



# INTERNATIONAL NEWS AND REGULATORY UPDATES

F R O M R I C P E R I  
VICE PRESIDENT OF GOVERNMENT & INDUSTRY AFFAIRS FOR AEA

*The Aircraft Electronics Association's international membership continues to grow. Currently, the AEA represents avionics businesses in more than 35 countries throughout the world. To better serve the needs of the AEA's international membership, the "International News and Regulatory Updates" section of Avionics News offers a greater focus on international regulatory activity, international industry news, and an international "Frequently Asked Questions" column to help promote standardization. If you have comments about this section, send e-mails to [avionicsnews@aea.net](mailto:avionicsnews@aea.net).*

B Y J I M H E R B E R T  
AEA BOARD OF DIRECTORS, EUROPE



## The AEA in Europe A Look at its Beginning

It seems a long time ago when the first AEA Europe Meeting took place in Switzerland, but the time has passed quickly. I remember receiving information proposing a meeting with the Aircraft Electronics Association — "The what?" I called several European colleagues in the industry and asked them what it was all about — no one knew. We wondered, "What is this AEA and what do they want with Europe?"

I decided to go along to find out more about the AEA, even if it was just for the trip to Switzerland. In those days, there was not a great deal of interaction, if any, between avionics companies — certainly this was the case in the UK. We were all competitors and held our cards very closely to our chests.

There was a reasonable turnout for the meeting. Very few people knew each other, and there was an air of suspicion. There was even one very small group of

people who were convinced the AEA was devised to dump cheap equipment onto Europe and steal our markets. The majority, however, managed to break down most of the previously constructed barriers — after a few drinks in the bar — and everyone, without exception, made new friends and acquaintances.

Why was it a struggle? I had never borrowed money before and had no track record and no property to use as collateral. The aviation authorities did not consider a mobile facility viable. Why? Because no one had done it before.

Some customers were difficult and did not want to pay. Some customers

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For me it was as though a veil had been lifted. I had started a mobile avionics company from scratch some years before. It had been a struggle to borrow a very small sum of money from a bank to buy a single piece of test equipment.

took a long time to pay. Why did I have all these problems when my competitors seemed impervious to such issues?

It did not take long — over a few drinks — to discover everyone, even the big, well-put-together companies, had

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exactly the same problems I had. A host of useful suggestions were put forward as solutions to assist in solving some of these problems, and the spell was broken. I was no longer alone.

I returned from this first AEA Europe Meeting having made many new contacts and a number of friends. During the following year, some technical difficulties and supply issues that might have taken me weeks to solve in the past were resolved in short order with the help of my new contacts and colleagues from the AEA. I, in turn, managed to assist several new members in matters of legislation and CAA procedures.

During these intervening years, European legislation had been in an almost constant state of flux. Europe introduced the Joint Aviation Authorities and its Joint Airworthiness Requirements as a precursor to the European Aviation Safety Agency regulations. The JAA requirements apparently were voluntary to the member states of the European Economic Community.

Some countries complied and some did not. It was nearly impossible to consider working on a foreign-registered aircraft. Many people, not the least of which were members from the United

States, had difficulty knowing what was going on and were completely confused by these changes. Legislation and the changes became the biggest issues, particularly for small companies.

During these years, the AEA Europe Meetings took place in a different European city each year to give all members an opportunity to host a meeting in their own backyards. However, with the formation of EASA and a new breed of top legislators introducing sweeping changes to the regulations — some of it detrimental to small companies — it became necessary to focus on ways the AEA could influence some of these changes.

It was clear the new regulations had been put together with the assistance of the major European airlines and manufacturers. General aviation was unknown to the legislators. There was no single individual representing general aviation on any committee or working group. The epicenter for these regulations and committees was in Cologne, Germany, so the AEA Europe Meeting venue was altered to this city.

EASA rulemakers were invited to the meetings and contacts were made. Up to this time, there had been little effective representation for general aviation.

These contacts opened up opportunities for AEA members to serve on committees and working groups. Today, the AEA is recognized as a major group contributing to legislative changes within Europe.

EASA has little time for individuals, but it does listen to groups. Today, the voice of the AEA is working for you in Europe. Get involved with the AEA to make sure your opinions and thoughts are represented.

The next vital issue we face is training. The AEA is heavily involved in bringing a cost-effective, high-quality training package to all its members. This is an area in which you should be involved.

You might have been noticed no individual names were mentioned in this column. There is a very good reason for this. While the AEA is made up of individuals, it can work only as a team. The AEA has a dedicated and professional staff looking after the day-to-day running of the association, but without its members, there is nothing. If you are a member, get involved. If you are not a member, you should be. □

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# UNITED STATES

## News & Regulatory Updates

### FAA Updates Flight Standards Information Management Systems

In December 2009, the FAA updated many of the Flight Standards Information Management Systems reference documents, which the FAA ASIs use to evaluate avionics maintenance and repair stations operations, including AT JTA 3.3.206 (AW), "Evaluate a Reduced Vertical Separation Minimums Maintenance Program."

The following FAA Order 8900.1 sections are updated:

- Volume 3, Chapter 18: Regarding the integration of aircraft fuel-tank maintenance and inspection instructions into the continuous airworthiness maintenance program.
- Volume 6, Chapter 9: Regarding the inspection of Part 145 repair stations located within the United States.
- Volume 6, Chapter 9: Regarding surveillance of a domestic repair station for an EASA Part 145 requirement under a BASA/MIP.
- Volume 2, Chapter 11: Regarding procedures for certifying Part 145 repair stations/satellites located within the United States and its territories.

### United States Coast Guard Terminates Loran-C

On Jan. 7, 2010, the Department of Homeland Security, United States Coast Guard (USCG) an-

nounced the availability of the Record of Decision to decommission the USCG Loran-C program and terminate transmission of the North American Loran-C radio-navigation signal.

On Oct. 28, 2009, the president of the United States signed into law the 2010 Department of Homeland Security Appropriations Act. The act allows for the termination of the Loran-C system subject to the Coast Guard certifying that termination of the Loran-C signal will not adversely impact the safety of maritime navigation, and the Department of Homeland Security certifying that the Loran-C system infrastructure is not needed as a backup to the GPS system or to meet any other federal navigation requirement.

Those certifications were made, and the U.S. Coast Guard planned to terminate the transmission of the Loran-C signal in February, then commence a phased decommissioning of the Loran-C infrastructure. These plans include ending transmissions at 18 Loran stations in the contiguous United States and six Loran stations in Alaska.

The Department of Homeland Security anticipates all Loran stations will cease transmitting the Loran-C signal by Oct. 1, 2010.

### Technical Standard Orders Revised for ADS-B

On Dec. 2, 2009, the FAA revised Technical Standard Orders C166 for 1090 MHz extended squitter automatic dependent surveillance-broadcast and traffic information services-broadcast, as well as TSO-C154 for universal access transceiver ADS-B.

The ADS-B system is a crucial component of the Next Generation Air Transportation System. It provides surveillance and improved situational awareness simultaneously to pilots and air traffic controllers. ADS-B is designed to improve the safety, capacity and efficiency of the national airspace system while providing a flexible, expandable platform to accommodate future air traffic growth.

According to TSO-C166b, new models of 1090 MHz ADS-B and TIS-B equipment identified and manufactured after Dec. 2, 2009, must meet the MPS qualification and documentation requirements for the applicable equipment class in RTCA document RTCA/DO-260B, "Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance-Broadcast and Traffic Information Services-Broadcast," Section 2, dated Dec. 2, 2009.

According to TSO-C154c, new models of UAT ADS-B equipment and/or UAT diplexers identified and manufactured after Dec. 2, 2009, must meet the MPS qualification and documentation requirements in RTCA document RTCA/DO-282B, "Minimum Operational Performance Standards for Universal Access Transceiver Automatic Dependent Surveillance Broadcast," Section 2, dated Dec. 2, 2009.

The latest updates regarding ADS-B will be discussed during the AEA's ADS-B Panel, which takes place Friday, April 9, during the AEA International Convention & Trade Show, at the Gaylord Palms Resort in Orlando, Fla. For more information, visit [www.aea.net/convention](http://www.aea.net/convention).

## FREQUENTLY ASKED QUESTIONS

### United States

#### Mobile Operations

*The following information is from the Federal Aviation Regulations and FAA Order 8900.1.*

#### QUESTION:

Does Part 145 allow for mobile operations?

#### ANSWER:

Yes. 14 CFR Section 145.203(b) specifically allows a repair station to temporarily transport material, equipment and personnel to perform maintenance to a place other than the repair station's fixed location if it is necessary to perform such work on a recurring basis, and the repair station's manual includes the procedures

for accomplishing maintenance, preventive maintenance, alterations or specialized services at a place other than the repair station's fixed location.

FAA Order 8900.1, Change 78, published Dec. 11, 2009, included changes to help clarify what an inspector will be looking for before issuing the required OpSpec D100.

The following is from FAA Order 8900.1, Volume 2, Chapter 11, Paragraph 2-1182 F, "Maintenance Performed at Another Location:"

"As stated in §145.203(b), a repair station may perform maintenance away from its fixed location on a recurring basis when necessary, such as to perform mobile field services. This will allow maintenance away from the repair station's fixed location as a part of everyday business rather than under special circumstances only.

c) Should the repair station elect to use mobile repair units, the Repair

Station Manual must have clear procedures on:

- How it will control the work away from the station and will be clear that the mobile units will bring no work into them.
- Identifying where the PI may find each unit should the PI need to provide surveillance on them and spot check the work they perform.
- Providing a contact person for each unit, along with contact information (telephone/e-mail).
- How it will control all calibrated equipment and technical data in each unit.
- How often the repair station will audit each unit and make the findings available to the PI. The repair station should provide the PI with a schedule of audits so the PI may accompany an audit as part of the surveillance program.
- Any other requirement the PI deems necessary for the type of operation requested.

## CANADA

### News & Regulatory Updates

#### Transport Canada Further Delays Implementation of SMS

In January, Transport Canada Civil Aviation announced a further delay in the implementation of safety management systems into the approved maintenance organizations for those AMOs operated by CAR 702, 703 and 704 commercial air carriers, as well as for specialized maintenance AMOs approved under CAR 573 and manufacturers approved under CAR

561. The planned in-force dates for the SMS regulations now are:

- AMOs of CAR 703, 704 air carriers: January 2011
- AMOs of CAR 702 air carriers: January 2012
- All remaining AMOs (CAR 573): January 2013
- Approved manufacturers (CAR 561): January 2013

Subsequent to the in-force dates, there will be a three-year phase-in period as previously adopted for existing organizations required to implement SMS.

Therefore, full SMS implementation into 573 AMOs is not expected

until the 2015-2016 timeframe.

In an address to the Air Transport Association of Canada in November, Martin J. Eley, director general of civil aviation for TCCA, said after extensive consultation with staff on the front line and the aviation community, the TCCA management team is making adjustments to the current SMS implementation schedule and refining the project plan accordingly.

Eley said during the past few months, he has been meeting with his staff at headquarters and regions, and has been hearing concerns about

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keeping up with the originally set tight deadlines.

TCCA management now believes the next phase of implementation should not proceed until the department is completely prepared. The intention is to make the surveillance program stronger by taking the necessary time to properly address workload pressures and provide for the occasion to review and modify, as required, procedures, training and guidance material.

The schedule revision also allows for more time to refine oversight tools and offer more training for inspectors. However, full implementation still is to be completed by 2015.

Assessments of the large operators are continuing, and the data from these assessments is providing useful information for planning the next phase of implementation.

Prior to this recent announcement, the AEA was expecting SMS (and fatigue risk management) to be regulated to all member AMOs in Canada by early 2010, and it sought input from members regarding the anticipated cost of compliance to prepare a formal response to TCCA's notice of proposed rulemaking.

Input was received from a number of members and a summary of this information was provided to TCCA management, including Eley, during a meeting in early December, which AEA officials Barry Aylward and Ric Peri attended.

As a result of this meeting, a working meeting will take place in late April between AEA officials and TCCA staff to discuss potential changes to TCCA's proposed regulations, which could result in a reduction in the cost of implementation of SMS and FRMS for AEA members in Canada.

## EUROPE News & Regulatory Updates

### EASA Releases New AMC 20 Documents

EASA has released two new AMC 20 Documents.

The first new document, AMC 20-26, provides means of compliance for the airworthiness approval and the criteria to obtain an operational approval to conduct RNP authorization-required operation. It relates to the implementation of area navigation within the context of the Single European Sky. The document provides acceptable standards for lateral and vertical navigation, including equipment qualifications, and crew and flight training information.

The second new document, AMC 20-27, relates to the airworthiness approval and the criteria for RNP approach operations with vertical guidance based on APV BARO-VNAV operation and without vertical guidance.

### EASA Identifies New Rulemaking Task for Flight-Testing

EASA has identified a new rulemaking task for a known problematic area, and Terms of Reference MDM.003(a) has been created to try to provide a possible solution for the issue of flight-testing.

Next to the areas where it naturally applies, such as pilot qualification and flight-test training, it also applies to areas where AEA member companies could be affected. The TOR identifies the need for a flight-test operations manual defining minimum standards for flight-test pilots and flight-test engineers as a basis to perform flight tests.

The related NPAs were issued in 2008 and 2009, and now the task is to provide a consolidated opinion for all the related areas, such as certification (Part 21), operations, flight-test training organizations and flight crew licensing. Based on received comments, the goal is to issue a comment response document in the first quarter of 2010.

### EASA Proposes Changes to B1, B2 Licenses

Opinion 05/2009, which EASA issued in December 2009, is based on comments received and documented in the Comment Response Document 2007-07 as well as a workshop that took place in December 2009, in Cologne, Germany. One major topic contained in the proposed change to the regulation is the privilege of B1 and B2 licensed personnel, specifically the privileges of the category B1 certifying staff to release "work on avionics systems" instead of the current "replacement of avionics line replaceable units" as long as the test involved is simple and there is no need for troubleshooting.

The opinion clarifies wording and provides definition of electrical systems and avionics system. In addition, simple test and troubleshooting now is defined and part of the rulemaking proposal.

Another area of improvement is the proposed change for a B2 license holder to be able to release electrical and avionics tasks performed within powerplant and mechanical systems and to certify certain Category A tasks.

### Third Major Amendment to Basic Regulations Issued

An amendment to Basic Regulation 216/2008 was issued in December 2009. The regulation, EC 1108/2009, amends the basic regulation with the terms of responsibility for EASA in regards to the design, maintenance and operation of aerodromes, aerodrome equipment, air traffic management and air navigation services, as well as personnel and organizations involved therein.

This amendment is the third major amendment to the basic regulation. The initial issue of the basic regulation also formed the basis for the creation of the European Aviation Safety Agency in 2002 (EC1592/2002). In addition to the main setup of EASA, it also defined the responsibility of EASA in the field of certification and maintenance of aeronautical products, parts and appliances, and the personnel and organizations involved therein.

The next amendment took nearly six years to be issued. In 2008, the new basic regulation (EC216/2008) was issued and significantly amended the responsibility of EASA to the area of personnel and organizations involved in the operation of aircraft (such as OPS, flight-crew licensing and more).

After the issue of the new amendments, the top priority for the agency is to formulate new implementing rules for the new area of responsibility, then issue them as NPAs to the public. It is EASA's intention to issue the related NPAs between now and January 2011, with a final regulation, including AMC material, issued late in 2012.

## SOUTH PACIFIC News & Regulatory Updates

### GAAP Circuit Cap to be Raised in Australia

Modifications are to be made to the procedures at six general aviation aerodrome procedures (GAAP) airports. The

cap on aeroplane circuit movements, introduced in mid-2009, is to be increased from six to eight. This applies at the GAAP airports at Archerfield, Bankstown, Camden, Moorabbin, Parafield, and Jandakot.

The increase in the cap on the number of aeroplanes operating in the circuit and undertaking circuit operations took effect Jan. 18, 2010. This applies to aeroplanes under the control of one air traffic controller. Traffic arriving and departing the GAAP control zone will be managed by air traffic control, with no limitation on numbers imposed by CASA.

These changes follow a review initiated by CASA into the current aeroplane circuit cap of six. The review included a series of workshops at the GAAP aerodromes to gather the views of operators and aerodrome users regarding the cap.

CASA has determined the cap can be increased because pilots and operators now have a heightened awareness of the operational requirements of flying at GAAP aerodromes.

CASA already announced the airspace

classification at the six airports will be changed to Class D, which is expected to go into effect June 3, 2010. This will be based on the U.S. Federal Aviation Administration Class D procedures.

John McCormick, director of aviation safety for CASA, said the cap on aeroplane movements will be lifted once Class D airspace is operational.

"I made it very clear when announcing the changes to GAAP operations in mid-2009 that the cap was a temporary measure while we developed other ways to better manage operations at GAAP airports," McCormick said. "After comprehensive consultation with GAAP airport users and operators, it has been decided lifting the cap on circuit operations to eight is acceptable.

"Once U.S. Federal Aviation Administration Class D airspace procedures are in place, the cap will no longer be required. A major communication and education campaign will be undertaken by CASA to make sure all pilots understand the new Class D procedures before they begin operating." □

## Frequently Asked Questions

### International

### Communications, Navigation and Surveillance

*The following information is from Eurocontrol.*

#### QUESTION:

Where can I find information about avionics requirements for flights within Europe?

#### ANSWER:

Eurocontrol provides this information. Eurocontrol is the only European aviation organization to deploy European-wide air traffic management programs

and projects involving all ATM players.

It is important to note, the information relates to the airspace or airworthiness requirements of the states of the European Civil Aviation Conference. Eurocontrol lists equipment as an "ECAC Airspace Requirement." A "mandated requirement" confirms all aircraft flying in ECAC airspace must be compliant by a given date.

Where a system requirement is not mandated for operation in ECAC airspace, the worldwide ICAO Annex 6 standard determines the application. ICAO Annex 6 standards are adopted by JAA regulation, and operators registered in ECAC must be compliant. Each non-JAA operator, therefore, must be equipped in accordance with its national requirements.

If a state elects to waive the ICAO

Annex 6 standards, a "difference" must be notified to ICAO, which will be made known to the other states.

Eurocontrol programs can be viewed at [www.eurocontrol.int/corporate/public/standard\\_page/lp\\_programmes\\_projects.html](http://www.eurocontrol.int/corporate/public/standard_page/lp_programmes_projects.html).

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*Note: The AEA offers "Frequently Asked Questions" to foster greater understanding of the aviation regulations and the rules governing the industry. The AEA strives to ensure FAQs are as accurate as possible at the time of publication; however, rules change. Therefore information received from an AEA FAQ should be verified before being relied upon. This information is not meant to serve as legal advice. If you have particular legal questions, they should be directed to an attorney. The AEA disclaims any warranty for the accuracy of the information provided.*