

*As agreed, the information coming to all will be sent in English language, thank you!*

## **NPA Summary Document - 4 new NPAs**

Over the past couple of weeks or so EASA have issued 4 new NPAs.

This is an NPA Summary Document.

The 4 new NPAs are:

NPA 2020 - 03 :

Amendment of the requirements for flight recorders and underwater locating devices — Certification specifications, acceptable means of compliance, and guidance material for locating an aircraft in distress

NPA 2020 - 04 :

Regular update of the Acceptable Means of Compliance and Guidance Material to Annex I (Part 21) to Regulation (EU) No 748/2012

NPA 2020 - 05 :

Tyre pressure monitoring

NPA 2020 - 06 :

Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III.



**NPA 2020 - 01** (Issued 20/01/2020)

Comment period expires: **20/04/2020**  
**Extended to: 29/05/2020**

Regular update of CS-25

Comments:

- i) Affects: Design approval holders —large aeroplanes.
- ii) Origin/Driver: Efficiency/proportionality. A moderate safety benefit should also be achieved
- iii) A Rulemaking Task is involved – RMT. 0673.
- iv) No Rulemaking Group is involved.
- v) The main objective of the NPA is “...to reflect the state of the art of large aeroplane certification and improve the harmonisation of CS-25 with the Federal Aviation Administration (FAA) regulations.”
- vi) The NPA proposes amendments to CS-25 following “the selection of non-complex, non-controversial, and mature subjects.” Amendments are proposed in 11 areas:  
 Item 1:Go-around handling qualities and performance;  
 Item 2: Minimum control speeds;  
 Item 3: Fuel tank and system lightning protection;  
 Item 4: Cabin safety (various topics);  
 Item 5: Electronic AFMs—computation of misleading primary information;  
 Item 6: On-board weight and balance systems;  
 Item 7: Air conditioning systems;  
 Item 8: Flight guidance systems;  
 Item 9: Primary flight displays during unusual attitude and declutter modes;  
 Item 10: Lightning protection and electrical bonding and protection against static electricity; and  
 Item 11: Operation without normal electrical power.
- vii) Affected Rules: CS-25.

Planned Timetable



Link:



All-weather operations Non-commercial operations with other than complex motor-powered aircraft

**Note:**

As a reminder, EASA defines “**complex motor-powered aircraft**” as:

**(i) an aeroplane:**

- with a maximum certificated take-off mass exceeding 5700 kg, or
- certificated for a maximum passenger seating configuration of more than nineteen, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with turbojet engine(s) or more than one turboprop engine, or

**(ii) a helicopter certificated:**

- for a maximum take-off mass exceeding 3175 kg, or
- for a maximum passenger seating configuration of more than nine, or
- for operation with a minimum crew of at least two pilots, or

**(iii) a tilt rotor aircraft;”**

Different from this definition, ICAO defines a large aeroplane (in Annex 6 Part II) as ‘an aeroplane of a maximum certificated take-off mass of over 5700 kg’.”

Comments:

- Affects: aircraft operators; approved training organisations (ATOs); aerodrome operators; providers of ATM/ANS.
- Origin/Driver: safety
- A Rulemaking Task is involved – RMT.0379.
- No Rulemaking Group is involved.
- The main objective of the NPA is: “... to provide cost-efficient rules in the field of all-weather operations for non-commercial operations of other than complex motor-powered (NCO) aircraft.”
- The NPA proposes:
  - to improve Part-NCO by making it more consistent with the principles
  - update Part-NCO to achieve consistency with changes proposed in the other Annexes of the Air Ops Regulation by NPA 2018-06
- Affected Rules: Annex VII (Part-NCO) of Commission Regulation (EU) No 965/2012 and AMC and GM to Part-NCO.

Planned Timetable

• EASA rulemaking process milestones



Link:





**NPA 2020 - 03** (Issued 19/02/2020)

Comment period expires: **17/04/2020**

Amendment of the requirements for flight recorders and underwater locating devices — Certification specifications, acceptable means of compliance, and guidance material for locating an aircraft in distress

Comments:

- i) Affects: Aircraft operators, design organisation approval (DOA) holders, ATM/ANS providers.
- ii) Origin/Driver: Safety.
- iii) A Rulemaking Task is involved – RMT.0400 (OPS.090).
- iv) No Rulemaking Group is involved.
- v) The main objective of the NPA is: “..... to facilitate the implementation of CAT.GEN.MPA.210 ‘Location of an aircraft in distress — Aeroplanes’ of Annex IV (Part-CAT) to Regulation (EU) No 965/2012 (the ‘Air OPS Regulation’)”
- vi) The NPA proposes: “... to amend the certification specifications (CSs), acceptable means of compliance (AMC), and guidance material (GM) to support the implementation of CAT.GEN.MPA.210.  
The proposed amendments are expected to Increase safety as they will facilitate locating an accident scene, which will increase the chances of rescuing accident survivors and accelerate the collection of evidence, necessary for determining the accident causes
- vii) Affected Rules:
  - Air OPS: AMC & GM to Annex I (Definitions), Annex IV (Part-CAT), Annex VI (Part-NCC), Annex VII (Part-NCO), and Annex VIII (Part-SPO) to the Air OPS Regulation.
  - Initial airworthiness: CS-MMEL
  - ATM/ANS: AMC & GM to Annex VIII (Part-CNS) to Regulation (EU) 2017/373 (the ‘ATM-ANS Regulation’), CS-ACNS .

Planned Timetable



Link:



**NPA 2020 - 04** (Issued 05/03/2020)

Comment period expires: **05/06/2020**

Regular update of the Acceptable Means of Compliance and Guidance Material to Annex I (Part 21) to Regulation (EU) No 748/2012

Comments:

- i) Affects: Design and production organisations.
- ii) Origin/Driver: Efficiency/proportionality.
- iii) A Rulemaking Task is involved – RMT.0031
- iv) No Rulemaking Group is involved.
- v) The main objectives of the NPA are:
  - address a safety recommendation following an accident that occurred in Norway on 29 April 2016;
  - resolve certain recurrent implementation issues by improving the text of the AMC and GM to Part 21;
  - leave no room for misinterpretation of the Regulation, as noticed during design organisation approval (DOA) holder initial investigation and surveillance activities, by including clarifications;
  - align the means of compliance with the current industry practice;
  - remove unnecessary guidance material and correct typographical errors
- vi) Affected Rules: AMC and GM to Part 21...

Planned Timetable



Link:





**NPA 2020 - 05** (Issued 06/03/2020)

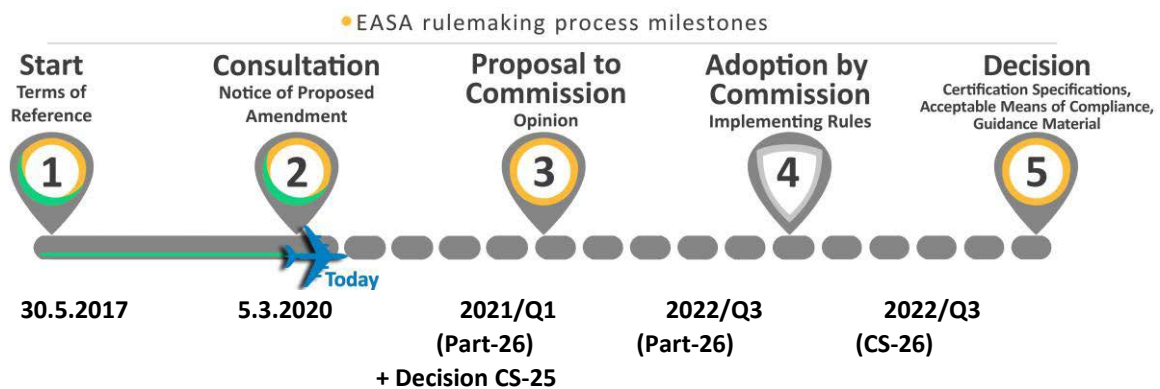
Comment period expires: **26/06/2020**

Tyre pressure monitoring

Comments:

- i) Affects: Large aeroplane manufacturers and their suppliers; operators of large aeroplanes; maintenance organisations...
- ii) Origin/Driver: Safety.
- iii) A Rulemaking Task is involved – RMT.0586
- iv) A Rulemaking Group is involved.
- v) The main objective of the NPA is : “...to decrease the risk of a hazardous or catastrophic tyre failure of a large aeroplane that is caused by inadequate tyre inflation pressure”
- vi) The main proposals of the NPA are:
  - to amend CS-25 to provide a means to ensure that no tyre is below its minimum serviceable inflation pressure during operation. This can be achieved either by:
    - providing a task in the instructions for continued airworthiness (ICA) that requires operators to perform tyre pressure checks at a suitable time interval. Or;
    - by installing a tyre pressure monitoring system that alerts the flight crew in the case of a tyre with an unsafe pressure.
  - It also proposes to amend Part-26 and CS-26 to require the same objective to be implemented by operators of large aeroplanes
- vii) Affected Rules: CS-25, Part-26, CS-26.

Planned Timetable



Link:





**NPA 2020 - 06** (Issued 15/03/2020)

Comment period expires: **16/06/2020**

Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III

**CAEP = EASA Committee on Aviation Environmental Protection**

Comments:

- i) Affects: Design Organisation Approval (DOA) and Production Organisation Approval (POA) Holders
- ii) Origin/Driver: Environmental protection.
- iii) A Rulemaking Task is involved – RMT.0514
- iv) No Rulemaking Group is involved.
- v) The main objective of the NPA is: “.. to align the European Union (EU) regulations and the associated acceptable means of compliance (AMC) and guidance material (GM) with the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) and guidance on environmental protection.”
- vi) Affected Rules:
  - Article 9 of Regulation (EU) 2018/1139;
  - Annex I (Part 21) to Commission Regulation (EU) No 748/2012 and AMC and GM to Annex I (Part 21);
  - CS-34;
  - CS-36;
  - CS-CO2

Planned Timetable



Link:



**POSTPONED / AJOURNÉ / VERTAGT**

**SAMA General Assembly 2020  
ASEA Assemblée Générale 2020  
SVFB Generalversammlung 2020**



**~~Payerne, 08. May 2020~~**