1. EASA News

19th April 2023

EASA moves closer to EU citizens with launch of multi-lingual website

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-moves-closer-eu-citizens-launch-multi-lingual-website?utm_campaign=d-20230420&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release

The European Union Aviation Safety Agency has increased its transparency to citizens by making the EASA Light area of its website available in all 24 EU languages, ensuring information about EASA's activities can be more easily understood by millions of non-English speaking citizens in Europe and beyond.

EASA Light, launched in mid-2020, is an area of the EASA website specifically designed for the general public, rather than the specialist aviation audience addressed by the more extensive EASA Pro area of the site. Its feature-style articles do not assume any detailed knowledge of aviation concepts.

"Passengers would not dream of boarding a plane unless they had a high level of confidence that air travel is safe," said EASA Executive Director Patrick Ky. "This multilingual website allows air travellers and all EU citizens to better understand EASA's role in flight safety and to find out more about the evolution of aviation – for example with drones, urban air mobility and environmental sustainability. It also gives insights into our role in research and on the international stage."

25th April 2023

EASA announces a number of research projects for Design, Health, NONCO2, Vision, Cyber, Train, BIGDATA,

https://www.easa.europa.eu/en/research-projects/design?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/health?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/nonco2?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/vision?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/cyber?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/train?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

https://www.easa.europa.eu/en/research-projects/bigdata?utm_campaign=d-20230426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

27th April 2023

EASA and Collins Aerospace release a joint Innovation Partnership Contract (IPC) report on the use of Formal Methods for Learning Assurance

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-collins-aerospace-release-joint-innovation-partnership-contract?utm_campaign=d-20230428&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

In the frame of its Artificial Intelligence Roadmap, the European Union Aviation Safety Agency (EASA) and Collins Aerospace Applied Research & Technology completed an Innovation Partnership Contract (IPC) with the publication of a report that addresses the concrete challenges of the use of Formal methods techniques to address objectives of the Learning Assurance framework on learning algorithm and trained model stability that was developed in the EASA AI Concept Paper Issue 01 and refined in the Proposed Issue 02.

This scope of work led to select the name ForMuLA for this IPC, standing for 'Formal Methods Use for Leaning Assurance'.

A public Version of the ForMULA report is available under the link below.

The goal of this project was to explore the challenges and possible use of Formal methods techniques for machine learning application. Trustworthiness of machine learning enabled systems is an open challenge, and barriers to their certification still exist. To overcome those, new assurance methods and processes need to be developed and adopted in the aviation industry. To make a step towards this goal, the ForMuLA project covered:

- an overview of state-of-the-art of ML-specific formal methods technologies and their limitations
- efficient ways of applying promising Formal Methods for Machine Learning development and Validation/Verification activities with a specific focus on the stability and robustness of machine learning models
- an identification of a subset of formal methods approaches as efficient means of compliance for certification objectives from the EASA AI concept paper.

The conclusions of this report resonate with Task 3 of the major Horizon Europe research project MLEAP (Machine Learning Applications Approval) launched by EASA in May

2022 with a consortium Airbus Protect, LNE and Numalis. The ForMuLA IPC will serve as an important concrete input to this project.

4th May 2023

EASA publishes world's first proposal on assessment and limitation of air taxi noise

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-publishes-worlds-first-proposal-assessment-and-limitation?utm_campaign=d-20230505&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release

The European Union Aviation Safety Agency (EASA) has published the first proposal world-wide for the assessment of the noise generated by air taxis, addressing one of the top societal concerns concerning this new mode of urban transport.

The Environmental Protection Technical Specifications (EPTS) are applicable to electric Vertical Take-Off and Landing (eVTOL) aircraft powered by multiple, vertical, non-tilting, evenly distributed rotors.

"When EASA conducted a Europe-wide survey on Urban Air Mobility in late 2021, noise was highlighted as one of the major concerns by participants with respect to air taxis, along with environmental concerns and overall safety," said EASA Executive Director Patrick Ky. "This proposal addresses those concerns, describing ways to measure the noise produced and setting limits to ensure that the noise pollution is not excessive."

The EPTS document defines harmonised noise assessment criteria that could be used in the type certification of this eVTOL-capable aircraft with this type of design. The aim is to reach a high, uniform level of environmental protection and to prevent significant harmful effects of noise on human health in the EU, as mandated by the EASA Basic Regulation. It includes the applicable noise technical specifications and procedures as well as maximum allowable noise levels.

The proposed specifications are intended to fill a regulatory gap and took the internationally harmonised noise certification standard applicable to heavy helicopters as a starting point, to allow for a level playing-field and comparability of technology. The procedures defined are adapted to the characteristics of eVTOL aircraft where

necessary. For example, as eVTOL are expected to be quieter in certain phases of flight there is a need to allow them to fly closer to the microphone in certain flight phases to maintain a minimum signal-to-noise quality.

In addition, a hover noise assessment has been developed to aid the noise assessment of operations in the vicinity of vertiports, - the places where these aircraft will take off and land. The maximum allowable noise levels are kept identical to those of the most recent heavy helicopter limits from the International Civil Aviation Organisation (ICAO Annex 16, Volume I, Chapter 8.4.2) while EASA collects more noise data from such designs through certification projects.

The EPTS document is open to public consultation until 15 June 2023. Comments can be submitted through the Comment Response Tool (CRT).

10th May 2023

EASA Artificial Intelligence Roadmap 2.0 published

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-artificial-intelligence-roadmap-20-published?utm_campaign=d-20230511&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) is pleased to announce the release of its AI Roadmap 2.0, which aims at taking the human-centric approach to the integration of artificial intelligence (AI) in aviation one step further.

EASA Artificial Intelligence Roadmap 2.0The updated roadmap expands upon the initial proposal that was published in February 2020, drawing upon the experience gained from concrete AI use cases involving stakeholders from the aviation industry, academia, and research centres.

The document provides a comprehensive plan for the safe and trustworthy integration of AI in aviation, with a focus on safety, security, AI assurance, human-factors, and ethical considerations. The development of the EASA AI Roadmap is part of the Agency's ongoing efforts to promote the safe integration of new and emerging technologies in aviation.

11th May 2023

First public deliverable for Machine Learning Application Approval (MLEAP) research project

https://www.easa.europa.eu/en/newsroom-and-events/news/first-public-deliverable-machine-learning-application-approval-mleap?utm_campaign=d-20230512&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) is pleased to announce the release of a 260-page report as part of his research project MLEAP. This project is one of the main projects of EASA AI Roadmap 2.0 and is part of the Agency's ongoing efforts to promote the safe integration of new and emerging technologies in aviation.

This report highlights a set of anticipated concepts for the evaluation and certification of AI-based systems supporting the EASA roadmap deliverables and help industry stakeholders in planning new strategies for deploying AI in their human and technical organisations.

One of the main results is a first version of a general framework to cover most of the ML-related steps the W-shaped process of the EASA AI Concept paper. In the next phase, three aviation AI use-cases in ATC, Maintenance and Airworthiness domain will be developed to demonstrate the effectivity and usability of the proposed methods and tools.

26th May 2023

EASA published Notice of Proposed Amendment on operations in the single European sky (SES) airspace

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-published-notice-proposed-amendment-operations-single-european-sky?utm_campaign=d-20230527&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 has published a regulatory proposal to enable and support operations in the single European sky (SES) airspace. Notice of Proposed Amendment (NPA) 2023-04 addresses two different subject matters: the use of

airborne collision avoidance system (ACAS) Xa and the harmonised use of performance-based navigation (PBN) specifications for oceanic operations.

The proposal enables the use of ACAS Xa in the SES airspace, as one of the Single European Sky ATM Research (SESAR) solutions that has been standardised and adopted as an International Civil Aviation Organization (ICAO) standard. The ACAS X technical specification order, installation requirements for ACAS II (including ACAS Xa) as well as updated ACAS-related Air OPS material are included in the proposal. The proposed amendments on ACAS X transpose related ICAO Standards and Recommended Practices (SARPs), improving harmonisation and introducing operational and safety improvements.

This NPA also proposes amendments to the airspace usage requirements in Regulation (EU) 2018/1048 to transpose additional ICAO PBN specifications in support of oceanic and remote continental operations, in particular the RNP 4 and RNAV 10 specifications. The guidance material to the Regulation is also proposed to be amended to be consistent with the regulatory requirements. This proposal would ensure an effective transition to a PBN operational environment in the SES airspace.

The proposal is open for public comments until 28 August 2023.

31st May 2023

Looking back to move forward: EASA celebrates its 20th Anniversary!

https://www.easa.europa.eu/en/newsroom-and-events/news/looking-back-move-forward-easa-celebrates-its-20th-anniversary?utm_campaign=d-20230601&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

This year, EASA celebrates its 20th year of operations and proudly looks back at a long list of successes in building the European aviation system we have today.

We have been pioneering ahead of our game by proposing clear and proportionate rules, standards, and guidance for all aviation domains in a timely manner. The Agency continues to certify new types of aircraft, parts, and equipment, and to oversee countless approved aviation organisations and flight simulator training devices.

Always keeping up with the times, EASA is constantly innovating through specialist research on emerging technologies and themes, for example regarding the digitalisation of aviation, Innovative Air Mobility, greater connectivity, High-Altitude Operations, Artificial Intelligence, electric and hydrogen propulsion, and means to reduce our sector's carbon footprint. To prepare aviation for the future, EASA works closely together with other leading authorities, institutions, academia, industry, and other stakeholders -- on a global level.

But while doing all this, it is sometimes good to look back, reflect on past experiences and growth, and celebrate the achievements of which we can be proud. In just a few chosen milestones, here is our 20-year story that we think is worth sharing. Onwards and upwards!

7th June 2023

EASA and Google working together on environmental transparency for air passengers, with Lufthansa Group as pilot partner

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-and-google-working-together-environmental-transparency-air?utm_campaign=d-20230608&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release

The European Union Aviation Safety Agency and Google have joined forces to explore concepts for the provision of reliable, trustworthy data about the carbon footprint of flights to the traveling public, so they can make informed choices about their travel.

Through this pilot project, EASA and Google are investigating ways to establish a standardised framework for estimating emissions, with the goal of producing consistent and reliable calculations for flights offered by different airlines. They are also examining how this information can be made available to passengers in a way which is intuitive and easily understood.

The Lufthansa Group, as pilot partner, has provided data for this initiative for calibration and assessment. The leading European airline group is also aiding in the development of practical methodologies and calculation paths, leveraging its profound knowledge and extensive experience in this area.

EASA has been working for some time on improved methods to calculate emissions as part of its environmental labelling scheme, working on the basis of actual operational data, which provides for greater accuracy and reliability. The European Union's Sustainable and Smart Mobility Strategy foresees an aviation labelling scheme that will provide information to the passengers regarding different environmental aspects of their flights.

For Google, the joint effort allows for the sharing of information and technical knowledge to support the company's ongoing development of the Travel Impact Model, a publicly accessible methodology for estimating flight emissions at the individual passenger level, currently used on Google Flights and other online travel platforms through Google's collaboration with Travalyst.

This new pilot project will also result in a test environment to better understand how information on environmental footprints of commercial flights - including data reported directly by airlines - can be disseminated in a reliable manner, involving online travel platforms such as Google.

"Working partnerships such as this are essential if we are to move forward quickly to a better understanding of how to assess emissions and to provide greater transparency on the environmental impact of aviation for the general public," said Luc Tytgat, EASA Strategy and Safety Management Director. "Such data is only meaningful if it is credible and compiled by an independent authority, such as EASA. We believe this can make an important contribution to informing the traveling public as to which flights may be considered to be greener."

"For Google, this collaboration is about enabling greener travel choices, through greater access to transparent and credible emissions information," said Sebnem Erzan, Head of Travel Sustainability & Transport Partnerships at Google. "EASA and Lufthansa Group will be critical partners in these efforts, and we highly value this opportunity to work across the public and private sector in pursuit of a more sustainable future."

12th June 2023

EASA finalises guidelines on noise measurements for drones below 600 kg

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-finalises-guidelines-noise-measurements-drones-below-600-kg?utm_campaign=d-20230613&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) is pleased to announce the release of its guidelines to establish the noise levels of drones below 600 kg, which aim at providing harmonized procedures to measure the noise of drones used in the low and medium-risk operations of the 'specific' category.

This release expands on the initial public consultation phase, after collecting around 90 comments from UAS manufacturers, operators, academia, and national aviation authorities.

In addition to the guidelines, EASA is also providing a template for a typical noise report that applicants or declarants can use to submit noise data, as well as a self-explanatory spreadsheet assisting the noise adjustment procedures.

If you wish to measure and report UAS noise levels according to these procedures, please submit the data to noise@easa.europa.eu with the [UAS Noise] mention in the email subject.

15th June 2023

EASA and ANAC agree cooperation on e-VTOL certification

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-anac-agree-cooperation-e-vtol-certification?utm_campaign=d-20230616&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

EASA and the National Civil Aviation Agency of Brazil (ANAC Brazil) have signed a Letter of Intent (LOI) to further cooperate on e-VTOL certification.

The LOI was signed by the ANAC Brazil Acting President-Director, Tiago Pereira and Luc Tytgat, EASA Strategy and Safety Management Director, on June 14th 2023, during the EASA-FAA Safety Conference in Cologne.

The LOI underlines the intention of both Authorities to work closely together on building the path towards the certification of e-VTOL by sharing experience and working in collaboration.

21st June 2023

Save the Date: EASA Annual Safety Conference 2023

https://www.easa.europa.eu/en/newsroom-and-events/news/save-date-easa-annual-safety-conference-2023?utm_campaign=d-20230622&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

EASA's Annual Safety Conference (ASC) 2023 which this year has the theme "Leveraging disruptive technologies for safe, sustainable air travel: from Seville to Sumatra". The conference will take place in Seville, Spain on September 27-28, 2023.

We will consider ways to make sure that aviation remains the safest way to travel at a time of unprecedented innovation, twinned with the need for an accelerated path towards true zero emission air travel and transport. The Panel discussions and Flash talks will focus on the hottest innovation topics and consider the key safety challenges in air travel, such as ensuring disruptive aircraft technologies and operations are safe, the fuel of aviation is green and exploring how air taxis can become a sustainable new mode of transport. To guide the discussions, the conference programme will follow a zero emissions door-to-door trip in the year 2040 from Seville to Sumatra in Indonesia via Singapore using regional and long-distance aeroplanes as well as an air taxi.

The ASC 2023 is jointly organised by EASA and the Spanish State Aviation Safety Agency (AESA). The conference is being arranged in the context of the Spanish Presidency of the Council of the EU. Follow the dedicated EASA Annual Safety Conference 2023 event page to receive more details about registration opening and initial Agenda.

22nd June 2023

EASA and JCAB Strengthen Aviation Partnership with Letter of Intent and Memorandum of Cooperation

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-jcab-strengthen-aviation-partnership-letter-intent-and-memorandum?utm_campaign=d-20230623&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) and the Japan Civil Aviation Bureau (JCAB) have taken a significant step forward in their collaboration by signing a Letter of Intent (LoI) on the implementation of the EU-Japan Aviation Partnership Project and a Memorandum of Cooperation (MoC). This landmark agreement aims to enhance safety, promote regulatory harmonization, and foster mutual cooperation between the European Union and Japan in the aviation sector.

The LoI between EASA and JCAB signifies their joint commitment to developing an aviation partnership project, focused on areas such as unmanned aircraft systems (UAS), urban aerial mobility (UAM), airworthiness, maintenance, operations, safety management and environmental protection. By sharing knowledge, expertise, and best practices, both organizations aim to strengthen the aviation industry's resilience and high standards. The project forms part of an EU-funded programme which aims at enhancing the partnership between the EU and North Asian countries in the domain of civil aviation.

The MoC on aviation safety emphasizes the mutual interest of EASA and JCAB in fostering closer collaboration in the field of aviation safety, new technologies and environmental protection. The two agencies will exchange information and facilitate technical assistance programs to enhance cooperation in these areas.

The signing of these agreements between EASA and JCAB reflects the growing importance of international cooperation in aviation. It marks the beginning of an exciting chapter of cooperation, with the potential to inspire further international collaborations in the field of aviation safety and environmental protection.

23rd June 2023

EASA publishes Easy Access Rules for AMC-20 Amendments 21 to 23

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-easy-access-rules-amc-20-amendments-21-23-0?utm_campaign=d-20230624&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 Amendments 21, 22, and 23 of the Easy Access Rules for Acceptable Means of Compliance for Airworthiness of Products, Parts, and Appliances (EAR for AMC-20).

- Amendment 21 (ED Decision 2021/006/R) supports the implementation of the requirements on commercial operation of certain categories of aeroplanes without an ETOPS approval;
- Amendment 22 incorporates ED Decision 2021/007/R on ageing aircraft structures; and
- Amendment 23 (ED Decision 2022/001/R) introduces a regular update of AMC-20.

29th June 2023

EASA and ECDC formally retire COVID-19 Aviation Health Safety Protocol

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-ecdc-formally-retire-covid-19-aviation-health-safety-protocol?utm_campaign=d-20230630&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) and the European Centre for Disease Prevention and Control (ECDC) have decided to formally retire the EASA-ECDC joint Aviation Health Safety Protocol (AHSP), while acknowledging its significant value during the high SARS-CoV-2 circulation periods during the pandemic.

This decision is taken in the light of the decreasing or stable trends observed in the European Union/European Economic Area (EU/EEA) indicators based on pooled country data in all age groups as described by the European Centre for Disease Prevention and Control (ECDC) since March 2023 and the WHO statement of May 5, 2023 declaring that

“COVID-19 is now an established and ongoing health issue which no longer constitutes a public health emergency of international concern (PHEIC)”.

At the same time, EASA is withdrawing SIB 2022-03 of April 5, 2022, providing operational recommendations regarding the enhanced cleaning and disinfection of aircraft surfaces during the COVID-19 pandemic and SIB 2021-06 of March 25, 2021, providing operational recommendations regarding the COVID-19 vaccination campaign for the crew members.

The publication of the original AHSP in May 2020, and its subsequent updates, promoted a harmonised approach on measures to be implemented that allowed improved compliance by the passengers and aviation stakeholders and aimed to lower the disturbance to operations while ensuring a uniform level of health safety for the European population, without endangering flight safety.

23rd March 2023

Roadmap on Higher Airspace Operations (HAO) proposed by EASA

https://www.easa.europa.eu/en/newsroom-and-events/news/roadmap-higher-airspace-operations-hao-proposed-easa?utm_campaign=d-20230324&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

EASA has published a ‘Proposal for a Roadmap on Higher Airspace Operations (HAO)’ exploring the challenges of future operations in the airspace above FL550. As HAO may pose safety, security and environmental risks, EASA created a Task Force composed of European Member States, the European Defence Agency (EDA) and Eurocontrol.

This Roadmap summarises the work undertaken by the task force team in the last two years to ensure a uniform approach to safety, security, and sustainability of air transport in the EU also in this domain.

The document was delivered to the European Commission on March 10, 2023. It recommends a number of progressive actions, focussing initially on studies, tests, and demonstrators, supported by the concept of regulatory sandboxes to allow the first higher

airspace operations (not yet existing at large scale in Europe) while learning from these to optimally design the future regulatory framework.

2. Initial Airworthiness

17th May 2023

Easy Access Rules for Airworthiness and Environmental Certification (Regulation (EU) No 748/2012)

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-airworthiness-and-environmental-certification?utm_campaign=d-20230518&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

Revision from March 2023 - Available in pdf, online & XML format - All files (pdf, online format, xml) were replaced on 17 May 2023 to correct the links in the topic AMC1 21.A.243(a) Handbook.

26th May 2023

Commission Delegated Regulation (EU) 2023/1028

https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-20231028?utm_campaign=d-20230617&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation

Commission Delegated Regulation (EU) 2023/1028 of 20 March 2023 amending Regulation (EU) No 748/2012 as regards the definition of complex motor-powered aircraft and correcting that Regulation

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16th June 2023

Proposed Certification Memorandum CM-21.A-A-003 on Analysis of occurrence reports and determination of possible unsafe conditions originated by human performance issues on large aeroplanes

https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-certification-memorandum-cm-21a-003?utm_campaign=d-20230617&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 filed through the EASA Comment Response Tool.

This proposed Certification Memorandum provides guidance to large aeroplanes Design Approval Holders (DAH) for analysing collected reports of and information related to in-service occurrences involving human interventions which has resulted or may result in unsafe conditions.

It aims to complement the limited guidance currently existing in GM1 21.A.3B(b) for establishing if a condition originated by human interventions on a large aeroplane is unsafe.

In addition, EASA plans to publish a Safety Information Bulletin (SIB) which is currently being drafted to remind commercial air transport operators of large aeroplanes of the obligation, under Commission Regulation (EU) 965/2012, to also report to DAH in-service occurrences involving human interventions.

21st June 2023

NPA 2023-06 - Turbine-engine endurance and initial maintenance programme testing, and substantiation of piston-engine time between overhauls or replacements

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-06?utm_campaign=d-20230622&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

This Notice of Proposed Amendment (NPA) proposes to amend CS-E to modernise the applicable engine certification test requirements as follows:

- update the turbine-engine endurance test specifications taking into account modern turbofan-engine design characteristics;
- improve the level of confidence in the robustness of turbine-engine designs prior to entry into service by requiring a test to demonstrate the engine's initial maintenance programme (IMP);
- ensure that EASA oversees IMP tests and benefits from the corresponding knowledge gained that can help understand the potential required corrective actions when turbine-engine continuing airworthiness issues are discovered;
- ensure a robust and harmonised substantiation of piston-engine time between overhauls (TBO) / time between replacements (TBR) intervals and the related maintenance programme;
- ensure as much as possible harmonisation with the corresponding FAA regulations and certification policies.

The proposed regulatory material is expected to improve safety and have a positive economic impact.

22nd June 2023

EASA publishes updated Easy Access Rules for Operational Suitability Data (OSD) Flight Crew Data (CS-FCD) (Issue 2)

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-operational-suitability-data-osd?utm_campaign=d-20230623&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The publication incorporates ED Decision 2021/012/R which:

- provides a regular update of CS-FCD;
- updates the description of the type rating evaluation process for setting up type rating requirements and training programmes;
- develops definitions for 'checking', 'evaluation subjects', 'modification', and 'type of aircraft' for the purpose of CS-FCD;
- harmonises CS-FCD with the update of Subpart FC 'Flight Crew' of Annex III (Part-ORO) to Regulation (EU) No 965/2012 (Air OPS); and
- clarifies the concept of training areas of special emphasis (TASE).

27th June 2023

Proposed ESF Degraded flight instrument external probe heating system, ref. ESF-F25.1326-01

https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-esf-degraded-flight-instrument?utm_campaign=d-20230628&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 filed through the EASA Comment Response Tool.

Other questions to this Consultation Paper could be sent to:
stefano.fico@easa.europa.eu

28th June 2023

Easy Access Rules for Normal-Category Aeroplanes (CS-23) - CS Amendment 5; AMC/GM Issue 3

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-normal-category-aeroplanes-cs-23?utm_campaign=d-20230629&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

This document contains the applicable rules on Normal-Category Aeroplanes (CS-23). It includes the certification specifications (CS) Amendment 5 and the related acceptable means of compliance (AMC) and guidance material (GM) to CS-23 – Issue 3, displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

The Amendment 5 (AMC/GM Issue 3) from June 2023 includes the ED Decision ED Decision 2020/006/R with the objective to mitigate the potential effects of cybersecurity threats on safety.

30th June 2023

Means of Compliance with Light-UAS.2510

https://www.easa.europa.eu/en/document-library/product-certification-consultations/means-compliance-light-uas2510?utm_campaign=d-20230701&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 filed through the EASA Comment Response Tool.

Other questions to this Consultation Paper could be sent to: Arne.MALCHAROWITZ@easa.europa.eu

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3. Additional Airworthiness

4. Continuing Airworthiness

9th May 2023

Pump Fuel Booster-DUKES - Forged FAA Form 8130-3

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/pump-fuel-booster-dukes-forged-faa-form-8130-3?utm_campaign=d-20230510&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

Suspected Unapproved Parts Details

Product - Cessna

Part name – Pump Fuel Booster – Dukes INC

Part Number – 4140-00-17

Serial Numbers - 27843

EASA has become aware of an unapproved part with a forged FAA Form 8130-3.

An Italian approved maintenance organisation received from a supplier a new DUKES Pump Fuel Booster with P/N 4140-00-17 (P/N CESSNA C291504-0101); S/N 27843, and the related authorized release certificate FAA Form 8130-3 with Form Tracking Number 1534369 dated 20-Apr-2018. The FAA-approved aircraft manufacturer, that supposedly had issued the authorized release certificate, has confirmed that the FAA Form 8130-3 certificate provided with this part is not an authentic document.

Recommendation: Maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers are invited to make a determination of eligibility of this part for installation, before accepting such a part into their organisations or before fitting it to an aircraft.

If this part is found in stock, it is recommended that the part is quarantined to prevent installation until a determination can be made regarding its eligibility for installation.

It is also recommended to maintenance organisations, aircraft owners, and operators to check whether the unapproved part is already installed on in-service aircraft. If so, the part must be replaced with an approved one. The unapproved part shall be quarantined.

It is recommended that any new information, regarding the re-certification or scrapping of this part together with a copy of the relevant certificate, should be sent to the EASA at SDM@easa.europa.eu.

13th June 2023

Lost Parts Case

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/lost-parts-case?utm_campaign=d-20230614&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

Suspected Unapproved Parts Details

Product - Embraer E195/E190/E175

Part name - Outflow Valve; Electric Valve; Pressure Control Valve

Part Number - P/N 70904B010001; P/N 6155B010002; P/N 70894A040001

Serial Number - S/N 70904-00198; S/N 6155-00665; S/N 6155-00666; S/N 70894-00220

Revision 1

29/06/2023: After further investigation conducted by the reporting organisation it has been concluded that one part has been erroneous declared as lost, as a consequence the SUP is revised as follows:

- Outflow Valve (P/N 70904B010001; S/N 70904-00198)
- Electric Valve (P/N 6155B010002; S/N 6155-00665)
- Electric Valve (P/N 6155B010002; S/N 6155-00666)
- Pressure Control Valve (P/N 70894A040001; S/N 70894-00220)

Therefore, the Electric Valve (P/N 6155B010002; S/N 6155-00664) has been removed from the SUP.

EASA was informed on 06/06/2023 that the following parts, which were declared lost during delivery from customer (Brazil to France), are being sold on an e-commerce platform:

- Outflow Valve (P/N 70904B010001; S/N 70904-00198)
- ~~Electric Valve (P/N 6155B010002; S/N 6155-00664)~~
- Electric Valve (P/N 6155B010002; S/N 6155-00665)
- Electric Valve (P/N 6155B010002; S/N 6155-00666)
- Pressure Control Valve (P/N 70894A040001; S/N 70894-00220)

The parts have not been delivered with an Airworthiness Release Certificate, therefore cannot be installed on in-service aircraft.

Recommendation: The parts listed above are to be considered unapproved and not eligible for installation on an aircraft.

Maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers are encouraged to inspect their aircraft and inventories for the referenced part numbers and corresponding serial numbers.

If any of these parts is found on board the aircraft or stored in the inventory, it is recommended to remove and quarantine it, to prevent its installation. It is also recommended to inform EASA at sdm@easa.europa.eu

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An update to this SUP was issued on 29th June 2023 with full details available at this link

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/lost-parts-case?utm_campaign=d-20230630&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

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16th June 2023

Germany's LBA NfL No. 2023-2-721, Invalidated certificates from Sauer Flugmotorenbau GmbH

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/germanys-lba-nfl-no-2023-2-721-invalidated?utm_campaign=d-20230617&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

EASA has been made aware of Germany's LBA (Luftfahrt-Bundesamt) NfL (Nachrichten für Luftfahrer) No. 2023-2-721, dated 20 February 2023, which indicate that some parts released to service by the company Sauer Flugmotorenbau GmbH are to be considered as unairworthy and treated as unapproved parts.

Investigation from Germany's LBA concluded that Airworthiness Release Certificates (EASA Form 1) issued by Sauer Flugmotorenbau GmbH, under:

- Approval number DE.CA0.0098 from 20.04.2021 onwards and
- Approval number DE.21.0018 from 04.01.2023 onwards are invalidated.

Parts released to service with the aforementioned EASA Form 1 certificates issued by Sauer Flugmotorenbau GmbH are to be considered as unapproved parts and not eligible for installation on an aircraft.

Owners, operators, and maintenance organizations are encouraged to inspect their aircraft and inventories for the referenced parts.

If any of these parts is found on board the aircraft or stored in the inventory, it is recommended to remove and quarantine it, to prevent its installation. It is also recommended to inform accordingly the Department T5 of the Luftfahrt-Bundesamt, E-mail: T5-sup@lba.de.

16th June 2023

WSK "PZL-Warszawa-Okęcie" propeller model P/N US 122 000

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/wsk-pzl-warszawa-okecie-propeller-model-pn-us?utm_campaign=d-20230622&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

Suspected Unapproved Parts Details

Product - WSK "PZL-Warszawa-Okęcie" Propeller

Part Number - P/N US 122 000

Serial Number - Hub (S/N: K8513); Blade 1 (S/N: 12324); Blade 2 (S/N: 12309)

Germany's LBA informed EASA that the following parts were stolen in April 2023, from a flying club:

WSK "PZL-Warszawa-Okęcie" propeller model P/N US 122 000 (type certificate No. DB-118 - issued by CAA in Poland)

- Hub (S/N: K8513)
- Blade 1 (S/N: 12324)
- Blade 2 (S/N: 12309).

This type of propeller is known to be installed on PZL-104 WILGA 80 and WILGA 35(A) aeroplanes (TCDS No.: EASA.A.061 refers).

Although the corresponding propeller logbook and airworthiness certificates are still in possession of the flying club, the reporting aviation authority has indicated that the possibility exists that the parts may be offered for sale on the open market.

Recommendation: The stolen parts and equipment listed above are to be considered unapproved and not eligible for installation on an aircraft.

Owners, operators, and maintenance organizations are encouraged to inspect their aircraft and inventories for the referenced part numbers and corresponding serial numbers. If any of these parts is found on board the aircraft or stored in the inventory, it

is recommended to remove and quarantine it, to prevent its installation. It is also recommended to inform accordingly the Department T5 of the Luftfahrt-Bundesamt, E-mail: T5-sup@lba.de.

16th June 2023

Original Manufacturer Plate for Airbus A321 MSN 4173

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/original-manufacturer-plate-airbus-a321-msn?utm_campaign=d-20230622&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

Suspected Unapproved Parts Details

Product - Airbus model A321-231

Part name - Manufacturer Plate

Part Number - P/N NSA9117-70

Serial Number - N/A

On the 24 March 2023, the original Manufacturer Plate (P/N NSA9117-70) was found removed from the Airbus model A321-231, MSN 4173 aeroplane.

After coordination with the aircraft manufacturer - Airbus SAS - a new Manufacturer Plate (P/N NSA9117-70) was recreated for the aforementioned aeroplane. The new plate and the original plate can be differentiated by the stamp number affixed on it. The only valid and new plate for the Airbus model A321-231, MSN 4173 aeroplane shall exhibit the stamp number AI126.

The original aircraft plate (production dated 29 January 2010) is to be considered as unapproved parts, and not eligible for installation on any aircraft.

Owners, operators, and maintenance organizations are encouraged to inspect their aircraft and inventories for the referenced part.

If this part is found affixed to an aircraft or stored in the inventory, it is recommended to remove and quarantine it, to prevent its installation.

5. Air Operations, Aircrew and Medical

24th April 2023

NPA 2023-01 - Training requirements for flight operations officers and flight dispatchers | Amendments related to the fuel planning and management and all-weather operations regulatory packages

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-01?utm_campaign=d-20230425&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

The objective of this Notice of Proposed Amendment is to propose standards for the duties, responsibilities, and training of personnel performing functions related to the operational control system of an aircraft operator.

This NPA proposes to mandate air operators to define the standards of their operational control system, identify the duties and responsibilities of the personnel (other than flight crew) responsible for the implementation of that system, and ensure that they are competent to perform their tasks. It also proposes new requirements on the training of operational control personnel, establishing a standard minimum flight operations officer (FOO) qualification and advanced qualification for flight dispatchers (FDs) and other roles associated with the operational control processes and procedures. It is proposed that the training programme for operational control personnel is developed and implemented based on the principles of the competency-based training and assessment (CBTA) compliant with ICAO Annex 1 and ICAO Docs 9868 and 10106. The NPA also includes proposed provisions on the qualification of instructors for the FOOs and FDs, based on the above-mentioned ICAO documents.

The proposed amendments are expected to improve safety by enhancing the competencies of operational control personnel and thus prepare them for present and future challenges posed by an increasingly complex technological and operational environment. They are also expected to standardise the training for operational control personnel across the EASA Member States and to ensure a level playing field for a safety-critical category of personnel whose duties are intrinsic to an air operator's system of operational control. The proposed amendments will ensure the alignment of Regulation (EU) No 965/2012 and the related AMC and GM with ICAO Annex 6 Standards And Recommended Practices (SARPs) in this regard.

Finally, this NPA proposes some amendments to provisions on fuel planning and management and all-weather operations, to address some minor issues identified during implementation of the recent amendments made by Regulations.

The proposed amendments are expected to increase clarity and have a neutral or positive safety and economic impact.

26th April 2023

Airspace of Sudan CZIB 2023 -01

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2023-01?utm_campaign=d-20230427&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_conflict_zone

Conflict Zone Information updated

28th April 2023

Conflict Zone Updates

https://www.easa.europa.eu/en/domains/air-operations/czibs

Conflict Zone updates issued for , Egypt (North Sinai Governorate), Yemen (Sana's Flight Information Region, Syria, Somalia, Libya, Iraq, Mali & South Sudan

Conflict Zone Information updated

12th May 2023

NPA 2023-03 - Extended diversion time operations (EDTO)

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-03?utm_campaign=d-20230513&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

RMT.0392 (Subtask 1a)

The objective of this Notice of Proposed Amendment (NPA) is to propose amendments to the requirements for operations with extended diversion time to adequate aerodromes, following an amendment of the related ICAO standards in 2012.

This NPA proposes to incorporate into the EU legal framework most of the related ICAO standards without introducing major changes to the already existing and robust extended range operations (ETOPS) rules for two-engined aeroplanes. This NPA also proposes some amendments to already existing ETOPS/EDTO regulatory provisions to improve clarity and consistency. In particular, it is proposed to transfer the OPS content of AMC 20-6 to new AMC & GM to Regulation (EU) No 965/2012. Furthermore, some amendments are proposed to increase harmonisation with the Federal Aviation Administration (FAA) provisions.

The proposed amendments are expected to maintain a high level of safety, ensure alignment with ICAO, and improve harmonisation with other major regulators, with a limited impact on affected stakeholders.

25th May 2023

Commission Implementing Regulation (EU) 2023/1020 - as regards helicopter emergency medical service operations

https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20231020?utm_campaign=d-20230526&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation

Commission Implementing Regulation (EU) 2023/1020 of 24 May 2023 amending Regulation (EU) No 965/2012 as regards helicopter emergency medical service operations

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26th May 2023

NPA 2023-04 - Introduction of ACAS Xa for operations in the single European sky (SES) airspace & PBN specifications for oceanic operations

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-04?utm_campaign=d-20230527&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

Implementation of the regulatory needs in support of the SESAR deployment

Introduction of ACAS Xa for operations in the single European sky (SES) airspace & PBN specifications for oceanic operations

This Notice of Proposed Amendment (NPA) addresses 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) navigation specifications for oceanic operations.

ACAS Xa is one of the Single European Sky ATM Research (SESAR) solutions that has been standardised and adopted as an International Civil Aviation Organization (ICAO) standard that aims to increase the already high level of safety in air traffic management (ATM).

In addition to proposing a regulatory change to enable the use of ACAS Xa in the SES airspace, this NPA includes regulatory changes proposing the introduction of the ACAS X technical specification order and the installation requirements for ACAS II and ACAS Xa. Air operations guidance material is also proposed to be amended to reflect the ACAS X operations and to ensure consistency with other regulatory provisions. The proposed amendments on ACAS X are expected to increase safety, transpose related ICAO Standards and Recommended Practices (SARPs), and improve harmonisation.

To ensure an effective transition to a PBN operational environment in the SES airspace, this NPA also proposes amendments to the airspace usage requirements in Regulation (EU) 2018/1048 to transpose additional ICAO PBN specifications in support of oceanic and remote continental operations, in particular the RNP 4 and RNAV 10 specifications. The guidance material to the Regulation is also proposed to be amended to be consistent with the regulatory requirements.

12th June 2023

Effects of shift work and fatigue of HEMS pilots aged 60-65

Effects of shift work and fatigue of HEMS pilots aged 60-65 - Literature review regarding Considerations concerning the effects of shift work and fatigue of HEMS pilots aged 60-65 | EASA (europa.eu)

Literature review regarding Considerations concerning the effects of shift work and fatigue of HEMS pilots aged 60-65

Extending age limits of HEMS pilots to 65 years – mental health and cognitive screening

https://www.easa.europa.eu/en/document-library/research-reports/literature-review-regarding-extending-age-limits-hems-pilots-65?utm_campaign=d-20230613&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_report

Literature review regarding Extending age limits of HEMS pilots to 65 years: mental health and cognitive screening.

27th June 2023

EASA published a new Revision of the Easy Access Rules for Air Operations

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-published-new-revision-easy-access-rules-air-operations?utm_campaign=d-20230628&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

This Revision incorporates:

- Implementing Regulation (EU) 2023/203 on requirements for the management of information security risks with a potential impact on aviation safety;
- Implementing Regulation (EU) 2023/217 correcting some inconsistencies in requirements introduced by Implementing Regulation (EU) 2019/1387, and Regulations (EU) 2021/1296 and (EU) 2021/2237;
- Implementing Regulation (EU) 2023/1020 regarding helicopter emergency medical service (HEMS) operations; and
- ED Decision 2023/004/R on the provision of rescue and firefighting services for General Aviation flights.

28th June 2023

ED Decision 2023/007/R - Helicopter emergency medical service performance and public interest sites

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023007r?utm_campaign=d-20230629&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

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') by Commission Implementing Regulation (EU) 2023/1020 (the 'HEMS Regulation').

The amendments introduced by the HEMS Regulation and the acceptable means of compliance (AMC), and guidance material (GM) introduced in this Decision will

modernise the European Union (EU) aviation regulatory framework applicable to helicopter emergency medical services and are expected to increase safety and foster efficiency and proportionality, while keeping the economic impact on HEMS operators at a minimum.

6. EU Aviation Rule Structure

7. Regulatory Authorities

8. Third Country Operators

11th April 2023

Commission Delegated Regulation (EU) 2023/659

https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-2023659?utm_campaign=d-20230412&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation#group-easa-read-more

Amending Regulation (EU) No 452/2014 as regards the technical requirements and administrative procedures related to air operations of third country operators

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20th April 2023

Easy Access Rules for Third Country Operators (Regulation (EU) No 452/2014)

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-third-country-operators-regulation-eu-no?utm_campaign=d-20230421&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

The Easy Access Rules for Third Country Operators (EAR for TCO) contain the technical requirements and administrative procedures related to air operations of third country operators (TCO). They cover all annexes of Commission Regulation (EU) No 452/2014, i.e., Annex 1 (Part-TCO) and Annex 2 (Part-ART) thereto, the related acceptable means of compliance (AMC) and guidance material (GM), as well as the Management Board (MB) Decision on the ‘TCO Authorisation Procedure’.

20th April 2023

ED Decision 2023/006/R - AMC & GM to Part-TCO — Issue 1, Amendment 1

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023006r?utm_campaign=d-20230421&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

Update of Commission Regulation (EU) No 452/2014 (Third-Country Operator (TCO) Regulation) - AMC & GM to Part-TCO — Issue 1, Amendment 1

Commission Delegated Regulation (EU) 2023/659 amended Commission Regulation (EU) No 452/2014 (the TCO Regulation) to foster a risk-based approach in the authorisation process of third-country operators and improve the efficiency of the European Union Aviation Safety Agency (EASA) as the authority being responsible for the implementation of the TCO Regulation. Commission Regulation (EU) 2023/659 also clarified existing provisions, removed some inconsistencies, and improved the coherence of the TCO Regulation with the EU Air Safety List.

This ED Decision amends the acceptable means of compliance and guidance material to the TCO Regulation to facilitate the implementation of the new Regulation.

20th April 2023

Revised Third Country Operators (TCO) Regulation

https://www.easa.europa.eu/en/newsroom-and-events/news/revised-third-country-operators-tco-regulation?utm_campaign=d-20230421&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

Following the latest revision of the regulation related to operations of Third Country Operators (TCO) to, within or out of EU territories, Regulation (EU) No 2023/659, EASA has published updated Easy Access Rules for Third Country Operators. The document contains the Regulation itself along with associated guidance material (GM), acceptable means of compliance (AMC) and the “General principles related to TCO authorisation procedures”.

The experienced gained since the introduction of the TCO authorisation process in 2014 by the relevant stakeholder (industry, Member States and EASA) has been captured in a structured evaluation of the regulation. The report of this evaluation formed the basis for the changes in the revised regulation. The main objectives of the revision are better clarity of certain provisions, efficiency gains for EASA and industry where possible, more granulated enforcement methods and a better articulation with the EU Safety List. The changes have been developed in close cooperation with the European Commission and have undergone consultation with the stakeholders.

The revised regulation does not entail fundamental changes, but several important adjustments that will make its application easier for stakeholders and will clarify aspects, where ambiguity has triggered questions from stakeholders in the past.

9. Unmanned Airborne Systems

10. Ground Handling

11. Aerodromes

14th June 2023

Easy Access Rules for Aerodromes fully updated with latest requirements and AMC & GM

https://www.easa.europa.eu/en/newsroom-and-events/news/easy-access-rules-aerodromes-fully-updated-latest-requirements-and-amc-gm?utm_campaign=d-20230615&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 Aerodromes (EAR for ADR).

This Revision from June 2023 incorporates:

- Commission Delegated Regulation (EU) 2022/2074 as regards the definition of SNOWTAM;
- Commission Delegated Regulation (EU) 2022/1645 (applicable from 16 October 2025) regarding the management of information security risks with a potential impact on aviation safety for organisations covered by Commission Regulations (EU) No 748/2012 and (EU) No 139/2014;
- ED Decision 2022/016/R on the alignment of the instructions for the origination of a SNOWTAM with the instructions for the publication of a SNOWTAM by aeronautical information service (AIS) providers; and
- ED Decision 2023/003/R on the provision of rescue and firefighting services for General Aviation flights.

12. ATM/ANS

2nd May 2023

EASA publishes NPA on next generation ATCO training for comments

https://www.easa.europa.eu/en/document-library/opinions/opinion-no-012023

The European Union Aviation Safety Agency has published proposals for increased harmonisation in training for Air Traffic Controllers (ATCOs) in Europe, which is expected to enable greater flexibility in usage of ATCO resources as well as the increased availability of skilled ATCO staff.

Notice of Proposed Amendment (NPA) 2023-02 sets performance standards for the initial training output of the next generation of ATCOs based on the principles of competency-based training and assessment (CBTA), enabling the virtualisation of training and the acceptance of third-country ATCO licences.

This regulatory delivery completes RMT.0668 on ATCO licensing which was initiated in 2017.

The proposal combines the results of the work undertaken under Subtasks 3 and 4 of RMT.0668 with the aim of:

- harmonising the initial training output to handle complex and dense traffic situations, and enhancing the regulatory framework for instructors and assessors by setting the required performance standards using the principles of the CBTA, which is also the ICAO preferred route to licensing of all aviation personnel;
- making distance learning and the use of new digital instruction means possible in a harmonised manner following the COVID-19 pandemic; and
- facilitating the acceptance of third-county ATCO licences, taking account of prior training and operational experience.

These proposed amendments are expected to create a less fragmented qualification system and thus enable the application of more harmonised European training standards; they are, in addition, expected to make additional ATCO resources available.

EASA considers that this is an important step towards allowing for more flexibility in the use of the available ATCO resources.

The proposals are open for public comment until August 2, 2023.

14th June 2023

NPA 2023-05 - Acceptable means of compliance, guidance material and detailed specifications supporting the new regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-05?utm_campaign=d-20230615&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

(RMT.0161 (SUBTASK 3) and RMT.0524 (SUBTASKS 3 AND 4))

This NPA proposes the first set of the acceptable means of compliance (AMC), guidance material (GM) and detailed specification (DSs) supporting the implementation of the conformity assessment framework for air traffic management/air navigation services systems and air traffic management/air navigation services constituents (hereafter ATM/ANS equipment) as well as the approval of organisations involved in its design and/or production.

Due to the novelty of the subject, it is important to provide the necessary means for the implementation of the above-mentioned framework as regards:

- the certification and declaration specifications for ATM/ANS equipment;
- the technical requirements and administrative procedures for the organisations involved in the design and/or production of ATM/ANS equipment;
- the common requirements on aircraft equipment and the operating procedures related to the use of the single European sky (SES) airspace;
- the requirements for the ATM/ANS providers when introducing changes to their functional system as regards the ATM/ANS equipment;
- the declaration specifications and AMC and GM for ATM/ANS (ground) equipment (DS-GE); and
- the detailed specifications for ATM/ANS equipment subject to statement of compliance (DS-SoC).

This proposal is expected to facilitate the effective modernisation of the European air traffic management network (EATMN), ensuring more streamlined conformity assessment mechanisms and increased harmonisation and interoperability of ATM/ANS equipment brought to the EU market.

13. Balloons & Sailplanes

14. SERA