

TO the Members of Europe Air Sports:

dear Members,

EASA has published the Comments and Response Document (CRD) on the NPA 07/2005 recently (attached)

For your information and understanding the following explanation is given, since it is a major but also a complex and complicated subject because of the European rulemaking procedures.

The aviation community for aircraft below 5,7 MTOM will need to understand that Part M, which is in force since September 2003 and for which all Member States opted out the application for light aircraft until 28.09.2008, will be modified in three stages:

First stage is the published CRD based on the comments to the NPA 07/2005 and which is now open for comments for the next two months. Then EASA will transfer the changes of this CRD into an EASA opinion and forward it to the Commission for changing the regulation 2042 of which Part M is the first part. Approximate time required three months. Due to the procedures of the EU only those topics which were subject of the initial NPA are allowed to be amended. This means, all modification to Part M which we in group M.017 developed but which were not discussed during the initial NPA consultation process will be published in the second stage. A complete new NPA which hopefully will be finalized mid May for publication in June. This NPA will contain some changes which are considered essential and important for our community. After that consultation phase the usual process of assessing the comments, publishing a CRD with a two months comment period will be initiated before an opinion is drafted and forwarded to the Commission for modifying the regulation.

The third and final rulemaking activity is the direct modification of the Appendix VIII Pilot Owner Maintenance which EASA group M.005 is about to finalize, again mid May. Then an NPA will be published, consultation will start, CRD will be developed, two months consultation and drafting of opinion and forwarding to the Commission.

It should be understood and subsequently explained to your members and lower echelons, that the change of Part M, initiated by our EAS workshop in November 2005 in Cologne, can only be evaluated and assessed successfully by doing that while reading and understanding all three different documents. Complication is that the time between the publication of those three documents will vary and that those documents only will contain the changes to the paragraphs, not a full amended text of Part M.

Europe Air Sports is fully involved in all stages and our President will meet with EASA management shortly to discuss the situation.

We will keep you updated on the developments and do not hesitate to contact our Programme Manager Rudi Schuegraf, who is fully involved in the process, or the secretariat, if you have questions, suggestions or need further explanations.

Best regards,

Harry Schoevers

Secretary-General Europe Air Sports

