

1. Introduction

EASA Covid 19 Updates

Whilst disruption due to Covid 19 has reduced within the aviation industry EASA is continuously devising methods to ensure that operations can continue as normal as possible while remaining safe and the Agency recognises there are significant matters that need to be tackled. EASA remains fully committed to meet the needs of the industry so that aviation can remain operational and safe for everyone.

The links below provide links to all EASA (multiple domain) coronavirus-related information.

<https://www.easa.europa.eu/the-agency/coronavirus-covid-19>

<https://www.easa.europa.eu/easa-covid-19-resources>

<https://www.easa.europa.eu/covid-19-references>

2. EASA General & Generic Updates

9th August 2022

EASA publishes guidelines and templates for exemptions on Dangerous Good transport

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-guidelines-and-templates-exemptions-dangerous-good?utm_campaign=d-20220810&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published guidance material and a template exemption form to be used by National Aviation Authorities when granting exemptions according to ICAO Annex 18 and Technical Instructions for the Safe Transport of dangerous goods by air (Doc 9284) Part 1,1.1.3, to which Regulation (EU) 965/2012 refers.

Several European Member States have already implemented this material with success. EASA recommends the use of the form and related guidance to facilitate harmonisation within the Member States when granting exemptions. The usage of a common and

harmonised process and material also results in a significant decrease of the administrative burden for air operators.

The guidance and form were developed by a working group of the Dangerous Goods European Liaison Group (DGELG). This group has been working for 20 years to promote co-operation between EASA Member States. Since this time, membership has been extended to include all European States, European operators and a number of other agencies. In 2017, the terms of reference of the DGELG were amended to integrate it as an Expert Group into the system of EASA Advisory Bodies. One of the group's main objectives is to facilitate the uniform implementation of the Air OPS Regulations and, by reference, of Annex 18 and the ICAO Technical Instructions for the Safe Transport of Dangerous Goods.

31st August 2022

EASA Annual Safety Review 2022 published

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-annual-safety-review-2022-published?utm_campaign=d-20220901&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The EASA Annual Safety Review 2022 is now online. The 2022 edition is based on data up until the end of 2021, when COVID-related restrictions continued to challenge the industry. Despite these challenges, the European aviation system has remained robustly safe.

In commercial air transport (CAT) operations, there were once again no fatal accidents in Europe in 2021. This has been the case since 2016. However, there was a slight increase in the overall accident rate. This highlights the need for continual vigilance in controlling safety risks and the importance of the safety initiatives within the European Plan for Aviation Safety (EPAS). The review shows that the top risk areas for CAT operations remain airborne collision, runway excursion and collision on runway.

31st August 2022

Save the date for the EASA Annual Safety Conference - November 30 – December 1, 2022 in Prague

https://www.easa.europa.eu/en/newsroom-and-events/news/save-date-easa-annual-safety-conference-november-30-december-1-2022-prague?utm_campaign=d-20220902&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The Conference will be organised with the Czech Presidency of the EU Council and will focus on “Airport Safety & Environmental Sustainability through Innovation”. We are planning an in-person event which will start in the early afternoon on November 30.

Featuring high level speakers from airports, airlines, ground handling companies, air navigation service providers, the European Commission and European Member States’ competent authorities, the Annual Safety Conference will explore:

- Innovative tools for collaborative decision making between airports, airlines and ground handlers
- How to enable runway safety through innovations
- Innovations in ground handling, including ideas for more automation and application of new technologies
- Vertiports, the infrastructure for new urban air mobility, and
- Airports as key enablers and facilitators of ever greener aircraft operations

20th September 2022

ToR RMT.0737 - Enabling electronic personnel licensing in Europe

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-group-compositions/tor-rmt0737>

The objective of this rulemaking task is to develop and establish the requirements for the introduction and implementation of an electronic personnel licencing (EPL) system within the EU regulatory framework in order to:

- enable the issue, display, validation and verification of EU electronic personnel licences (EPLs) on self-contained mobile electronic visual display devices in addition to the licences issued on high-quality paper or other suitable material,

including plastic cards; EPLs shall be optional to the paper version — nevertheless, the Member States' national competent authorities will have the obligation to recognise EPLs issued by all other Member States;

- ensure the security, confidentiality, data protection, integrity, authentication, and accessibility as regards EPLs;
- ensure EPL system interoperability between the different issuing and verifying national competent authorities and other affected stakeholders (e.g. examiners for pilot licences);
- transpose ICAO Annex 1 SARPs related to EPLs (Amendment 178 to Annex 1) in the relevant EU regulations.

21st September 2022

European Aviation Environmental Report 2022: Sustainability crucial for long-term viability of the sector

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/european-aviation-environmental-report-2022-sustainability?utm_campaign=d-20220922&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release

BRUSSELS, Sept 21, 2022 – The aviation sector has taken some steps to address its impacts on the environment and climate, but projected growth in demand calls for greater and more decisive action aligned with the European Union's climate and environmental goals. The new European Aviation Environmental Report offers an overview of the current environmental performance of the sector. In addition to reviewing progress made since the 2019 edition, it includes recommendations with a view to reducing the climate change, noise and air quality impacts from aviation.

The European Aviation Environmental Report 2022 looks at the historic and future scenarios of air traffic and its associated noise and emissions. It also summarises the latest scientific understanding of these impacts before focusing on five main impact mitigation areas (Technology and Design; Sustainable Aviation Fuels; Air Traffic Management - Operations; Airports and Market-Based Measures) with recommendations on how to further improve the level of environmental protection.

3. Initial Airworthiness

22nd October 2021

Opinion 05/2021 - Part 21 Light — Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations

Opinion Adopted

The objective of the proposed 'Part 21 Light' is to provide cost-efficient and proportionate rules in the field of the initial airworthiness of aircraft used for sport and recreational aviation.

Compared to Part 21, the proposed 'Part 21 Light' provides a lighter approach to the certification of those general aviation aircraft, and introduces the possibility for a declaration of design compliance to be submitted as an alternative to certification. The proposed 'Part 21 Light' also provides for the possibility to demonstrate design and production capabilities through a declaration, instead of an approval, and for certain low-risk production activities the demonstration of production capabilities is not required at all.

The Opinion captures the outcome of a series of focused consultation workshops that have been used by the Agency to develop this Opinion. Furthermore, following consultation of the draft Opinion with the Advisory Bodies, the regulatory text of 'Part 21 Light' has been further refined to accommodate concerns about proportionality (e.g. removal of safety management elements).

With these new possibilities, it is expected that the barriers to the entry into the European regulatory system will be lowered while maintaining aviation safety. This is expected to invigorate and stimulate the general aviation sector and permit the easier development of new aircraft types.

The proposed 'Part 21 Light' and related amendments of existing Regulations are expected to reduce the regulatory burden for the designers and manufacturers of aircraft used for sport and recreational aviation while continuing to ensure a high level of safety

19th September 2022

ED Decision 2022/019/R - Large aeroplane tyre pressure monitoring | Helicopter ditching and water impact occupant survivability

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022019r?utm_campaign=d-20220920&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision

CS-26 Issue 4

Commission Implementing Regulation (EU) 2022/1254 was adopted on 19 July 2022.

This Regulation amends Annex I (Part-26) to Commission Regulation (EU) 2015/640 'Additional airworthiness specifications for operations' with respect to the following two topics that EASA proposed through Opinion No 01/2022:

1. Large aeroplane tyre pressure monitoring (RMT.0586);
2. Helicopter ditching and water impact occupant survivability (RMT.0120).

The objective of this Decision is to support the application of the amendments introduced into Part-26 by providing the means to comply with them as well as the related guidance material. In order to achieve this objective, this Decision amends CS-26.

4. Additional Airworthiness

5. Continuing Airworthiness

2nd September 2022

EASA publishes Acceptable Means of Compliance and Guidance Material for the 'One CAMO' Regulation

<https://www.easa.europa.eu/newsroom-and-events/news/implementation-safety-management-system-easa-part-145-maintenance>

In March 2022, Regulation (EU) 2022/410, amending Regulation (EU) No 1321/2014, introduced the new concept of continuing airworthiness management in a single air carrier business grouping. The new Regulation allows several air operator certificate (AOC) holders to use the same continuing airworthiness management organisation (CAMO) within a single air business grouping, thereby removing inefficiencies and allowing short-time interoperability of aircraft between different AOC holders.

The new Acceptable Means of Compliance (AMC) and Guidance Material (GM) for the new Regulation, which are adopted by this ED Decision, will facilitate the implementation of the requirements introduced by that new Regulation, in particular by:

- defining a 'single air carrier business grouping';
- harmonising the management systems of the organisations involved;
- providing guidance on the cooperation in the oversight of the organisations (CAMOs and operators) by competent authorities (CAs); and
- providing guidance on the nomination by the operator of the person responsible for the management and supervision of the contract with a CAMO.

The new Regulation and the related AMC and GM are expected to reduce regulatory burden and increase cost-efficiency for air carrier business groupings.

6th September 2022

Opinion No 07/2022 - Review of Part-66 and new training methods and new teaching technologies

https://www.easa.europa.eu/en/document-library/opinions/opinion-no-072022?utm_campaign=d-20220907&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion

The main objectives of this Opinion are the following:

- facilitate the type rating endorsement of aircraft for which no Part-147 type training is available, maintaining the current level for safety and a level playing field;
- update the basic knowledge training syllabus in Part-66 since it contains some obsolete references;
- enhance the efficiency of the 'on-the-job training' (OJT) required for the first type rating endorsement in the maintenance licence category; and
- enhance the efficiency of the maintenance personnel training system with new training methods and new teaching technologies.

The Opinion also brings some necessary improvements and corrections that emerged with the implementation of the regulation.

The proposed amendments to Part-66 and Part-147 are expected to improve the efficiency of the maintenance personnel licencing and training system.

13th September 2022

Easy Access Rules for Continuing Airworthiness

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-continuing-airworthiness-0?utm_campaign=d-20220914&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

Revision from September 2022 of Easy Access Rules for Continuing Airworthiness includes:

- amending Regulation (EU) 2022/410 as regards the continuing airworthiness management in a single air carrier business grouping.
 - the related ED Decision 2022/017/R.
-

6. Air Operations, Aircrew and Medical

19th August 2022

ED Decision 2022/014/R - Update of ORO.FC — review of crew training provisions

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022014r?utm_campaign=d-20220820&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

Decision 2022/014/R issues the following amendments to the AMC and GM to Commission Regulation (EU) No 965/2012:

- AMC and GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 21
- AMC and GM to Annex IV (Part-CAT) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 22
- AMC and GM to Annex V (Part-SPA) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 13
- AMC and GM to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 17
- AMC and GM to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 14
- AMC and GM to Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 17
- AMC and GM to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 — Issue 1, Amendment 12

The objective of this Decision is to facilitate the implementation of the new requirements introduced into:

- Regulation (EU) No 965/2012 (the ‘Air OPS Regulation’) related to flight crew training by Commission Implementing Regulation (EU) 2021/2237 which will apply from 30 October 2022; and
- Regulation (EU) No 1178/2011 (the ‘Aircrew Regulation’) related to flight crew training by Commission Implementing Regulation (EU) 2021/2227 which will apply from 30 October 2022.

Those Regulations and this ED Decision amend the operator’s flight crew training and checking provisions to better reflect the increased complexity in the aviation system. The updates cover aeroplanes and helicopters that carry out commercial air transport (CAT) operations, specialised operations (SPO) and non-commercial operations with complex motor-powered aircraft (NCC).

The most important items are:

- (a) new conditions for multi-pilot operations in single-pilot certified helicopters,
- (b) new provisions for initial training and checking under SPO,
- (c) new provisions for recurrent training and checking under CAT and SPO,
- (d) new conditions for the operation on different aircraft types or variants,
- (e) introduction of the option for NCC operators to accept previous training and checking, and
- (f) addressing other minor issues regarding flight crew training and checking.

Some changes are expected to increase safety in a cost-effective way, whereas others should reduce the training costs without an impact on safety. Several clarifications are also introduced to maintain a high level of safety for air operations by ensuring a harmonised implementation of the Air OPS Regulation and the Aircrew Regulation.

26th September 2022

Opinion 08/2022 - EASA publishes Opinion to modernise EU regulatory framework for HEMS operations

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-opinion-modernise-eu-regulatory-framework-hems-operations?utm_campaign=d-20220927&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

The European Union Aviation Safety Agency has published Opinion No 08/2022, proposing to modernise the European Union's aviation regulatory framework on Helicopter Emergency Medical Services (HEMS flights), so as to increase safety and foster efficiency and proportionality while keeping the economic impact on HEMS operators to a minimum.

The Opinion proposes revised requirements in respect of:

- flights to/from public interest sites (PISs) located in congested areas;
- helicopter emergency medical service (HEMS) flights by day or by night in relation to equipment, training, operating minima, and operating site/hospital site features;
- HEMS requirements for high-altitude operations; and

- a new HEMS concept to cover mountain operations and rescue operations, other than search and rescue (SAR) operations.
-

7. EU Aviation Rule Structure

8. Regulatory Authorities

9. Third Country Operators

10. Unmanned Airborne Systems

28th September

EASA publishes updated Easy Access Rules for Unmanned Aircraft Systems

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-unmanned-aircraft-systems?utm_campaign=d-20220929&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules for Unmanned Aircraft Systems (EAR for UAS).

This Revision from September 2022 incorporates:

- the extended transition dates for using certain UAS in the 'open' category and the new dates of application for some standard scenarios, as introduced by Regulation (EU) 2022/425; and
- the new and revised acceptable means of compliance and guidance material (AMC & GM) on 'geographical zones', various forms and procedures, standard scenarios, training modules, and a new predefined risk assessment, as issued by ED Decision 2022/002/R.

The EAR for UAS are displayed as pdf in a consolidated, easy-to-read publication with advanced navigation features through links and bookmarks and are also available as online dynamic publications with filters and search functions, as well as in xml format with machine-readable content.

11. Ground Handling

12. Aerodromes

11th August 2022

Easy Access Rules for Aerodromes updated with the new rules on all-weather operations

https://www.easa.europa.eu/en/newsroom-and-events/news/easy-access-rules-aerodromes-updated-new-rules-all-weather-operations?utm_campaign=d-20220812&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules (EAR) for Aerodromes (ADR).

This Revision from August 2022 incorporates the new aerodrome requirements and AMC & GM on all-weather operations, as introduced by Commission Delegated Regulation (EU) 2022/208 and ED Decision 2022/013/R.

The EAR for ADR are displayed as pdf in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks and are also available for free download on the EASA website as online dynamic publications with filters and search functions, as well as in xml format with machine-readable content.

As they are generated through the eRules platform, they will be updated regularly to incorporate further changes and evolutions to their content.

13. ATM/ANS

16th August 2022

NPA 2022-09 - Establishment of a regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment) (Subtask 1)

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2022-09>

The objective of the proposals put forward in this Notice of Proposed Amendment (NPA), considering the technical, scientific and operational needs, is to maintain a high level of safety and to provide for cost-efficient requirements in the field of ATM/ANS systems and ATM/ANS constituents — i.e. ATM/ANS equipment. Furthermore, the objective is to meet the relevant security, performance, and interoperability objectives that would allow the proper functioning of the European Air Traffic Management network (EATMN).

This NPA proposes a regulatory framework for the certification of certain ATM/ANS equipment (i.e. ATM/ANS systems and ATM/ANS constituents) as well as of organisations involved in its design and/or production once it has been found to comply with the applicable essential requirements of Regulation (EU) 2018/1139.

The proposed regulatory framework aims to reduce the fragmentation of the ATM/ANS (ground) equipment market and facilitate industry cooperation at European level. As a result, the application of the proposed provisions would facilitate the development and implementation of new technologies and speed up the introduction of new operational concepts that are required in order to increase the capacity of the ATM system and improve its performance.

ATM/ANS equipment manufacturers would need to apply for and be granted an organisation approval with the necessary privileges as well as hold ATM/ANS equipment certificates for certain ATM/ANS equipment they design and/or produce. This would provide for long-term benefits in terms of specifications harmonisation and a more efficient and flexible use of resources. ATM/ANS providers and similarly their competent authorities will also benefit from the attestation of certain ATM/ANS equipment by the organisations involved in its design and/or production, and their responsibilities will be focused on the operational integration of already attested ATM/ANS equipment.

2nd September 2022

Opinion No 06/2022 - Enhanced mobility options and streamlined qualifications for air traffic controllers

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-062022>

The main objective of this Opinion is to maintain a high and uniform level of safety in the provision of air traffic services by ensuring continued alignment of the qualification scheme of air traffic controllers (ATCOs) with the recognised best practices in aviation. This Opinion aims especially at providing enhanced mobility options for instructors, assessors and student ATCOs, simplifying the rating and rating endorsement structure and updating the initial training requirements, together with a controlled mechanism for the conversion of national military ATCO licences into student ATCO licences issued in accordance with Commission Regulation (EU) 2015/340 ('ATCO Regulation').

Accordingly, this Opinion proposes less complicated provisions for the change of competent authority and for the exchange of licences for instructors, assessors, and student ATCOs. It proposes to reduce the number of ratings from six to five and the number of rating endorsements from nine to four. The proposed amendments concerning initial training are expected to result in a reduced number of training courses, in the removal of some subject objectives, in the modification of some topics and subtopics as well as in certain editorial improvements. Furthermore, the national conversion report established by each Member State will serve as a basis for the crediting of the training received by the ATCOs during their military service in the Member States.

Updating the initial training requirements taking into account new technological developments and operational changes are expected to ensure that a high level of safety will be maintained. Easing the licence administration for both air navigation service providers (ANSPs) and national competent authorities (NCAs) are expected to result in efficiency gains. Member States will be able to positively respond to conversion requests from military ATCOs that are interested in obtaining civil licences, while taking account of their prior training. This opportunity will also contribute to a more flexible use of the available ATCO resources and thus to a better air traffic capacity management across Europe. ANSPs and training organisations will benefit from the enhanced mobility and more flexible use of instructors and assessors, and the simplified processes will facilitate the mobility of ATCOs. NCAs are expected to benefit from the alignment of the authority requirements with those in Regulation (EU) 2017/373 ('ATM/ANS Regulation').

14. Balloons & Sailplanes

15. SERA