1. **EASA News**

3rd May 2024

**Managing the impact of climate change on aviation**

[Managing the impact of climate change on aviation | EASA (europa.eu)](https://www.easa.europa.eu/en/light/topics/managing-impact-climate-change-aviation?utm_campaign=d-20240503&utm_term=light&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=topic)

One of the main missions of EASA is to achieve a high level of environmental protection in the field of aviation, which includes reducing the impact of the aviation sector on climate.    
As a consequence of the climate crisis, climate change is also impacting aviation, with increasing occurrences of severe weather events resulting in an increasing exposure of aviation to weather hazards.    
Maintaining a high level of safety for passengers and aviation professionals is paramount. That’s why adaptation of aviation to climate change is part of EASA’s priorities.

In the report [Climate Change 2021 - The Physical Science Basis](https://www.ipcc.ch/report/sixth-assessment-report-working-group-i/), the Intergovernmental Panel on Climate Change (IPCC) explains that every increase of the global mean air surface temperature magnifies the impacts of severe weather events, such as storms, hurricanes, heatwaves, heavy precipitation, flooding, droughts, etc.       
Such severe weather events are sources of hazards (hail encounter, lightning strike, runway flooding, low-level wind shear, etc). In addition, research works indicate that climate change may also increase the exposure of aviation to clear air turbulence, although this hazard is not related to severe weather events.

8th May 2024

**EASA launches second release of Innovative Air Mobility Hub**

[EASA launches second release of Innovative Air Mobility Hub | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-launches-second-release-innovative-air-mobility-hub?utm_campaign=d-20240509&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 launched the second release of its digital space for the exchange of information on air taxis and drones with a focus on privacy concerns.

The [Innovative Air Mobility (IAM) Hub](https://www.easa.europa.eu/en/domains/drones-air-mobility/drones-air-mobility-landscape/innovative-air-mobility-hub) was launched in December 2023 and enables cities, regions, national authorities, operators, and manufacturers that have a role in the introduction of these air taxi and drone services to connect. They can then share and obtain reliable information and data.

The second release contains the following new elements:

* An entire new section [on privacy](https://www.easa.europa.eu/en/domains/civil-drones/privacy) and how the drone industry can address citizen concerns around privacy in line with EU regulatory material. EASA is going beyond legislation and provides hands-on guidance in the form of a privacy handbook and checklists for operators.
* An upgrade to the IAM Hub Members Area with new functionalities like the Critical Area Calculator for specific operations risk assessment (SORA) approvals and a pilot test for operational declarations.

The project is funded by the European Commission and the European Parliament. It is Flagship Action Number 7 of the European Commission [Drone Strategy 2.0.](https://ec.europa.eu/commission/presscorner/detail/en/ip_22_7076) to enable a smart and sustainable EU drones market.

8th May 2024

**EASA Annual Safety Conference 2024 in Budapest**

[SAVE THE DATE — EASA Annual Safety Conference 2024 in Budapest | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/save-date-easa-annual-safety-conference-2024-budapest?utm_campaign=d-20240509&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

Mark your diaries for EASA’s Annual Safety Conference 2024, which will take place as an in-person event in Budapest, Hungary, on October 30-31 in conjunction with Hungary’s EU Presidency.

The theme for this year’s conference is ‘‘Safety – technology – and the human dimension’’.

Please check the [Annual Safety Conference 2024 event page](https://www.easa.europa.eu/en/newsroom-and-events/events/easa-annual-safety-conference-2024) for more details.

23rd May 2024

**Commission Delegated Regulation (EU) 2024/1107**

[Commission Delegated Regulation (EU) 2024/1107 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-20241107?utm_campaign=d-20240524&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Supplementing Regulation (EU) 2018/1139 of the European Parliament and of the Council by laying down detailed rules for the continuing airworthiness of certified unmanned aircraft systems and their components, and on the approval of organisations and personnel involved in these tasks.

29th May 2024

**EASA publishes first Easy Access Rules for U-space**

[EASA publishes first Easy Access Rules for U-space | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-first-easy-access-rules-u-space?utm_campaign=d-20240530&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 the [first Easy Access Rules (EAR) for U-space (Regulation (EU) 2021/664)](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-u-space-regulation-eu-2021664).

The **EAR for U-space** incorporate [Regulation (EU) 2021/664](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2021664), the ‘U-space Regulation’, setting a regulatory framework for the U-space, an airspace defined by certain drone geographical zones, [Regulation (EU) 2023/203](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023203) on information security, amending the U-space Regulation, and [ED Decision 2022/022/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022022r) with the acceptable means of compliance (AMC) and guidance material (GM) to the U-space Regulation.

The **EAR for U-space** are available for free download on the EASA website as pdf, online dynamic publications with filters and search functions for simple navigation with computers, tablets, and mobiles, 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.

31st May 2024

**Artificial Intelligence: EASA publishes final report of the Machine Learning Application Approval Research Project**

[Artificial Intelligence: EASA publishes final report of the Machine Learning Application Approval Research Project | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/artificial-intelligence-easa-publishes-final-report-machine-learning?utm_campaign=d-20240601&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 the [final report](https://www.easa.europa.eu/sites/default/files/dfu/mleap-d4-public-report-issue01.pdf) and a [standalone executive summary](https://www.easa.europa.eu/sites/default/files/dfu/mleap-d4-public-report-executive_summary_expanded-issue01.pdf) of the Machine Learning Application Approval (MLEAP) project.

The report was developed by the project consortium consisting of Airbus protect, LNE (Laboratoire National de Métrologie et d'Essais), and Numalis, following a 2-year Research Project funded by Horizon Europe. The European Commission delegated the contractual and technical management of this research action to EASA.

The MLEAP Research Project supports the EASA Artificial Intelligence (AI) Programme and is aimed at identifying concrete means of compliance for the ‘Learning Assurance’ block of the [EASA AI Concept Paper Issue 2](https://www.easa.europa.eu/en/document-library/general-publications/easa-artificial-intelligence-concept-paper-issue-2).

3rd June 2024

**2024 CAAC-EASA Aviation Safety Conference successfully held in Xiamen, China**

[2024 CAAC-EASA Aviation Safety Conference successfully held in Xiamen, China | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/2024-caac-easa-aviation-safety-conference-successfully-held-xiamen-china?utm_campaign=d-20240604&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

Around 250 aviation professionals from authorities and industry gathered on 28-30 May at the [2024 CAAC-EASA Aviation Safety Conference](https://www.easa.europa.eu/en/newsroom-and-events/events/2024-caac-easa-aviation-safety-conference) in Xiamen to address global challenges in aviation safety and sustainability and seek opportunities for cooperation. The flagship event underscored the prioritisation of safety by the Civil Aviation Administration of China (CAAC) and the European Union Aviation Safety Agency (EASA), as well as the importance attached to knowledge sharing and collaboration to enhance safety standards, facilitate innovation, and foster sustainable aviation cooperation between China and Europe. The organisation of the Conference was supported by the [EU-China Aviation Partnership Project (APP)](https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/2nd-eu-china-aviation-partnership) and Xiamen Airlines.

On the main Conference Day of May 29, keynote speeches were held by EASA and CAAC senior management, as well as by senior industry representatives from Xiamen Airlines, Airbus, Comac Intelligent Technology Co., Safran Helicopter Engines, and the AVIC China Helicopter Research and Development Institute. In the afternoon, panel discussions took place, further deepening the exchanges between Chinese and European experts. The main topics discussed included the mitigation of risks and addressing of operational challenges to ensure safety in aircraft operations, the landscape of General Aviation (GA) and Urban Air Mobility (UAM), drone integration, and standards to ensure safety, efficiency, and interoperability in the industry.

In addition, the Conference included networking events and many side meetings facilitating high-level dialogue between Chinese and European authorities and industry stakeholders. The event concluded on May 30 with site visits to Xiamen Airlines, Xiamen University, and HAECO Xiamen.

7th June 2024

**New Chair and Deputy Chair elected for EASA Management Board**

[New Chair and Deputy Chair elected for EASA Management Board | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/new-chair-and-deputy-chair-elected-easa-management-board?utm_campaign=d-20240608&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The [EASA Management Board](https://www.easa.europa.eu/en/the-agency/management-board) elected Koen Milis, Director General of the Belgian Civil Aviation Authority, as its new Chair in a vote held at its regular half-yearly meeting on June 6-7, 2024.

Anelia Marinova, Director General of the Bulgarian Civil Aviation Administration, was elected to the position of Deputy Chair.

The Chair and Deputy Chair are elected by the [EASA Management Board members](https://www.easa.europa.eu/en/the-agency/management-board/members) from among their members. Their mandate runs for four years. The election was necessitated as the previous incumbents are leaving the Management Board.

12th June 2024

**EASA published updated Easy Access Rules for Information Security**

[EASA published updated Easy Access Rules for Information Security | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-published-updated-easy-access-rules-information-security?utm_campaign=d-20240613&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 **Revision from June 2024 of the Easy Access Rules for Information Security** (Regulations (EU) 2023/203 and 2022/1645).

12th June 2024

**EASA kicks off experts network to tackle effects of non-CO2 emissions**

[EASA kicks off experts network to tackle effects of non-CO2 emissions | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-kicks-experts-network-tackle-effects-non-co2-emissions?utm_campaign=d-20240613&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

To achieve Europe’s climate goal of net zero greenhouse gas emissions by 2050, we need to address the total climate effects from aviation emissions, considering both CO2 and non-CO2 emissions.

The European Union Aviation Safety Agency (EASA) has been tasked by the European Commission to establish the “Aviation Non-CO2 Experts Network (ANCEN)”. The objective of ANCEN is to enable a coordinated approach across a wide range of stakeholders (e.g. research, industry, regulators, and policymakers), to provide objective, timely, consensual, and credible technical advice. This will inform policy discussions on the development, agreement, and implementation of effective action within Europe and worldwide, to mitigate the overall climate impacts caused by aviation (CO2 and non-CO2 emissions).

13th June 2024

**FAA and EASA pledge strong cooperation to address aviation challenges of the next decade**

[FAA and EASA pledge strong cooperation to address aviation challenges of the next decade | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/faa-and-easa-pledge-strong-cooperation-address-aviation?utm_campaign=d-20240614&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

The Federal Aviation Administration (FAA) and European Union Aviation Safety Agency (EASA) have pledged to work together to meet the challenges of a fast-changing and evolving aviation industry and the increasing speed of development of future technologies. Leaders from the FAA and EASA discussed the renewed commitment at the 2024 International Aviation Safety Conference.

“Our aim is to promote a cooperative and collective approach to aviation safety and modernisation,” said FAA Administrator Mike Whitaker.“As we look to the next decade, establishing a unified strategic direction based on information sharing and collaboration with our international partners will meet the needs of our global aviation system of the future.”

“The aviation industry is in the fastest period of change since commercial flights began. New technologies are urgently needed to make the industry more sustainable. Other innovations, for example in artificial intelligence, are emerging rapidly, and we have a generational change in the workforce,” said Florian Guillermet, Executive Director of EASA. “It is more important than ever that international aviation regulators work together to accompany the changes and ensure safety needs are always met.”

Discussions in plenary sessions and side meetings at the three-day conference around the theme “Building foundations: Preparing for the next decade together” reinforced that strong collaboration between regulators is essential to keep pace with this rapid evolution.

17th June 2024

**Research & Innovation updates: Research Agenda and Certification Readiness Level scale**

[Research & Innovation updates: Research Agenda and Certification Readiness Level scale | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/research-innovation-updates-research-agenda-and-certification-readiness?utm_campaign=d-20240618&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

he European Union Aviation Safety Agency (EASA) has updated its [**Research & Innovation**](https://www.easa.europa.eu/en/domains/research-innovation/research) webpage and revamped the [**Innovation Services**](https://www.easa.europa.eu/en/document-library/application-services/pre-application-services) webpage (formerly 'Pre-Application Services’). The new pages will make it easier for all stakeholders to find the required information on the Agency’s varied Research & Innovation (R&I) portfolio and activities.

27th June 2024

**EU and ICAO enhance Memorandum of Cooperation to support technical cooperation in aviation worldwide**

[EU and ICAO enhance Memorandum of Cooperation to support technical cooperation in aviation worldwide | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/eu-and-icao-enhance-memorandum-cooperation-support-technical-cooperation?utm_campaign=d-20240628&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Union (EU) and the International Civil Aviation Organization (ICAO) have signed a new Annex to their Memorandum of Cooperation (MoC) to establish a strong partnership in supporting technical cooperation projects globally. ICAO and the European Union Aviation Safety Agency (EASA), the EU’s technical arm on aviation safety and environmental protection, pledged to reinforce their collaboration in jointly assisting civil aviation actors from countries across the five continents with “capacity building, technical assistance, and implementation support”. The signing of the Annex reaffirms the close ties between the two entities, benefiting civil aviation worldwide in the spirit of “no country left behind”.

This new fourth Annex to the MoC will enable exchange of information on the respective international cooperation and assistance programmes run by ICAO and the EU, to identify synergies and opportunities to work together on site, e.g. by participating in common technical projects. Promotion of regional cooperation supported by the ICAO Regional Offices and the EU-funded activity Teams is another focus of the Annex. The international organisations will coordinate their action through working arrangements and regular dialogue at both political and technical expert levels. Concertation will also be sought in the provision of training activities and products. EASA is currently managing 15 projects all over the world and will play a significant role in the implementation of the Annex.

5th July 2024

**EASA updates Safety Information Bulletin on global navigation satellite system outages and alterations**

[EASA updates Safety Information Bulletin on global navigation satellite system outages and alterations | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-updates-safety-information-bulletin-global-navigation-satellite?utm_campaign=d-20240706&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 updated the [Safety Information Bulletin (SIB) on ‘‘Global Navigation Satellite System (GNSS) Outages and Alterations Leading to Communication / Navigation / Surveillance Degradation’’](https://ad.easa.europa.eu/ad/2022-02R3).

The second revision of this SIB was published to warn operators about interference with navigation systems caused by spoofing and jamming of signals, particularly close to conflict zones. ‘Jamming’ blocks a signal, whereas ‘spoofing’ sends false information to the receiver on board the aircraft. Awareness of these potential issues allows pilots to use other forms of navigation aids if they encounter issues and thereby mitigate the risks.

This publication (**SIB 2022-02R3**) is the third update and reflects the latest analysis and recent phenomena, such as cases of pilots having reacted to false terrain awareness and warning system pull-up (TAWS PU)warnings, resulting in high-rate uncoordinated climbs. SIB 2022-02R3 also makes it clear that spoofing is riskier for air operations than jamming. Spoofing is harder to detect and may affect multiple systems, leading to a cumulative effect if several systems are affected. The SIB updates the recommendations to the various actors accordingly.

Finally, the information on the impacted airspace has been moved from the SIB to a [dedicated webpage on GNSS outages and alterations](https://www.easa.europa.eu/en/domains/air-operations/global-navigation-satellite-system-outages-and-alterations). This can be more easily and quickly updated as new information becomes available.

8th July 2024

**EASA publishes Annual Safety Review 2024**

[EASA publishes Annual Safety Review 2024 | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-annual-safety-review-2024?utm_campaign=d-20240709&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The [2024 Annual Safety Review (ASR)](https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-review-2024) of the European Union Aviation Safety Agency (EASA) is now online. The 2024 Edition looks at the safety performance of the European aviation system in 2023. This, and other analyses carried out by EASA in collaboration with national aviation authorities (NAAs) and industry, is used to support the safety risk management (SRM) process that drives the decision-making reflected in the [European Plan for Aviation Safety (EPAS)](https://www.easa.europa.eu/en/domains/safety-management/european-plan-aviation-safety). Therefore, where risks are identified, further analysis is performed and when needed, mitigation actions are included in the EPAS.

This year, there is a new chapter specifically looking at unmanned aircraft system (UAS) / drone safety performance.

In 2023, traffic reached 95 % of 2019, pre-COVID levels. A total of 2.3 billion passengers were welcomed by Europe’s airports in 2023. Passenger traffic across the European airport network increased by 19 % compared with the previous year.

At a global level, over recent years, there have been around 10 fatal accidents annually (between 2020-2022); in 2023 this dropped to two fatal accidents. From these two accidents, there were 77 fatalities, marking a decrease compared to 2022. It is the second-lowest fatality count in the decade, close to the record-lowest number set in 2017 (66 fatalities).

In 2023, there were 7.3 million safe flights in Europe with no fatal accidents, involving a European operator both for complex and non-complex aeroplanes. While this is clearly positive news, this result was only achieved by the entire industry focusing on safety as a priority. There is no room for complacency in aviation safety.

9th July 2024

**EASA supporting scale up of sustainable aviation fuels through EU Clearing House**

[EASA supporting scale up of sustainable aviation fuels through EU Clearing House | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-supporting-scale-sustainable-aviation-fuels-through-eu?utm_campaign=d-20240710&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

EASA is supporting the scale up of sustainable aviation fuels (SAF), via the now operating EU SAF Clearing House, as a critical step forward in reducing aviation emissions. The mission of the EU SAF Clearing House is to remove as many barriers as possible to support the EU & International deployment of SAFs as well as the approval of new SAF pathways.

Rapid adoption of SAF is seen as the fastest way to improve aviation’s carbon footprint, but for this to happen it is essential that more SAF is available for use and that the supply meets the stringent requirements for application in aviation.

The EU SAF Clearing House acts as a one-stop-shop for fuel producers to provide them with everything that is required for efficient ASTM D4054 standard evaluation, the standard that new SAF pathways are evaluated against, including “pre-screening”, partial funding for testing and report writing.

“The demand for SAF will grow ever more to meet the goals set in the [ReFuelEU Aviation Regulation](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/new-responsibilities-place-easa-centre-drive-decarbonise) and increasingly reduce the emissions from aviation”, said Maria Rueda, EASA’s Strategy & Safety Management Director  “Via the EU SAF Clearing House, EASA wants to ensure that the fuel industry gets the support needed to succeed in developing SAF for aviation, so that their innovation efforts are not in vain and more SAF is brought to the market.

15th July 2024

**EASA launches third release of Innovative Air Mobility Hub**

[EASA launches third release of Innovative Air Mobility Hub | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-launches-third-release-innovative-air-mobility-hub?utm_campaign=d-20240716&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 launched the third release of its digital space for the exchange of information on air taxis and drones with a focus on sustainability and geographical information.

The [Innovative Air Mobility (IAM) Hub](https://www.easa.europa.eu/domains/drones-air-mobility/drones-air-mobility-landscape/innovative-air-mobility-hub) was launched in December 2023 and enables cities, regions, national authorities, operators, and manufacturers that have a role in the introduction of these air taxi and drone services to connect. They can then share and obtain reliable information and data.

16th July 2024

**EASA publishes Environmental Protection Technical Specifications for air taxis with tilting rotors**

[EASA publishes Environmental Protection Technical Specifications for air taxis with tilting rotors | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-environmental-protection-technical-specifications-air-taxis?utm_campaign=d-20240717&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

EASA has published the final version of the [Environmental Protection Technical Specifications (EPTS) for Vertical Take-Off and Landing-capable aircraft (VCA)](https://www.easa.europa.eu/en/document-library/product-certification-consultations/consultation-paper-environmental-protection-0) follows the public consultation phase initiated in [December 2023](https://www.easa.europa.eu/en/document-library/product-certification-consultations/consultation-paper-environmental-protection-0). These EPTS are applicable to VCA with tilting rotors, such as the Lilium Jet. The responses to all the comments received during the public consultation are published along the EPTS.

EASA published two sets of Environmental Protection Technical Specifications for VCA. The first EPTS (for VCA with non-tilting rotors, such as the VC2-1 “VoloCity” from Volocopter) was published for public consultation in [May 2023](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-publishes-worlds-first-proposal-assessment-and-limitation)  and the final version published in [December 2023](https://www.easa.europa.eu/en/downloads/139022/en).

In an [Europe-wide survey](https://www.easa.europa.eu/en/domains/drones-air-mobility/drones-air-mobility-landscape/urban-air-mobility-uam) on Urban Air Mobility published in 2021, noise was highlighted as one of the major concerns with respect to air taxis. Both EPTS documents build on existing international noise standards for conventional aircraft, adjusted to accommodate the specific characteristics of VCA. In addition to measuring noise at approach, take-off and overflight (ATOO), they also contain a hover noise assessment to help evaluate the noise impact of operations close to vertiports, the ground facilities from which such aircraft will operate.

1. **Initial Airworthiness**

6th May 2024

**Proposed update to issue 4 of Certification Memorandum ref. CM-S-008 on ‘Additive Manufacturing’**

[Proposed Update to Issue 4 of Certification Memorandum ref. CM-S-008 on "Additive Manufacturing" - Applicable to Large Aeroplanes, General Aviation, Rotorcraft, Propulsion, and Parts and Appliances | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-update-issue-4-certification?utm_campaign=d-20240507&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_consultation)

All changes introduced compared to Issue 3 of this CM have been tracked for transparency.

Official comments to the proposed Consultation Paper are to be filed through the [EASA Comment Response Tool](https://hub.easa.europa.eu/crt/).

Contact persons are listed in Appendix 5 of the subject document.

14th May 2024

**EASA publishes Issues 2 and 3 of Easy Access Rules for Master Minimum Equipment List**

[EASA publishes Issues 2 and 3 of Easy Access Rules for Master Minimum Equipment List | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-issues-2-and-3-easy-access-rules-master-minimum-equipment?utm_campaign=d-20240515&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 Issue 2 and Issue 3 of the [Easy Access Rules for Master Minimum Equipment List (EAR for CS-MMEL)](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-master-minimum-equipment-list-ear-cs-mmel).

Issue 2 of the EAR for CS-MMEL incorporates the certification specifications (CSs) and guidance material (GM) of CS-MMEL Issue 2, as introduced by [ED Decision 2020/012/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2020012r).

Issue 3 includes [ED Decision 2021/008/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2021008r), which issued CS-MMEL Issue 3.

All three Issues are available in a pdf format, whereas Issues 2 and 3 are additionally available as dynamic online publications with filters, search functions, and easy navigation for computers, tablets, and mobiles, as well as in machine-readable (xml) format.

Being generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to the CSs and GM.

14th May 2024

**Proposed Certification Memorandum ref. CM-ICA-002 Issue 01 on SORA OSO#03 ‘Medium robustness airworthiness requirements’**

[Proposed Certification Memorandum ref. CM-ICA-002 Issue 01 on SORA OSO#03 ‘Medium robustness airworthiness requirements’ | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-certification-memorandum-ref-cm-ica?utm_campaign=d-20240515&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_consultation)

The Airworthiness Task Force (AW TF), established in November 2022 under the unmanned aircraft system (UAS) Technical Body (TeB), is developing means of compliance (MoC) aimed at supporting, for SAIL III operations, declarations of compliance to specific operational risk assessment (SORA) operational safety objectives (OSOs) linked with UAS design, therefore under the responsibility of the UAS designer. The MoC provided in consultation addresses OSO#3, limited to its airworthiness requirements, as per AMC 1 to Article 11 of [Regulation (EU) 2019/947](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2019947).

Applicants who wish to propose the application of alternative standards to those referenced by the SAIL III MoC should contact their competent authority. The proposal may need to be assessed by the AW TF and, if found appropriate, may be reflected in further revisions of the MoC.

15th May 2024

**Deviation Request ETSO-C209#7 for an ETSO approval for CS-ETSO applicable to Electronic Flight Instrument System (EFIS) Display (ETSO-C209)**

[Deviation Request ETSO-C209#7 for an ETSO approval for CS-ETSO applicable to Electronic Flight Instrument System (EFIS) Display (ETSO-C209) | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/product-certification-consultations/deviation-request-etso-c2097-etso-approval-cs?utm_campaign=d-20240516&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_consultation)

Official comments to the proposed Consultation Paper are to be sent through the [EASA Comment Response Tool (CRT)](http://hub.easa.europa.eu/crt/). Other questions on this Consultation Paper can be sent to: [ETSOA@easa.europa.eu](mailto:ETSOA@easa.europa.eu)

16th May 2024

**EASA publishes Issue 2 of Easy Access Rules for Generic Master Minimum Equipment List**

[EASA publishes Issue 2 of Easy Access Rules for Generic Master Minimum Equipment List | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-issue-2-easy-access-rules-generic-master-minimum-equipment?utm_campaign=d-20240517&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 Issue 2 of the [Easy Access Rules for Generic Master Minimum Equipment List (EAR for CS-GEN-MMEL)](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-generic-master-minimum-equipment-list-cs-gen).

**Issue 2** of the EAR for CS-GEN-MMEL incorporates the certification specifications (CSs) and guidance material (GM) of CS-GEN-MMEL Issue 2, as introduced by [ED Decision 2020/012/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2020012r). This Issue is available as a pdf, as a dynamic online publication with filters, search functions, and easy navigation for computers, tablets, and mobiles, as well as in machine-readable (xml) format.

Being generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to the CSs and GM.

21st May 2024

**ED Decision 2024/003/R - CS-ACNS in support of the automatic dependent surveillance-contract extended projected profile (ADS-C EPP) capability — CS-ACNS Issue 5**

[ED Decision 2024/003/R - CS-ACNS in support of the automatic dependent surveillance-contract extended projected profile (ADS-C EPP) capability — CS-ACNS Issue 5 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024003r?utm_campaign=d-20240522&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision)

This Decision lays down Issue 5 of the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance (CS-ACNS), which affects design and production organisations.

The objective of the amendments issued with CS-ACNS Issue 5 is to enable manufactures to effectively support in a harmonised manner aircraft operators that are required to be provided with automatic dependent surveillance-contract extended project profile (ADS-C EPP) as part of ATS Baseline 2 (ATS B2), in accordance with ATM Functionality 6 ‘INITIAL TRAJECTORY INFORMATION SHARING’ (AF6) of [Commission Implementing Regulation (EU) 2021/116](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2021116-ses-service-provision) on the establishment of the Common Project One.

23rd May 2024

**Commission Implementing Regulation (EU) 2024/1110**

[Commission Implementing Regulation (EU) 2024/1110 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20241110?utm_campaign=d-20240524&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Implementing Regulation (EU) 2019/947 as regards the rules and procedures for the operation of unmanned aircraft.

23rd May 2024

**Commission Delegated Regulation (EU) 2024/1108**

[Commission Delegated Regulation (EU) 2024/1108 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-20241108?utm_campaign=d-20240524&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Amending Regulation (EU) No 748/2012 as regards the initial airworthiness of unmanned aircraft systems subject to certification and Delegated Regulation (EU) 2019/945 as regards unmanned aircraft systems and third-country operators of unmanned aircraft systems

28th May 2024

**Opinion No 02/2024 – Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III**

[Opinion No 02/2024 - Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022024?utm_campaign=d-20240529&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion)

This Opinion proposes to update the applicable environmental protection requirements for the certification of products in Regulations [(EU) 2018/1139](https://www.easa.europa.eu/en/document-library/regulations/regulation-eu-20181139) and [(EU) No 748/2012](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-7482012).

Article 9(2) of Regulation (EU) 2018/1139, as amended by [Regulation (EU) 2021/1087](https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-20211087), sets out the essential requirements for environmental protection that refer to the requirements contained in Volumes I, II and III of Annex 16 ‘Environmental Protection’ to the Convention on International Civil Aviation.

On 20 March 2023, the International Civil Aviation Organization (ICAO) Council adopted new amendments to these volumes for the continuous improvement of the environmental protection standards and recommended practices (SARPs).

The proposed regulatory material amends Article 9(2) of Regulation (EU) 2018/1139 to refer to these new amendments. The proposed updates to Annex I (Part 21) to Regulation (EU) No 748/2012 ensure the implementation of these amendments for the certification of products and clarify the applicable procedures for the environmental compatibility of the products.

The proposed regulatory material is expected to provide a level playing field for all stakeholders in the aviation market.

The objective is to maintain a high uniform level of environmental protection and to contribute to European policies on climate change, air quality and noise reduction.

3rd July 2024

**EASA updated Easy Access Rules for Initial Airworthiness and Environmental Protection**

[EASA updated Easy Access Rules for Initial Airworthiness and Environmental Protection | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-updated-easy-access-rules-initial-airworthiness-and-environmental?utm_campaign=d-20240704&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 **Revision from July 2024 of the Easy Access Rules (EAR) for Initial Airworthiness and Environmental Protection** to introduce:

* Part 21 Light requirements;
* information security risks requirements;
* the definition of complex motor-powered aircraft; and
* the related acceptable means of compliance (AMC) and guidance material (GM).

19th July 2024

**EASA issues Type Certificate to Airbus A321XLR: how we certified a design novelty**

[EASA issues Type Certificate to Airbus A321XLR: how we certified a design novelty | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-issues-type-certificate-airbus-a321xlr-how-we-certified?utm_campaign=d-20240720&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

The award to Airbus of a Type Certificate for the A321XLR marks the end of a certification process for the European Union Aviation Safety Agency that lasted more than five years. Airbus’s aim for the new model was to offer a narrowbody aircraft which has additional fuel capacity and so is suited to long-haul flights.

Airbus proposed to build in a new fuel tank, known as the Rear Central Tank or RCT. The proposal was classified as a major significant change, based on the closest derivative aircraft, the A321Neo. The RCT represented a novel unusual design, that was not fully covered by the existing CS-25 certification specifications, the main technical requirements that have to be complied with in the certification of large commercial aircraft.

EASA’s approach in such a situation is to lay down what is known as Special Conditions to address any gaps or inadequacies in CS-25. The special condition defines safety standards which any manufacturer wishing to adopt this type of change would have to meet to achieve certification approval, without prescribing exactly how they should achieve this.

“The aim of every action taken by EASA is to ensure that the aircraft is safe,” said EASA Executive Director Florian Guillermet. “Our requirements can be quite stringent and pose significant challenges to the manufacturer, in this case Airbus. But we have a truly common aim of ensuring safety.”

In this case, the safety challenge was posed by the addition of the new fuel tank, integrated within the fuselage, in the underbelly of the aircraft. The special conditions set focused on crash safety, fire safety and occupant protection. For example, the risk of fire had to be mitigated to allow for a safe evacuation of passengers and crew in an accident.

“We needed to be sure that the design location of the tank would not in itself trigger a safety issue, that the tank was adequately robust and crash resistant, even in a case where the landing gear failed or an unknown threat such as an item on the runway could damage the tank, and finally we wanted proof that if the tank was compromised, the leakage rate would be limited so as not to pose a threat,” said Michael Singer, Head of Department – Large Aeroplanes at EASA.

Airbus responded by providing a sophisticated design for the tank integration which made it more crash resistant, by introducing stronger material compositions and additional supporting structural provisions to protect the fuselage for the case of an uncontrolled landing, and by introducing an inner liner to the tank to limit any potential leakage.

The changes to the aircraft went far beyond the RCT itself. The landing gear was reinforced and local structure changes made to accommodate the increased take-off weight resulting from the extra fuel carried. The fuel system was adapted to integrate the RCT. Some other product enhancements were made, for example to the flight controls.

In the run-up to certification, EASA and Airbus held over 400 joint meetings of technical experts, 900 flight test hours on three test aircraft, more than 500 certification documents were produced, reviewed and signed off, tests were witnessed, inspections carried out and audits completed.

22nd July 2024

**Annual Safety Recommendations Review 2024**

[Annual Safety Recommendations Review 2024 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-recommendations-review-2024?utm_campaign=d-20240723&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_general_publication)

The Annual Safety Recommendations Review provides information on the activities carried out by the Agency in the field of accident and incident investigation and follow-up in 2023. In addition, the review highlights a range of safety issues and Agency safety improvement actions that will be of interest to the European aviation community and the wider public.

This 17th edition includes:

* General statistical data on the safety recommendations addressed by Safety Investigation Authorities to the Agency in 2023
* Information on the replies that the Agency has provided in response to safety recommendations in 2023
* The main safety issues that have been addressed and the actions taken.

The Agency has a key role in safety investigation follow-up in Europe. This has been reflected in the establishment of a precise process for managing the safety recommendations received. Due to its central position in the aviation safety system, the Agency can take actions with respect to systemic problems and risk management. The implementation of safety recommendations serves to ensure lessons are learned and to help prevent future occurrences.

1. **Additional Airworthiness**

21st June 2024

**Opinion No 05/2024**

[Opinion No 05/2024 - Helicopter crash-resistant fuel systems | Information on cargo compartment fire protection capabilities | Runway overrun awareness and alerting systems | Conversion of Class D compartments | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-052024?utm_campaign=d-20240622&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion)

This Opinion proposes to amend [Regulation (EU) 2015/640](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-2015640) on additional airworthiness specifications for a given type of operations to:

* mandate the installation of a crash-resistant fuel system (CRFS) onto some existing helicopter designs that are still in production and the retrofit of some in-service helicopters;
* require design approval holders to make available information on aeroplanes and helicopters cargo compartment fire protection capabilities as certified to operators. This requirement would apply to type-certificate and restricted type-certificate holders, to supplemental type-certificate and design change approval holders, when the change affects the cargo compartment fire protection design elements. This proposal transposes the related new ICAO Standards and Recommended Practices (SARPs) in Amendment 109 to Annex 8 ‘Airworthiness of Aircraft’ to the Convention on International Civil Aviation into Commission Regulation (EU) 2015/640 ‘Additional airworthiness specifications for operations’;
* postpone the date, specified in point 26.205 of Annex I (Part-26), from which newly produced large aeroplanes used in commercial air transport shall be equipped with a runway overrun awareness and alerting system;
* exempt operators of certain in-service large aeroplanes used for business operations from the requirement to convert the Class D compartments of these aeroplanes, as introduced by [Commission Implementing Regulation (EU) 2020/1159](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20201159) on the introduction of new additional airworthiness requirements;
* clarify some existing requirements.

The proposed amendments are expected to:

* increase safety and improve the survivability of helicopter occupants by significantly reducing the likelihood of a post-crash fire;
* assist operators in determining the limitations of specific cargo compartment fire protection capabilities established during certification when conducting the risk assessment for the transport of dangerous goods as required by [Commission Regulation (EU) No 965/2012](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-9652012);
* reflect the current industrial capabilities of large aeroplane type-certificate holders in developing, certifying, and introducing into production a runway overrun awareness and alerting system;
* ensure that the requirement, which was introduced with point 26.157, to mitigate the risk of a serious incident or accident caused by a fire that starts in the Class D compartment of a large aeroplane is proportionate and cost-efficient;
* clarify the scope of Regulation (EU) 2015/640 for operators and some existing requirements related to ageing aeroplane structures.

1. **Continuing Airworthiness**

19th June 2024

**Opinion No 04/2024**

[Opinion No 04/2024 - New air mobility — CAW rules for electric- and hybrid-propulsion aircraft & other non-conventional aircraft | Gyroplanes: flight crew licensing for private pilot licences and non-commercial operations conducted in VFR by day and by night | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-042024?utm_campaign=d-20240620&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion)

The objective of this Opinion is to support the development of new technologies and non-conventional aircraft, as well as the competitiveness of the EU industry in this regard.

The current common European regulatory framework for civil aviation safety, as established by [Regulation (EU) 2018/1139](https://www.easa.europa.eu/en/document-library/regulations/regulation-eu-20181139), was initially designed for conventional aeroplanes, helicopters, balloons, airships and sailplanes, and assumes that propulsion is mostly provided by piston or turbine engines using fossil fuel. The introduction of new technologies and air transport concepts requires that regulatory framework to be redesigned.

This Opinion proposes amendments to Annexes I (Part-M), II (Part-145), III (Part-66), IV (Part-147), Vb (Part-ML) and Vd (Part-CAO) to [Commission Regulation (EU) No 1321/2014](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-13212014) to address the regulatory gaps identified regarding non-conventional aircraft (i.e. aircraft other than aeroplanes, helicopters, balloons, airships and sailplanes) or aeroplanes or helicopters with a power plant other than a piston engine or turbine, e.g. where existing requirements are unnecessarily explicit regarding the list of aircraft categories or power plants considered. Further, new Part-66 training and experience requirements are proposed that would entitle privileges for the maintenance of these aircraft. Finally, it proposes to remove the existing alleviation using a piston engine as a discriminant of a simple aircraft to make the regulation more technology-agnostic.

Furthermore, new requirements are proposed for gyroplanes regarding flight crew licensing (Annex I (Part-FCL) to [Commission Regulation (EU) No 1178/2011](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-11782011)) and non-commercial operations (NCO) (Annexes I (Definitions) and VII (Part-NCO) to [Commission Regulation (EU) No 965/2012](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-9652012)) with gyroplanes conducted in visual flight rules by day and by night. According to Regulation (EU) 2018/1139, gyroplanes with a maximum take-off mass (MTOM) of more than 600 kg or with more than two seats fall within the scope of the common European rules in the field of civil aviation. However, there is a lack of suitable and appropriate European rules for the operation of such gyroplanes. This hinders both their introduction and operation, and the competitiveness of the EU industry that develops such gyroplanes.

18th July 2024

**Easy Access Rules for Continuing Airworthiness**

[Easy Access Rules for Continuing Airworthiness - Revision from July 2024 - Available in pdf, online & XML format | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-continuing-airworthiness-0?utm_campaign=d-20240719&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules)

Revision from July 2024 of Easy Access Rules for Continuing Airworthiness includes:

* amending [Regulation (EU) 2022/1360](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20221360) and [ED Decision 2023/013/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023013r), as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.
* amending [Regulation (EU) 2023/203](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023203) and [ED Decision 2023/010/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023010r), as regards requirements for the management of information security risks with a potential impact on aviation safety for organisations. Both are applicable from 22 February 2026.
* amending [Regulation (EU) 2023/989](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023989), [ED Decision 2023/019/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023019r), and [Corrigendum to ED Decision 2023/019/R](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023019r), as regards the review of Part-66 and the introduction of new training methods and new teaching technologies.

1. **Air Operations, Aircrew and Medical**

23rd May 2024

**Commission Implementing Regulation (EU) 2024/1111**

[Commission Implementing Regulation (EU) 2024/1111 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20241111?utm_campaign=d-20240524&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Amending Regulation (EU) No 1178/2011, Implementing Regulation (EU) No 923/2012, Regulation (EU) No 965/2012 and Implementing Regulation (EU) 2017/373, as regards the establishment of requirements for the operation of manned aircraft with a vertical take-off and landing capability.

1. **EU Aviation Rule Structure**
2. **Regulatory Authorities**
3. **Third Country Operators**
4. **Unmanned Airborne Systems**

23rd May 2024

**Commission Implementing Regulation (EU) 2024/1109**

[Commission Implementing Regulation (EU) 2024/1109 | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20241109?utm_campaign=d-20240524&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Laying down rules for the application of Regulation (EU) 2018/1139 of the European Parliament and of the Council as regards competent authority requirements and administrative procedures for the certification, oversight and enforcement of the continuing airworthiness of certified unmanned aircraft systems, and amending Implementing Regulation (EU) 2023/203

10th July 2024

**EASA publishes Easy Access Rules for Unmanned Aircraft Systems — Revision from July 2024**

[EASA publishes Easy Access Rules for Unmanned Aircraft Systems — Revision from July 2024 | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-easy-access-rules-unmanned-aircraft-systems-revision-july?utm_campaign=d-20240711&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 Revision from July 2024 of the [Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)](https://www.easa.europa.eu/document-library/easy-access-rules/easy-access-rules-unmanned-aircraft-systems-regulations-eu)

This Revision incorporates [Commission Delegated Regulation (EU) 2024/1108](https://www.easa.europa.eu/document-library/regulations/commission-delegated-regulation-eu-20241108) and [Commission Implementing Regulation (EU) 2024/1110](https://www.easa.europa.eu/document-library/regulations/commission-implementing-regulation-eu-20241110) to address the initial and continuing airworthiness of UAS operated in the specific category

1. **Ground Handling**
2. **Aerodromes**

9th July 2024

**NPA 2024-05**

[NPA 2024-05 - Conformity assessment — Establishment of a European certification/declaration system for safety-related aerodrome equipment | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-05)

This Notice of Proposed Amendment (NPA) proposes a regulatory framework for the certification/declaration of safety-related aerodrome equipment once the equipment has been found compliant or declared to be compliant with the essential requirements of Regulation (EU) 2018/1139.

The objectives are to enhance the certification process of aerodromes, to promote the development of the internal market, to support the introduction of new technologies and innovative solutions, to increase efficiency and reduce costs as regards the procurement and maintenance of safety-related aerodrome equipment, and to optimise the use of resources and reduce administrative burden during the demonstration of compliance. Furthermore, organisations involved in the design and production of safety-related aerodrome equipment that have products that are certified by or declared to the Agency will be able to make them available in the EU without the need for separate approvals for each aerodrome.

The proposed regulatory material is expected to reduce the regulatory burden for aerodrome operators, organisations involved in the design and production of safety-related aerodrome equipment and national competent authorities, increase cost-effectiveness, and ensure a level playing field for equipment manufacturers and aerodrome operators, by enabling all processes to be managed centrally by the Agency.

1. **ATM/ANS**

19th June 2024

**Opinion No 03/2024**

[Opinion No 03/2024 - Implementation of the regulatory needs in support of the SESAR deployment | Introduction of ACAS Xa for operations and PBN specifications for oceanic operations in the single European sky (SES) | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032024?utm_campaign=d-20240620&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion)

This Opinion proposes regulatory amendments pertaining to two different subject matters in support of operations in the single European sky (SES): the use of Airborne Collision Avoidance System (ACAS) Xa and the harmonised use of performance-based navigation (PBN) specifications for oceanic and remote continental operations.

The proposed amendments introducing the use on a voluntary basis of ACAS Xa within the SES, based on the transposition of related ICAO Standards and Recommended Practices (SARPs), are expected to increase safety, and to improve harmonisation.

The proposed amendments on PBN would allow the use in the SES of ICAO RNAV 10 and RNP 4 navigation specifications, which have been specifically designed to support operations in en-route oceanic and remote continental airspace. The use of RNAV 10 and RNP 4 instead of RNAV 5, which is the only specification recognised for use in SES, is expected to preserve the required level of safety through more stringent aircraft requirements against the loss of the navigation function (continuity failure). In this regard, the proposed amendments would keep the aircraft performance compatible with the air traffic services (ATS) and communication, navigation, and surveillance (CNS) services available in such airspace.

1. **Balloons & Sailplanes**
2. **SERA**