INTERNATIONAL NEWS AND REGULATORY UPDATES

FROM RIC PERI
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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.

CASA Continues Its Work to Address Alcohol and Drug Use in Australian Aviation Industry

Throughout 2008, the Civil Aviation Safety Authority – Australia will continue to work closely with the aviation industry to develop drug and alcohol management plans for all air operator certificate holders and certificate of approval holders, as well as operators of certified and registered airports.

Designed to make aviation safer, the initiative will affect all safety-sensitive personnel — that is, anyone who is airside and not a passenger.

The program has two components. The first is the industry-managed Drug and Alcohol Management Plan (DAMP); the second is CASA-managed random testing. Both will be supported by comprehensive industry-wide education and awareness campaigns.

All persons performing, or available to perform, safety-sensitive aviation activities — including flight crew, cabin crew, flight instructors, aircraft dispatchers, aircraft maintenance, aviation security, air traffic controllers, baggage handlers, ground refuelers and other personnel with airside access — will be subject to testing as part of the program.

• Who conducts testing? Organizations required to have Drug and Alcohol Management Plans in place will be required to perform pre-placement, reasonable suspicion, post-accident, serious incident and return-to-work testing of their safety-sensitive personnel.

DAMP employers also can choose to conduct random testing of their employees. A random-testing regime will be conducted by an independent provider, contracted by CASA, on a sample of all safety-sensitive personnel, including those covered by a DAMP organization testing.

• Will CASA provide assistance to organizations required to have a Drug and Alcohol Management Plan in place? CASA will provide comprehensive guidance material and training, which will enable operators to tailor a DAMP to suit their operational environment.

The guidance material will include information for supervisors dealing with alcohol and other drug issues and their impact on staff; the effects of different substances, including prescription and over-the-counter substances; referral options; and what to expect from treatment services.

• Will there be any warning of CASA random testing taking place? No, only CASA and the testing provider will know in advance of the tester's arrival at a particular location.

• How are testing samples collected and what happens to them? CASA random-testing samples will be collected in accordance with the relevant CASA regulations. DAMP testing samples will be collected in accordance with the relevant Australian Standards. For the purposes of CASA random testing, breath samples will be tested for alcohol, and oral fluid samples will be tested for other drugs.

Where a breath sample indicates the presence of alcohol (at or above 0.02 percent blood alcohol content), the individual providing the sample will be required to provide a second sample for confirmatory testing 20 minutes after the initial test. This confirmatory process will be conducted on-site.

Where an oral fluid sample test returns a positive indication for other drugs, the sample will be sent to an accredited laboratory, under strict chain of custody arrangements, for further confirmatory analysis.

• What is the maximum blood alcohol content limit for an employee in a safety-sensitive role? Less than 0.02 percent BAC; however, the eight-hour rule for pilots still will apply.

• What happens if an employee tests positive for alcohol or other drugs? If the test occurred when the employee was performing, or available to perform, a safety-sensitive activity, the most important course of action for the employee (or his supervisor, if operating under a DAMP) will be to remove himself from the hazardous situation immediately. It will be an offense to continue the activity until the employee is cleared to return. Further action will depend on the circumstances and will be addressed on a case-by-case basis.

• When does the testing commence for CASA's DAMP initiative? Some time this year.

For more information, visit the CASA at website at www.casa.gov.au.

UNITED STATES
News & Regulatory Updates

New Leadership Named to FAA's Aircraft Maintenance Division

Carol E. Giles was named the FAA's new manager of the Aircraft Maintenance Division (AFS-300). Her predecessor, Dave Cann, retired in January.

Giles has an extensive background in aircraft and rotorcraft maintenance, as well as many years experience working at FAA headquarters.

The AEA has had a long working relationship with Giles and applauds the FAA's leadership for making this selection.

Flight Standards Information Management System Replacing Documents

The Flight Standards Information Management System, FAA Order 8900.1, directs the activities of aviation safety inspectors who are responsible for the certification, technical administration and surveillance of air carriers; certain other air operators who conduct their operations in accordance with the appropriate part of Title 14 of the Code of Federal Regulations (14 CFR); certificated airmen; and other aviation activities.

This order also provides direction for tasks related to aircraft accidents and incidents, investigations, compliance, the Aviation Safety Program, administrative areas, and miscellaneous tasks not related to a specific regulation. In addition, it contains regional and district office requirements for the support of ASIs responsible for those activities.

Following the introduction of a combined order last fall, FSIMS will replace all FAA Order 8900.1 documents with same documents that include header, volume, chapter and section nomenclature.

The replacement documents are being uploaded in stages; however, the final documents all should be uploaded at this time.

The FSIMS is available at http://fsims.faa.gov.

FREQUENTLY ASKED QUESTIONS
United States

TOPIC:
FAA-Approved RVSM Maintenance Programs

The following information is from the Federal Aviation Regulations.

QUESTION:

What maintenance instructions should be followed when performing 91.411 and 91.413 checks on turbine-powered aircraft that may hold a letter of authorization to operate in RVSM airspace?

ANSWER:

It is estimated nearly 90 percent of turbine-powered Part 25 transport category aircraft are RVSM-approved, and part of the approval includes an FAA-"approved" RVSM maintenance program.

The first maintenance instruction to review when performing any maintenance to a pitot-static system, or a transponder system, that could have an affect on the RVSM-critical systems is the FAA-approved RVSM maintenance program. This includes air-data computers, altimeters, transponders or any other component that is a part of the RVSM certification for a particular aircraft.

While the individual aircraft manufacturer's maintenance and inspection program may be applicable to the maintenance being performed, any time maintenance or an inspection is being performed on the pitot-static systems, transponder systems, flight director systems, or the skin around the aircraft nose section, the RVSM maintenance program should be reviewed first to ensure there are no additional or unique maintenance or inspection requirements before you issue an approval for return-to-service.

CANADA
News & Regulatory Updates

Regulations for the Transportation of Dangerous Goods Amended

Published in the *Canada Gazette*, Part II, the Ministry of Transport has amended the regulations regarding the Transportation of Dangerous Goods

Act of 1992.

A copy of the proposed regulations amending the Transportation of Dangerous Goods regulations, substantially in the form set out in the annexed regulations, was published in the *Canada Gazette*, Part I, on Sept. 30, 2006, and an opportunity was afforded to interested persons to make representations to the minister of Transport, Infrastructure and Communities with respect to the proposed regulations.

To view a complete copy of the extensive changes to the regulations, visit http://canadagazette.gc.ca/partII/2008/20080220/pdf/g2-14204.pdf.

Government Funds New Airport Safety Projects Across Canada

According to Lawrence Cannon, minister of Transport, Infrastructure and Communities, airports across Canada will enhance their safety thanks to an investment by the government of Canada through the 2008-2009 Airports Capital Assistance Program.

Forty-nine projects will share nearly $40 million in funding.

"The safety of the traveling public continues to be a top priority for our government," Cannon said. "These projects will enhance safety and improve the economic potential of Canada's airports and surrounding communities."

The Airports Capital Assistance Program finances capital projects related to safety, asset protection and operating cost reduction. Eligible airports must have year-round, regularly scheduled passenger service; must meet Transport Canada airport certification requirements; and cannot be owned or operated by the government of Canada.

Since its creation, the program has distributed more than $466 million for 562 projects at 164 airports. More than 99 percent of these were airside safety-related projects, such as the rehabilitation of runways, taxiways, visual aids and heavy airside mobile equipment.

For more information, visit the Transport Canada website at www.tc.gc.ca.

EUROPE
News & Regulatory Updates

Unmanned Aerial Vehicle Stakeholders Discuss Certification Implications

The European Aviation Safety Agency invited stakeholders in unmanned aerial vehicles, better known as UAVs, to an industry meeting in February in Paris, France.

Stakeholders, such as EASA, ICAO, NAA, NATO, FAA, Eurocontrol and UAV manufacturers, sat together to discuss the implications of UAV operation, manufacturing and certification; to provide an overview of what is occurring in the UAV field; and to discuss how to develop a comprehensive framework of UAV regulations.

Presentations from the meeting are available on the EASA website at www.easa.eu.int.

EASA Organizes International Workshop on Safety Management Systems

Approximately 200 representatives from regulatory authorities, airline operators and airports from throughout Europe and worldwide attended an international workshop on safety management systems in January in Cologne, Germany. The meeting was organized by the European Aviation Safety Agency.

"Efforts to maintain and improve aviation safety continue to be a priority for the European Aviation Safety Agency," said Patrick Goudou, executive director of EASA.

"With this workshop, we want to raise awareness for a harmonized community approach toward safety programs and management systems," he said.

Various aspects of aviation safety, such as initial airworthiness, continued airworthiness, air operations, airports and air traffic management were addressed as integral parts of safety management systems. The meeting primarily focused on the compliance between SMS standards of the EASA system and EU OPS with those proposed in ICAO Annex 6.

The workshop further explored the view of ICAO on the State Safety Program and SMS, the experience of other regulatory authorities, and the view of organizations on the implementation of SMS.

For more information, visit the EASA website at www.easa.eu.int.

FREQUENTLY ASKED QUESTIONS
Europe

TOPIC:
EASA Approval of U.S. FAA STCs

The following information is from an EASA FAQ, dated Oct. 4, 2007.

QUESTION:
FAA supplemental type certificates approved by National Aviation Authorities before Sept. 28, 2003 are deemed to be approved by EASA. If the NAA has limited the approval in scope, compared to the original FAA STC, such that it does not cover all the models, how can we apply for an extension of the scope?

ANSWER:
Because Agency Decision 2004/04/

CF automatically approves minor changes and major Level 2 changes to FAA STCs when made by the STC holder on his own STC, the scope of the EASA STC is considered to be the same as the scope of the original FAA STC.

Therefore, there is no need for an application, and the STC can be applied to all models listed on the FAA STC.

Note: The AEA offers "Frequently Asked Questions" to foster greater understanding of 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.

SOUTH PACIFIC
News & Regulatory Updates

CASA Creating Internet-Based Tool to Help Conduct Business

The Civil Aviation Safety Authority Self-Service Portal is an Internet-based tool designed to help you conduct business with CASA more efficiently. Initially, the portal will launch in mid-2008, with the ability the view and update your own information.

According to CASA, users will be able to access a more expanded set of features as they are incorporated into the portal throughout the year. The portal also will be expanded to include the ability to complete forms and make payments online.

In the first stage of the portal release, CASA will allow you to view more than 20 pieces of your aviation data, including:

- Your personal details, including name, date of birth and nationality.
- Your personal contact details, including residential and postal addresses, contact phone numbers and e-mail addresses.
- Details about all your licenses.
- Exam details.
- Aircraft details.
- Major modifications.
- Medical details.
- Reserved VH mark details.
- Aerodrome details.
- Subscription details.

In addition to viewing your aviation data, you also will be able to instantly update additional details, including:

- Updating your contact details.
- Adding new aircraft engines.
- Adding new aircraft propellers.
- Adding new major modifications.
- Updating subscription details.

For more information, visit the CASA website at www.casa.gov.au/selfservice. ❑