

EU delays alcohol testing on ramp checks to 2021

David Mumford
28 August, 2020



The EU had some changes planned for Ramp Checks and Pilot Mental Health which were due to take place on 14 Aug 2020, but these have now been delayed to 14 Feb 2021.

The three big changes

1. EASA regulations will be updated requiring **alcohol testing during ramp checks**. This will take effect across all SAFA participating countries. However, a lot of countries have already started doing this anyway: Austria, Belgium, Czech Republic, France, Germany, Greece, Iceland, Ireland, Italy, Netherlands, Portugal, Spain, Switzerland, UK, and Singapore. In most places, local authorities have the power to carry out breathalyzer tests at any time – not as part of ramp checks. For more on SAFA ramp checks, see our article.
2. All pilots working for European airlines will have access to **mental health support programs**.
3. European airlines will perform a **psychological assessment of pilots** before the start of employment.

Despite the delay to the implementation date, it's still something worth looking at now. The UK CAA has published a Safety Alert with the following recommendations:

1. *Operators are strongly recommended to continue to introduce Flight Crew Support Programmes as required by the Regulation and to maintain existing programmes despite the deferred implementation date.*
2. Operators should also consider the impact of the Covid-19 crisis on cabin crew and other safety-sensitive personnel as well as flight crew. It remains essential that senior management of operators,

mental health professionals, trained peers and staff representatives work together to enable self-declaration, referral, advice, counselling and/or treatment, where necessary, in cases where there may be a potential safety issue resulting from a decrease in medical fitness.

3. Additionally, operators are encouraged to use this delay to develop their policies on the prevention and detection of the misuse of psychoactive substances and on the psychological assessment of flight crew.

Regulatory deadlines on the horizon

Chris Shieff

28 August, 2020



Regulatory compliance – nothing quite warms the heart like reading those two words, side by side. This year has seen quite a few changes in this department already (thank you, NAT HLA!), but here is a list of some other regulatory deadlines on the horizon...

Dec 31, 2019 – Operations in North Atlantic

- U.S. operators must have the revised LOA BO39: "Operations in North Atlantic High Level Airspace (NAT HLA)". Operators holding the old MNPS LOA BO39 will not be permitted to fly in the NAT HLA beyond this date. Requirements include: RNP10, crew training and new contingency procedures incorporated in company operating handbooks. Read our article [here](#).

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.518

National Policy

Effective Date:
7/18/19

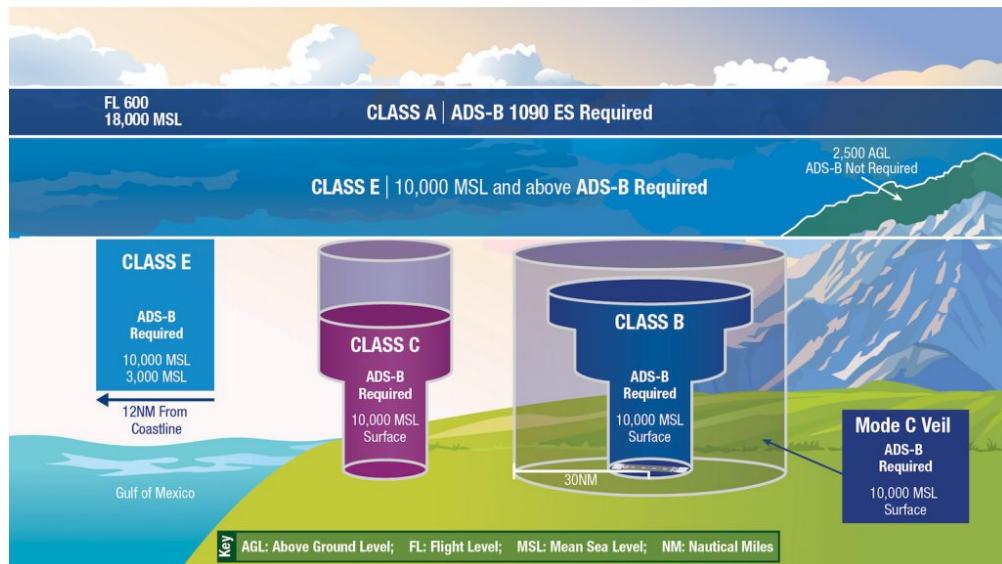
Cancellation Date:
7/18/20

SUBJ: Operations in North Atlantic Airspace: Expiring Letters of Authorization (LOA) and New Contingency Procedures

1. Purpose of This Notice. This notice serves to remind General Aviation Safety Assurance office managers and aviation safety inspectors (ASI) of an impending deadline affecting Letter of Authorization (LOA) B039, Operations in North Atlantic High Level Airspace (NAT HLA), for Title 14 of the Code of Federal Regulations (14 CFR) part 91. This notice also requests action to notify operators holding expiring LOAs and of the existence of new contingency procedures for operations in North Atlantic (NAT) airspace.

Jan 1, 2020 - US ADS-B Out Mandate

- ADS-B Out will be required where Mode C is required AND:
- Class A, B and C airspace, Class E at or above 10,000' MSL (but not below 2,500' AGL).
- Within 30nm of Class B (Mode C veil).
- Above the ceiling and within lateral boundaries of Class B and C up to 10,000'.
- Class E over Gulf of Mexico, at and above 3000' MSL within 12 nm of US coast.



Jan 30, 2020 - Expansion of Datalink Mandate in the North Atlantic

- Phase 2C of North Atlantic Datalink Mandate. FANS 1/A CPDLC and ADS-C will be required between FL290-FL410 throughout the entire NAT region (previously FL350-390). Read our article [here](#).

Feb 5, 2020 - European Datalink Mandate

- Initially legacy aircraft flying above FL290 in European airspace were to be equipped with CPDLC capability by Feb 2015. But due to equipage requirements and technical issues the mandate was delayed to Feb 2020, **AND**, even better, **most GA/BA aircraft will be exempt from this**. Read our article here.

June 7, 2020 - European ADS-B Out Mandate

- Aircraft flying IFR in Europe with max certified takeoff weight of more than 5700kg (12,566lbs) OR max cruising TAS of more than 250kts must be equipped with ADS-B. GPS sensor with at least WAAS accuracy coupled to a 1090 Extended Squitter transponder required.

What is the ADS-B mandate in Europe?

Commission Regulation (EU) No 1207/2011, of 22 November 2011, lays down requirements for the performance and the interoperability of surveillance for the single European sky. From 7 June 2020, all aircraft that weigh more than 5 700 kg, or have a max cruise speed greater than 250 knots, will need to be equipped with ADS-B capabilities to be operated in European airspace.

This means that by June 2020, a huge fleet of aircraft needs to be retrofitted. That represents a great business opportunity for numerous STC applicants who have experience in avionics installations. However, an ADS-B installation is much more than a “simple” change of transponder, and it may not be as easy to handle as it might initially appear.

DELAYED:

Canada: ADS-B Out Mandate

- This was planned to be implemented in Class A airspace from Feb 2021, and Class B airspace from Jan 2022. But Nav Canada has now postponed this mandate. They still plan on using ADS-B for surveillance, and this will be used on a priority basis for suitably equipped aircraft starting in 2021, but they say – “non ADS-B Out equipped aircraft will be accommodated within the airspace until a performance requirements mandate can be implemented.”

ALSO ON THE HORIZON:

August 14, 2020 - EU: SAFA Ramp Checks & Pilot Mental Health

- EASA regulations requiring **alcohol testing during ramp checks** will take effect across all SAFA participating countries (although some countries have already started doing this: Austria, Belgium, Czech Republic, France, Germany, Greece, Iceland, Ireland, Italy, Netherlands, Portugal, Spain, Switzerland, UK, and Singapore). Tests may also be carried out by local police at any time.
- All pilots working for European airlines will have access to mental health support programs.

- European airlines will perform a psychological assessment of their pilots before the start of employment.

Any other biggies that we missed? Let us know!