providers, national competent authorities, ATCOs, aero-medical centres, aero-medical examiners
- ii) Origin/Driver: Efficiency/proportionality.
- iii) A Rulemaking Task is involved – RMT.0668 (SUBTASKS 3 & 4)
- iv) A Rulemaking Group is involved in Sub Task 4 but not Sub Task 3.
- v) The main objectives of this NPA is : “.....to achieve European-wide performance standards concerning the output level of air traffic controllers’ (ATCOs) initial training, to maintain a high and uniform level of safety and enhance efficiency and flexibility in the training and availability of ATCOs.
- vi) To achieve this under Sub Task 4 the NPA proposes 3 main changes:
 - to harmonise the initial training output to handle complex and dense traffic situations.
 - to enhance the regulatory framework for instructors and assessors by setting the required performance standards using the principles of competency-based training and assessment (CBTA), which is also the ICAO preferred route to all aviation personnel licensing.
 - to enable the utilisation of virtual training proposals stemming from the COVID-19 RNO project .
- vii) Additionally under Sub Task 3:
 - “....new proposal for a delegated act, Member States will be able to positively respond to conversion requests from third-country ATCOs that are interested in obtaining European Union licences, while taking account of their prior training and operational experience.....”
- viii) Affected Rules: Commission Regulation (EU) 2015/340 (ATCO Regulation) and related AMC & GM

EASA rulemaking procedure milestones

Start	Consultation	Proposal to the Commission	Adoption by the Commission	Decision
Terms of Reference	NPA 202X-XX	EASA Opinion	Delegated act	Acceptable Means of Compliance, Guidance Material
10.8.2017	2.5.2023	2024/Q1	2024	2024

Regular update of the air operations rules - Extended diversion time operations (EDTO)

Comments:

- i) Affects: Aeroplane operators and NCA
- ii) Origin/Driver: Efficiency/proportionality
- iii) A Rulemaking Task is involved – RMT.0392 (SUBTASK 1A)
- iv) A Rulemaking Group is involved.
- v) The main objectives of this NPA are:

“....to propose amendments to the requirements for operations with extended diversion time to adequate aerodromes, following an amendment of the related ICAO standards in 2012..”

“.....increase harmonisation with the Federal Aviation Administration (FAA) provision

- vi) To achieve this the NPA proposes 2 main change::
 - “...to incorporate into the EU legal framework most of the related ICAO standards without introducing major changes to the already existing and robust extended range operations (ETOPS) rules for two-engined aeroplanes”.
 - “...some amendments to already existing ETOPS/EDTO regulatory provisions to improve clarity and consistency. In particular, it is proposed to transfer the OPS content of AMC 20-6 to new AMC & GM to Regulation (EU) No 965/2012
- vii) Affected Rules: Regulation (EU) No 965/2012 and related AMC & GM; AMC 20-6

EASA rulemaking procedure milestones

<u>Start</u> <u>Terms of</u> <u>Reference</u>	<u>Public</u> <u>consultation</u> <u>NPA 2023-03</u>	<u>Proposal to</u> <u>the</u> <u>Commission</u> <u>EASA Opinion</u>	<u>Adoption by</u> <u>the</u> <u>Commission</u> <u>Implementing</u> <u>act</u>	<u>Decision</u> <u>Acceptable</u> <u>Means of</u> <u>Compliance,</u> <u>Guidance</u> <u>Material</u> <u>2025</u>
<u>7.10.2020</u>	<u>12.5.2023</u>	<u>2024</u>	<u>2025</u>	

Implementation of the regulatory needs in support of the SESAR deployment

Introduction of ACAS Xa for operations in the single European sky (SES) airspace & PBN specifications for oceanic operations

Comments:

- i) Affects: Providers of ATM/ANS (ANSPs); air operators; aircraft and system/equipment manufacturers; national competent authorities (NCAs)/national supervisory authorities (NSAs), EASA.
- ii) Origin/Driver: Safety
- iii) A Rulemaking Task is involved – RMT. 0682
- iv) No Rulemaking Group is involved.
- v) The 2 main objectives of this NPA are:
 - “....support of operations in the single European sky (SES): the use of airborne collision avoidance system (ACAS) Xa and;”
 - “....the harmonised use of performance-based navigation (PBN) navigation specifications for oceanic operations
- vi) To achieve this the NPA proposes 2 main change:
 - “...the introduction of the ACAS X technical specification order and the installation requirements for ACAS II and ACAS Xa.”.
 - “...Air operations guidance material is also proposed to be amended to reflect the ACAS X operations and to ensure consistency with other regulatory provisions.
- vii) Affected Rules: Regulation (EU) No 1332/2011 (ACAS), Regulation (EU) 1048/2018 (PBN), Regulation (EU) 2017/373 (ATM/ANS), Regulation (EU) No 965/2012 (Air OPS), the related AMC & GM, CS-ACNS, CS-ETSO, AMC 20-15.

EASA rulemaking procedure milestones

Start Terms of Reference	Public consultation NPA 2023-04	Proposal to the Commission EASA Opinion	Adoption by the Commission Implementing act	Decision Certification Specifications, Acceptable Means of Compliance, Guidance Material
10.12.2019	26.5.2023	2023	2024	2024

Acceptable means of compliance, guidance material and detailed specifications supporting the new regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents

Comments:

- i) Affects:.. Organisations involved in the design and/or production of ATM/ANS equipment, ATM/ANS providers; aircraft operators; aerodrome operators where applicable; national competent authorities (NCAs); and EASA.
- ii) Origin/Driver: Not declared
- iii) Rulemaking Tasks are involved – RMT.0161 (SUBTASK 3) AND RMT.0524 (SUBTASKS 3 AND 4
- iv) No Rulemaking Group is involved.
- v) The NPA proposes: "...the first set of the acceptable means of compliance (AMC), guidance material (GM) and detailed specification (DSs) supporting the implementation of the conformity assessment framework for air traffic management/air navigation services systems and air traffic management/air navigation services constituents (hereafter ATM/ANS equipment) as well as the approval of organisations involved in its design and/or production.
- vi) Affected Rules: or Regulation: None - all covered by ED Decisions to be Issued, Amended or Repealed/.

EASA rulemaking procedure milestones

As per European Plan for Aviation Safety (EPAS) for 2023-2025

Turbine-engine endurance and initial maintenance programme testing,
and substantiation of piston-engine time between overhauls or replacements

Comments:

- i) Affects: Engine (turbine and piston engines) design organisations
- ii) Origin/Driver: Safety
- iii) A Rulemaking Task is involved – RMT.0180
- iv) No Rulemaking Group is involved.
- v) The NPA propose: "...to amend CS-E to modernise the applicable engine certification test requirements .
- vi) To achieve this the NPA proposes 5 main changes. To:
 - . update the turbine-engine endurance test specifications taking into account modern turbofan-engine design characteristics
 - improve the level of confidence in the robustness of turbine-engine designs prior to entry into service by requiring a test to demonstrate the engine's initial maintenance programme (IMP).
 - ensure that EASA oversees IMP tests and benefits from the corresponding knowledge gained that can help understand the potential required corrective actions when turbine-engine continuing airworthiness issues are discovered..
 - .ensure a robust and harmonised substantiation of piston-engine time between overhauls (TBO) / time between replacements (TBR) intervals and the related maintenance programme.
 - .ensure as much as possible harmonisation with the corresponding FAA regulations and certification policies
- vii) Affected Rules:: CS E.

EASA rulemaking procedure milestones

As per European Plan for Aviation Safety (EPAS) for 2023-2025

Datalink services.

Comments:

- i) Affects: Design organisation approval (DOA) holders, production organisations, aircraft operators.
- ii) Origin/Driver: Not specifically declared but may be summarised as “operations efficiency”.
- iii) A Rulemaking Task is involved – RMT.0524 (SUBTASK 1)
- iv) No Rulemaking Group is involved.
- v) The NPA proposes: “...changes to the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigations and Surveillance (CS-ACNS), to support the design and production organisations and in particular the aircraft operators required to provide ADS-C EPP (Automatic Dependent Surveillance - Contract Extended Project Profile) part of ATS-B2 (ATS baseline 2), in accordance with AF6 (ATM functionality 6 - initial trajectory information sharing) of Commission Regulation (EU) 2021/116 Common Project One (CP1).
Note: The PA states: “....only the minimum changes required, it is expected that it will be followed by an additional regulatory effort to address the remaining and future data link connectivity challenges.....”
- vi) Affected Rules: or Regulation: ED Decision 2022/008/R — Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigations and Surveillance (CS- ACNS)

EASA rulemaking procedure milestones

As per European Plan for Aviation Safety (EPAS) for 2023-2025 Volume II

COMMENT PERIOD CLOSED SECTION:

None at this time