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 emails to avionicsnews@aea.net.*

UNITED STATES
News & Regulatory Updates

FAA Announces September Workshops on U.S.-EU BASA

The Federal Aviation Administration recently announced U.S. field workshops in support of the implementation of the new agreement between the U.S. and the European Community on the cooperation in the regulation of civil aviation safety.

The FAA, in cooperation with the European Aviation Safety Agency, will conduct workshops in the U.S. that focus on providing aviation safety inspectors, and the aviation industry with EASA Part 145 certification, the tools and knowledge to transition to the new agreement. Topics covered will include:

- Maintenance annex guide content and application.
- Manual requirements.
- Certification and renewal process.
- Timeline and process for transfer of maintenance organizations.

Each meeting includes an agency day and an industry day. The three industry meeting dates are:

- Sept. 9 in Los Angeles, Calif.
- Sept. 12 in Miramar, Fla.
- Sept. 16 in Baltimore, Md.

It is strongly recommended that all attendees are thoroughly familiar with the MAG, available online at www.faa.gov/aircraft/repair/media/MAG.pdf.

U.S. industry representatives with EASA-certificated Part 145 repair stations planning to attend a workshop should respond via email to 9-AWA-AFS-310-RepairSurvey@faa.gov with the following information:

- Name of repair station.
- Name(s) of attendees.
- Email address of attendees.
- Location that you plan to attend.
- Indicate whether or not you need the FAA to reserve hotel accommodations.

FREQUENTLY ASKED QUESTIONS
United States

Work Performed at Another Location

QUESTION:

Can a repair station business model be based on a mobile service?

ANSWER:

Yes. 14 CFR 145.203 (b) allows for mobile operations.

§ 145.203 Work performed at another location – A certificated repair station may temporarily transport material, equipment and personnel needed to perform maintenance, preventive maintenance, alterations or certain specialized services on an article for which it is rated to a place other than the repair station's fixed location, if the following requirements are met:

(a) The work is necessary due to a special circumstance, as determined by the FAA; or

(b) It is necessary to perform such work on a recurring basis, and the repair station's manual includes the procedures for accomplishing maintenance, preven-

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

In the Aug. 6, 2001, Part 145 final rule, the FAA clearly intended the "work performed at another location" provision to be expanded to include regular business, in addition to the legacy AOG provision.

"This final rule permits a repair station to perform work away from the repair station's location when the work is necessary due to a one-time special circumstance, for example, an aircraft on the ground or in preparation for a ferry flight, as determined by the FAA.

"The rule also permits work away from a repair station's fixed location when it is necessary to perform such work on a recurring basis, if the repair station's manual includes procedures for accomplishing maintenance, preventive maintenance, alterations or specialized services at a place other than the repair station's fixed location. This later provision will allow work away from a repair station's fixed location as part of everyday business practices, rather than under special circumstances only, as proposed."

The AEA fought hard for this provision to allow for mobile avionics businesses.

CANADA
News & Regulatory Updates

TCCA Issues New Exemption for UHF ELT Installations

Transport Canada Civil Aviation has issued a new exemption to CAR 571.04, providing continued relief to specifically identified persons from the avionics specialized maintenance rules, when they install and certify a maintenance release for the installation of stand-alone TSO C126 406 MHz ELTs in an aircraft. The expiration date of the exemption is Sept. 30, 2012. An amendment to the CARS will be proposed to make this a permanent rule change.

Emergency Locator Transmitter Programmable Dongle Recommendations

The following information is from the March 2011 issue of TCCA *Aviation Safety Letter*.

Following a helicopter accident in 2009, it was determined that the helicopter was fitted with an ELT, manufactured in France by Kannad, model 406 AF-Compact. The ELT was capable of transmitting data on a 406 Mhz carrier frequency and audio on a 121.5 MHz carrier frequency. Upon acquiring the helicopter, the owner ensured the ELT was programmed and registered, as required. The unit was tested and found to be serviceable in January 2009.

During the accident investigation, the Transportation Safety Board tested the helicopter's ELT and determined that the ELT was transmitting on the 'test user protocol' mode, had a country code of 227 (France) and an identification code different from the beacon identification code included in the Canadian Beacon Registry database. Upon further investigation, it found that this ELT was coupled with an out-of-factory programmable dongle containing a default manufacturer's code. A dongle is a connector plug, which contains a microchip. Dongles are useful in fleets when a company needs to service an aircraft ELT. When a dongle is installed, it allows the ELT to be easily repaired or replaced without putting the aircraft out of service.

Information specific to an ELT, such as the owner

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and aircraft, is programmed and stored in the dongle's non-volatile memory. When a new or replaced ELT is connected to the dongle, and the ELT is switched from the 'off' to the 'arm' position, the dongle will automatically re-program the ELT with the information stored in its NVM, including the ELT's 15-digit hexadecimal identification code, if the dongle is programmed correctly. In this particular accident, although the ELT was properly registered, programmed and tested serviceable in January 2009, the dongle had not been reprogrammed with the helicopter's specific information. Maintenance personnel did not know the dongle was programmable, and the avionics shop was not aware that this particular ELT installation included a programmable dongle. Any transmission on the test user protocol mode, if received by the COSPAS-SARSAT CMCC, may not be treated as though it had been received in the normal mode.

Since 406 MHz ELTs are relatively new to the industry, TCCA and the TSB recommend that aircraft operators, owners, maintenance and avionics facilities be aware of the purpose of the programmable dongle and the importance of ensuring that the programmed information is correct. Dongles need to be re-programmed when the aircraft country of registration changes.

TCCA recommends checking if a dongle is installed and programmed correctly at the next ELT servicing.

FREQUENTLY ASKED QUESTIONS
Canada

Transport Canada Oversight of Canada Labor Code Requirements in the Context of SMS

The following information is from the Transport Canada Civil Aviation website.

QUESTION:

How will Transport Canada oversee Canada Labor Code requirements in the context of safety management systems?

ANSWER:

Currently, some enterprises are treating/organizing SMS and occupational health and safety as two different programs. When that is the case, Transport Canada will evaluate each program separately. Other enterprises are treating OHS as part of SMS. In that case, Transport Canada will make sure that these enterprises are meeting requirements for SMS and for OHS, as per the Canadian Aviation Regulations and CLC. Transport Canada will ensure both sets of requirements are being met. In some cases, the CLC requirements may be met through the SMS provisions in the Canadian Aviation Regulations.

It is up to the enterprise to satisfactorily demonstrate to Transport Canada that both sets of regulations are in compliance. In these cases, Transport Canada will request the enterprise provide a table of concordance that demonstrates compliance with both regulatory regimes.

An enterprise may treat the two sets of requirements separately, or they may integrate them into one manual. In the latter case, Transport Canada would ensure sections of the manual that relate to OHS are in compliance with the CLC and its pursuant regulations, and a civil aviation safety inspector-occupational health and safety (CASI-OHS) would be involved in assessment activities.

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.

EUROPE
News & Regulatory Updates

EASA

July 2011 brought a newly amended certification specification for large airplanes, CS-25. The amendment 11 contained a number of changes, including:

- AMC 25-11 (equivalent to AC25-11A) on electronic flight deck displays has been amended and also covers electronic displays other than CRTs. It also identifies primary field of view definition.
- AMC 25.1302 – installed systems and equipment for use by the flight crew – has been amended and clarification included.
- AMC 25.1309 system design and analysis has been amended.

A new set of requirements has been issued for the first time in Europe. It is called the CS-LSA, or certification specification for light sport airplanes. A light sport airplane is defined as one with a MTOM of not more than 600 kg when operated on land or 650 kg for aircrafts operated on water, a stall speed of not more than 45 knots, and a maximum seating capacity of two, including pilot single non-turbine engine fitted with propeller. The rule with a different arrangement as all other certification specifications issued so far is available on the EASA website.

EUROCAE/RTCA

EUROCAE has completed working on a concept for "UAS (unmanned aerial systems) airworthiness certification and operational approval." The document is called ER-004 and was issued in March 2011.

This document is available on the EUROCAE website.

Meanwhile, the RTCA issued a revised DO-315B - MASPS for enhanced vision systems, synthetic vision systems and combined systems. It addresses specific features, such as SVS with system performance, database, alerts, pilot controls, and display and symbology requirements. Respective flight test and rationale appendices were also added. A similar revision to the EUROCAE-equivalent ED-179B will be issued, soon.

Of interest for equipment manufacturers and installers may be a document identified as DO-327 – "assessment of the LightSquared ancillary terrestrial component radio frequency interference impact on GNSS L1 band airborne receiver operations." This report documents a study conducted by RTCA special committee 159 in response to a request from the FAA to address the issue of compatibility between the operation of a terrestrial wireless broadband network in the bands 1525-1559/1626.5-1660.5 MHz by LightSquared, pursuant to its FCC license, and GPS receivers onboard aircraft. The report includes results of tests of four certified aircraft GPS receivers.

AUSTRALIA
News & Regulatory Updates

General Aviation Safety Task Force

A special task force has been established to review a number of aspects of the safety regulation of general aviation in Australia. The Civil Aviation Safety Authority has established the task force to look at general aviation pilot licensing, air operator's certificates and relevant safety requirements. The task force will initially focus on the aerial agriculture sector of general aviation. CASA's Director of Aviation Safety, John McCormick, said the task force was a CASA initiative.

"CASA is committed to being a proactive safety regulator, and we are always looking to make sure our regulatory regime is effective," McCormick said. "It is vital that regulations deliver the intended safety outcomes to the highest possible level without imposing unnecessary burdens on the aviation industry."

In general aviation, CASA believes it is time to look at the requirements for pilot licensing and the need for air operator certificates for a range of operations.

"CASA has already announced it will be setting up a general aviation forum next year, which will give people across the sector yet another opportunity to discuss regulatory issues with us," McCormick said.

The task force will feed issues and information into this forum for debate and discussion, with CASA to make the final decisions on any changes.

"In the first instance, the task force will look at the safety regulation of aerial agriculture, because this is a vibrant sector of general aviation with a wide range of safety issues that need to be considered," McCormick said. "The review of aerial agriculture will be done in full cooperation with the Aerial Agricultural Association of Australia."

The new general aviation task force will be headed by Peter John, CASA's eastern region operations manager. John has a long career in aviation, holds general aviation, recreational and gliding pilot licenses, and owns a general aviation aircraft. The task force is expected to operate for more than two years, initially drawing on the expertise of people across CASA, and later on people from the general aviation sector. It will begin work in mid-August 2011. ❑