

1. EASA News

1st October 2024

Additional Member States and first airports join EASA’s award-winning Data4Safety programme

[Additional Member States and first airports join EASA’s award-winning Data4Safety programme | EASA](#)

The European Union Aviation Safety Agency’s [Data4Safety programme](#) expanded to include an additional nine EASA Member States and its first eight airport members, the expansion coinciding with the selection of the initiative for an industry award giving global recognition for EASA’s contribution to aviation safety.

Data4Safety (D4S) is a voluntary and collaborative partnership between EASA, the EASA Member States, and the aviation industry, which uses contributed data to proactively identify and manage safety risks at European level. It also supports data-driven changes in the fields of aviation safety and sustainability, drawing on data-centric aviation intelligence.

Examples of contributed data are safety reports, flight data from air operators, traffic data from the air traffic management (ATM) system plus weather data. Big Data and Data Science technologies are applied so that the millions of data points can be analysed to draw observations and conclusions.

“Data4Safety takes the collaboration of EASA with the Member States and the aviation industry in the fields of data sharing and analysis to an unprecedented level,” said Florian Guillermet, EASA Executive Director. “It enables a modern data-centric approach of safety risk management for the Agency and for the Sector and equips us with the ecosystem we need to efficiently leverage on innovative digital technologies.”

The 17 new members joined D4S at the second General Assembly of the programme, held in Cologne on September 25, 2024. All 59 D4S member organisations contribute to the programme by sharing aviation safety data on the D4S Digital Platform. Their aviation subject matter experts then engage in collaborative activities to analyse the data shared and translate the outcomes into actionable safety intelligence products.

This year, the Flight Safety Foundation (FSF) joined the event to announce that it had selected D4S to receive this year’s Jerome Lederer Safety Leadership Medal. FSF said that this global recognition was a tribute to the ambitious work and achievements of

EASA in the field of aviation data sharing and analysis, made possible by the instrumental contribution of the EASA Member States and industry.

The second General Assembly allowed the D4S Members to experience live demonstrations of the new D4S Big Data Platforms, which entered into service in mid-2024. The EASA programme team showcased the first use case activities that were conducted by the D4S experts in the third quarter of 2024, demonstrating the already impressive capabilities of the platforms and their potential.

D4S will now continue through the development phase of the programme and further expand its membership, with the aim of including all domains of the European aviation industry. The programme is planned to reach the operational phase in 2026.

13th November 2024

EASA Annual Safety Conference 2024: how technological innovation can help humans enhance aviation safety

[EASA Annual Safety Conference 2024: how technological innovation can help humans enhance aviation safety | EASA](#)

This year's [EASA Annual Safety Conference](#) took as its theme "Safety – technology – and the human dimension", focusing on the critical importance of the well-trained human in keeping aviation operations safe, and on the parallel need to apply technology prudently to enhance aviation safety even further.

"The human will be at the centre of aviation for decades," Florian Guillermet, Executive Director of EASA said in his opening remarks. "It is our responsibility to consider how technological developments, such as artificial intelligence, can support the human to make aviation safer still. We need to constantly ask ourselves: is aviation as safe as it can be?"

EASA used the opportunity of the conference to clarify its approach to proposals from manufacturers that foresee one pilot, rather than two, in the cockpit for specific phases of the flight, a concept referred to as "extended Minimum Crew Operations" (eMCO). To support eMCO, manufacturers are working on a "smart cockpit" that uses technology and automation to reduce crew workload, aid decision-making, enhance information management, and detect pilot fatigue or incapacitation.

“EASA has made clear from the outset that we will only approve new functionalities once they have been demonstrated to bring safety benefits,” Guillermet said. “We are now adjusting our rulemaking tasks to make clear exactly what we mean by this.”

This topic was discussed further during the first panel of the conference, which looked more widely at the role of technology in enhancing aviation safety. The panel highlighted that all relevant parties want first to see the changes to the cockpit so we can evaluate whether these have indeed enhanced safety while maintaining the current way of operating, i.e. with two pilots on the flightdeck. As a general principle, any new technologies or concepts in aviation must always enhance safety.

Two further panels focused on longer-term actions to tackle current safety risks. The first panel centred on interference with global navigation satellite system (GNSS) navigation close to conflict zones, where blocking or falsifying of signals (jamming and spoofing) presents an issue for pilots in those zones. While currently safety is assured by pilot awareness of the potential issues, there was agreement that in the longer term, a more resilient technological solution at system level is needed to better safeguard decision-making.

The second panel looked at human factors in runway incursions, referring in particular to the need to prevent recurrence of the type of accident seen at Haneda, Tokyo on January 2, 2024, where five people lost their lives due to an aircraft collision on the runway. The panel discussed whether humans were the “weakest link” or rather a strong factor in preventing such occurrences. Either way, better use of technology to facilitate decision-making was seen as an important step to reduce the number of those accidents or incidents.

The remaining two panels looked more closely at humans themselves. Societal expectations were seen as a driver for technological change, particularly on environmental grounds, to reduce emissions and meet the European Union climate goals. Whereas aviation is responsible for less than 4% of the total emissions contributing to climate change according to *Our World in Data*, there is still an urgent need to limit its impact. Noise reduction was also seen as an important driver for innovation.

All panels stressed the importance of a well-trained human workforce in all areas of aviation, and the final discussion focused on the need to attract a new generation of staff into aviation, some of whom will need entirely new skill sets as technology develops.

18th November 2024

IcesDrone — Smart Ice Protection System for Emergency and Rescue Service UAVs

[IcesDrone — Smart Ice Protection System for Emergency and Rescue Service UAVs | EASA](#)

IcesDrone aims to develop viable technical solutions to overcome the significant operational limitations caused by icing conditions. The main goals of IcesDrone are:

1. Demonstration of an Unmanned Aerial Vehicle (UAV) propeller with integrated and self-sustaining ice detector;
2. Development of an energy efficient chemical ice protection system for emergency and rescue service multirotor UAVs as enabler for safe operation under adverse icing conditions in accordance with regulatory/certification requirements;
3. Investigation of safety relevant and mission critical sensors and payload under adverse icing conditions.

The climate evolution with increasing weather hazards, the new generation of low CO₂ aircraft with associated disruptive configurations, the new market of UAV/Urban Air Mobility (UAM), the stringency of new policies and certification rules justify the need to initiate research in the field of icing, to ensure safety and efficiency of proposed new solutions.

The Research project ICESDrone is funded by the Austrian Research Promotion Agency (FFG) and the project leader is the Austrian Institute for Icing Sciences. EASA is contributing as a Technical Advisor to IcesDrone.

3rd December 2024

Reminder: drone identification labels mandatory since beginning of 2024

[Reminder: drone identification labels mandatory since beginning of 2024 | EASA](#)

After a three-year transition period, the drone C-class identification labels (CILs) became applicable on 1 January 2024. Since then, only drones labeled with CILs are allowed to be operated under the standard scenarios of the [Specific Category](#) in and across the [EASA Member States](#), according to [Commission Implementing Regulation \(EU\) 2019/947](#). Manufacturers are required to use CILs as provided for by Article 16(2) of [Commission Delegated Regulation \(EU\) 2019/945](#).

The drone CIL must be visibly, legibly, and indelibly affixed on the drone or, where relevant, on each accessory, packaging, manual, registration document, etc. Any alternative labels or any deviation in the label's look, font or any other alteration of the label design are **not** permitted. The affixing to a product of any markings, signs, or inscriptions that are likely to mislead third parties about the meaning or form of the CIL is also **not** allowed.

You can find more information on CILs and download the individual labels on the [Drone Information Notices and Class Identification Labels page](#).

Background

CILs were initially introduced under Commission Delegated Regulation (EU) 2019/945, which entered into force on 1 July 2019, and were complemented by the amending [Commission Delegated Regulation \(EU\) 2020/1058](#) on 9 August 2020 (entry-into-force date). The full implementation of CILs on drones available in the market has been gradual, as manufacturers needed time to adapt and label their drones.

4th December 2024

Promising years ahead for EU and ROK Aviation Partnership Project

Promising years ahead for EU and ROK Aviation Partnership Project | EASA

On 29 November 2024, the Service for Foreign Policy Instruments (FPI) of the European Commission, the European Union Aviation Safety Agency (EASA) and the Ministry of Land, Infrastructure and Transport (MOLIT) of the Republic of Korea (ROK) marked the end of the first phase of their common framework for technical exchanges in the civil aviation domain, the EU-ROK Aviation Partnership Project (APP). Hosted by the EU Delegation to the ROK, the official Closing Event provided a review of the results achieved in the last three years as well as expectations for the years ahead.

Supported by FPI, the EU-ROK APP enabled valuable exchanges in the domains of Air Traffic Management (ATM), Urban Air Mobility (UAM), flight standards, aviation safety, sustainability, and others. These successfully enhanced mutual understanding and improved technical insights to tackle common challenges, also largely thanks to the contribution of partners from European and Korean aviation industry and related authorities, who often ensured an inclusive and robust discussion.

At this closing event, the ROK and European representatives expressed a strong willingness to continue the partnership as well as to deepen the cooperation in, for example, environmental sustainability and emerging technologies and concepts. EASA and MOLIT are committed to taking these positive experiences forward to a new project phase starting next year.

5th December 2024

EASA's Annual Safety Review: looking into the past to maintain a high level of safety in aviation

[EASA's Annual Safety Review: looking into the past to maintain a high level of safety in aviation | EASA](#)

Aviation is the safest mode of transportation. In 2023, in the European Union (EU), over 7.3 million commercial air transport flights took to the skies without any fatal accidents involving an EASA member state operator. That's an average of 20 000 flights per day – and many, many more passengers – flying safely every day!

This data is coming from EASA's Annual Safety Review - 2024, but reports from previous years also demonstrate a very, very low rate of fatal accidents involving an EASA member state operator. The Annual Safety Review is a very important report done by EASA every year that looks at the safety performance of civil aviation in the previous year and identifies the most common types of serious incident and accident outcomes faced by European aviation today. It reflects EASA's unwavering commitment to aviation safety and the industry's collaborative efforts in upholding the highest safety standards.

The Annual Safety Review goes beyond large commercial airplanes. It addresses a wide variety of air transportation means as well as other parts of civil aviation:

- aeroplanes (commercial, specialised operations and non-commercial);
- rotorcraft - best known to the wider public as "helicopters" (commercial, specialised operations and non-commercial);
- balloons;
- sailplanes (gliders);
- unmanned aircraft systems/ drones;
- aerodromes and ground handling ;
- air traffic management / air navigation services.

The Annual Safety Review supports the identification of safety issues, which are further assessed and prioritised using the experience of EASA Member States and the aviation industry to connect the data with the current and future strategic priorities of the Agency. The portfolio of risks (list of safety issues) as well the safety priorities and mitigating actions are all contained in the European Plan for Aviation Safety. Read on to find out more about the European Plan for Aviation Safety later in this article.

Data sources

The data presented in the Annual Safety Review are based on the occurrences collected by the Agency via two specific data sources:

EASA’s occurrence database

This covers occurrences and other safety-related information reported to the Agency and accidents and serious incidents notified to the Agency by Safety Investigation Authorities worldwide. This is augmented by information collected by EASA from other sources.

European Central Repository

The European Central Repository (ECR) is the central database of all occurrences and other safety-related information reported to the competent authorities of the EASA Member States.

5th December 2024

EASA publishes report on the European Union Sustainable Aviation Fuels (SAF) market

[EASA publishes report on the European Union Sustainable Aviation Fuels \(SAF\) market | EASA](#)

The European Union Aviation Safety Agency (EASA) has published the “State of the EU SAF market in 2023” report, which provides significant insights into the state of the Sustainable Aviation Fuels (SAF) market in the European Union (EU). The report includes:

- reference prices for the different fuel types eligible under Regulation (EU) 2023/2405 (the “ReFuelEU Aviation Regulation”);
- an assessment on the SAF production capacity for the EU; and
- an outline of emerging trends in the SAF production market.

Sustainable Aviation Fuels are a ready-to-use solution to reduce the impact of aviation on the environment. The ReFuelEU Aviation Regulation, a landmark regulation to help decarbonise aviation published in 2023, sets targets for a minimum percentage of SAF to be used as a blend with jet fuel in air operations as a means to steadily reduce the sector's CO₂ emissions. The mandatory use of SAF starts with a minimum of 2% in 2025. This percentage will increase gradually to stimulate the production and uptake of SAF. There is also a sub-mandate for the use of synthetic SAF, which have an even higher potential for reducing CO₂ emissions.

“This first report on SAF provides a comprehensive analysis and valuable insights to the potential of Sustainable Aviation Fuels (SAF) for commercial airline operations in Europe” said EASA Strategy and Safety Management Director Maria Rueda. “It will be a key component on the journey towards a more sustainable and environmentally friendly aviation sector”.

The ReFuelEU Aviation Regulation also establishes that EASA is required to publish an annual technical report, based on data from the previous year. This report shall contain information on the status of compliance of the parties obligated under the Regulation as well as on the state and development of the SAF market in the European Union and its Member States.

The “State of the EU SAF Market in 2023” report serves as a precursor to the first EASA annual technical report due in 2025. Among other findings, the report shows that the announced SAF production capacity is expected to meet the minimum SAF share of 6% required under the ReFuelEU Aviation Regulation by 2030. At the same time, the report highlights that rapid action is needed to ensure that the minimum share for synthetic aviation fuel, set to 0,7% by 2030, can be met by that date.

9th December 2024

EU-Japan Aviation Partnership Project: ramping up for the future

[EU-Japan Aviation Partnership Project: ramping up for the future | EASA](#)

Over the last one-and-a-half year, the European Union and Japan have followed through on the spirit of cooperation that was established with the EU-Japan Aviation Partnership Project (APP) in June 2023. Since then, the number of exchanges on subjects like Innovative Aerial Systems, sustainable aviation, safety management and many others have increased significantly.

With the attendance of the Service for Foreign Policy Instruments (FPI) of the European Commission as well as industry partners, the European Union Aviation Safety Agency (EASA) and the Japan Civil Aviation Bureau (JCAB) organised a Closing Event in Tokyo on 4 December, to take stock of the achievements under this FPI-supported project. Exchanging expert insights in rapidly advancing technology fields is essential for authorities to develop policies and regulations that facilitate their deployment. Among many other activities, and taking the future use of autonomy in the industry as an example, this year JCAB and EASA organised visits to Oslo Gardermoen Airport, Tokyo Haneda Airport, Tokyo Narita Airport and Frankfurt Airport to evaluate progress and discuss approaches to safely introducing autonomous vehicles in airports.

In addition to reviewing results from the activities that were organised under the APP, the European and Japanese representatives stated their positive expectations for continuing collaboration in the future. Together with contributors from the aviation industry, the two sides intend to use this platform in the coming years to continue tackling the challenges and opportunities of tomorrow's aviation landscape.

10th December 2024

FAA and EASA pledge to support safe and secure civil aviation activities

COLOGNE/WASHINGTON D.C., December 10, 2024 — The Federal Aviation Administration (FAA) and European Union Aviation Safety Agency (EASA) signed a Declaration of Intent to continue to foster and enrich its partnership to support safe and secure civil aviation activities.

Leaders from the FAA and EASA discussed the renewed commitment at the International Civil Aviation Organization (ICAO) 80th Anniversary of Chicago Convention. "Aviation safety and modernisation is a joint effort that requires collaboration with our international partners," said FAA Administrator Mike Whitaker. "Emerging technologies are transforming the global aviation system and require constant collaboration to reevaluate and adapt our strategic direction as new challenges and opportunities present themselves."

"Building on the EU-US Agreement on cooperation in the regulation of civil aviation safety, this Declaration of Intent will generate a new momentum in our EASA-FAA relationship, and allow for better alignment on the priorities voiced by the global aeronautical industry," said Florian Guillermet, Executive Director of EASA.

Under the terms of the Declaration, the FAA and EASA agree to share knowledge and best practices on safety data and risk management, cybersecurity and emerging technologies, innovation, research, and sustainability, as well as seek regulatory alignment where possible. Both organizations will also collaborate to provide technical assistance to regions across the globe.

12th December 2024

Research & Innovation updates: the Aviation Authorities' Research Agenda 2025 has been published

[Research & Innovation updates: the Aviation Authorities' Research Agenda 2025 has been published | EASA](#)

EASA has drafted a second edition of its Aviation Authorities' Research Agenda on Research and Innovation launched together with the Member States.

The 2025 Agenda contains research topics proposed jointly by the Agency's experts and its Member States' Advisory Body Research Group. These topics aim to support the aviation authorities' core activities (rulemaking, certification, approval, oversight) while preparing the Agency and Authorities' staff for future challenges. The topic domains, of EASA and national aviation authority (NAA) interest, are those of aviation safety, security, environment, health and innovation.

16th December 2024

EU and China close their aviation partnership project; gearing up for the future

The European Union – China Aviation Partnership Project (APP), launched in 2016 and funded by the Service for Foreign Policy Instruments (FPI) of the European Commission, will mark the completion of its second phase with an official closing event hosted by the EU Delegation to the People's Republic of China in Beijing on 17 December 2024. Attended to by the project's key stakeholders from authorities and industry, the event also serves to express the high expectations for the continuation of this successful cooperation framework.

The EU-China APP is managed by the European Union Aviation Safety Agency (EASA) and the Civil Aviation Administration of China (CAAC). Having organised more than 120

activities in total, the platform facilitated exchanges of the most advanced aviation expertise, provided by European and Chinese regulators and major industry players such as aircraft (parts) manufacturers, air operators and Air Navigation Service Providers (ANSPs) as well as EUROCONTROL.

Against the backdrop of a high-paced trend of developments in the civil aviation domain, both Europe and China will continue to cooperate tackling regulatory challenges head-on to make the future safer, more connected, and greener. The EU-China APP will continue to provide the platform for these important discussions.

17th December 2024

From idea to the sky: how EASA ensures that aircraft is safe to fly

[From idea to the sky: how EASA ensures that aircraft is safe to fly - An overview of EASA's work on aircraft certification | EASA](#)

A safe aviation ecosystem is achieved through many players such as airports, air traffic control service providers, manufacturers, operators, regulators, and others, prioritising safety in everything they do.

An aircraft that is safe to fly is naturally a very important piece of this system. Through its certification mandate, EASA is guaranteeing that aircraft flying within, in and out of the European Union (EU), and the EFTA countries (Iceland, Liechtenstein, Norway and Switzerland,) are safe, bringing confidence in air travel for EU citizens. These 31 countries are together known as the EASA member states.

The basics

To become operational, new aircraft must obtain a validation known as a “Type Certificate” from the responsible aviation regulatory authority. This certificate testifies that the aircraft of this type meet the safety requirements set by the European Union.

Often when we think about aviation, we think of commercial civil airplanes, however, this process of certification and awarding a Type Certificate applies to several aircraft types like small airplanes, rotorcraft, balloons, electric take-off and landing (e-VTOL) aircraft.

EASA is the responsible authority for certifying aircraft designed in the EASA member states however the Applicant is responsible of the development and the design of the Aircraft and eventually to demonstrate compliance with the applicable requirements.

Certification: a two-pillar approach of overseeing the product and the Design Organisation

Certification is a two-pillar process: the product side (the aircraft); and the ability of the Design Organisation of such a product to be doing this job.

As the name indicates, a Design Organisation is in charge of the aircraft design, as well as other tasks such as changes and repairs to the aircraft, among others. Such organisations need to demonstrate that they have the right organisation, procedures, competencies and resources. Design Organisations need to be approved by EASA. This is already an important piece of the certification process.

When making a new aircraft operational, EASA minimises risks to safety on the product side by verifying compliance against technical specifications and optimises performance through the oversight of Design Organisations.

Certification Process

The Type Certification process goes through 4 stages:

- Technical Familiarisation and Certification Basis;
- Establishment of the Certification Programme;
- Compliance demonstration; and
- Technical closure and issue of approval.

It is a very formal and exhaustive process. For a large aircraft, such as the commercial planes we fly in as passengers, the process usually takes 5 to 7 years.

EASA also offers what we could call a “pre-stage” – not mandatory – through its Innovation Services. Via the Innovation Services, EASA supports the development of an innovative concept from the early stages when such concept is not yet so mature.

Further details can be found using the above link.

18th December 2024

EASA makes important contribution to EU’s new Flight Emissions Label

[EASA makes important contribution to EU’s new Flight Emissions Label | EASA](#)

The European Commission (EC) has adopted a Regulation putting in place a Flight Emissions Label (FEL), which offers a clear and trustworthy methodology for calculating flight emissions.

The European Union Aviation Safety Agency (EASA) has an important role to play, as it is responsible for estimating the flight emissions in accordance with the most advanced international standards on the accounting of aviation emissions.

19th December 2024

EASA holds first International Workshop on certifying hydrogen-powered aircraft

[EASA holds first International Workshop on certifying hydrogen-powered aircraft | EASA](#)

The European Union Aviation Safety Agency (EASA) hosted the first International Workshop on the challenges and future processes for certifying aircraft powered by hydrogen, with the aim of developing a certification approach that has the support of the entire community.

While Sustainable Aviation Fuels (SAF) is seen as an immediate measure for reducing aviation emissions, in the longer-term other sources of fuel and technologies will be required for the sustainability of the sector. Innovative and disruptive technologies, such as hydrogen, present possible answers, but will also involve significant change to aircraft designs. A new certification approach is therefore needed to ensure that these aircraft will meet high safety standards.

The Workshop, attended by over 100 people, brought all corners of the hydrogen community together, including representatives of fuel cell companies, academia, research institutes, start-up aviation companies and well-established aircraft companies. It also included several international authorities, for example the Federal Aviation Administration (FAA), the Civil Aviation Authority of the United Kingdom (UK CAA), and the Japan Civil Aviation Bureau (JCAB).

“The move to sustainable aviation is a global project necessitating a harmonised approach,” said EASA Certification Director Rachel Daeschler. “We all need to work together to ensure that the hydrogen-powered aircraft of the future, and its ecosystem, is safe as well as sustainable. To achieve that, we must make sure that knowledge is shared so that we fully understand all aspects.”

Hydrogen-powered aircraft will have a very different design from today. A change in the certification approach will be required due to the complexity of the integration of hydrogen as a fuel, including the boundaries to be set and the interfaces among aircraft systems. Defining the right certification approach, and cooperation among authorities is therefore crucial.

While usage of hydrogen as a fuel is an important research topic in the academic world, and this is leading to a steady growth in knowledge, the aviation sector has no in-service experience with such aircraft as they are not yet developed. This poses safety challenges as there is limited knowledge of the key factors to make flying with hydrogen-powered aircraft safe. The workshop participants agreed that more attention needs therefore to be paid to the application of technologies in aviation and to the exploration of technology bricks, such as hydrogen storage, and to airworthiness considerations, like prevention of fire and explosions, and other similar aspects.

Industry presented some ongoing projects and topics currently being explored, e.g. weight distribution, fuel tank distribution, storage of liquid hydrogen and fuel cell stack and systems. These made it even more evident that the challenges ahead are numerous, and that working together and sharing results at a global level is therefore essential. The discussions that followed raised several main questions regarding certification boundaries, approvals for fuel cell equipment, weight restrictions (for small aircraft), and many more.

What was clear to all participants is that the current levels of safety must be at least maintained.

The involvement of authorities at an early stage was agreed, but also the right time for that step was discussed, as it was considered that a certain maturation of the technology is needed to engage authorities in an effective manner. The role of the operators and when and how to best to engage them was also debated.

Many projects are already underway to support the transition to new technologies and foster working together. This includes EASA Innovation Services, as well as EU Research programmes and initiatives, such as Clean Aviation and Alliance for Zero-Emission Aviation (AZEVA) as a means to work together and as a platform to share and disseminate knowledge.

Presentations were contributed by Toyota, APUS, Airbus, PowerCell, Rolls-Royce, German Aerospace Center (DLR), EUROCAE, AZEVA, SAE International, the General

Aviation Manufacturers Association (GAMA), FAA, UK-CAA, Clean Aviation, CONCERTO, MTU Aero Engines AG, and Cranfield University.

Visit our International Workshop webpage to access the presentations from the event.

19th December 2024

NPA 2024-08 – Enabling electronic personnel licencing in Europe

[NPA 2024-08 - Enabling electronic personnel licensing in Europe | EASA](#)

The purpose of this rulemaking activity is to establish the requirements for the introduction and implementation of personnel licences in electronic format (electronic personnel licences (EPLs)) within the EU regulatory framework. The objectives are to:

- enable the issuance, display, validation, and verification of EU EPLs on self-contained mobile electronic visual display devices, in addition to the traditional physical format (e.g. paper or plastic cards). EPLs will be optional, but national competent authorities (NCAs) shall recognise personnel licences issued in electronic format not only by other EU Member States (MSs) but also by all ICAO Contracting States;
- ensure the security, confidentiality, data protection, integrity, authentication and accessibility of EPLs;
- ensure the interoperability of electronic personnel licence systems (EPLSYS) used by different NCAs and stakeholders;
- incorporate ICAO Annex 1 Standards and Recommended Practices (SARPs) related to implementing an EPLSYS into the relevant EU aviation regulations.

To enable the introduction of personnel licences issued in electronic format and the EPLSYS, amendments are proposed to several regulations. The main topics addressed through the new or amended requirements and associated AMC and GM include:

- new definitions related to the introduction of EPLs;
- new authority requirements on the establishment of EPLSYS enabling authorities to generate, manage and verify such licences;
- new technical specifications for the issuance of EPLs and the establishment of an EPLSYS, based on the ISO/IEC 18013-5:2021 International Standard and ICAO Doc 10190;
- new EASA Forms for EPLs;

- transitional measures related to the inclusion of medical certificate information in EPLs (for pilot and air traffic controller licences only), allowing authorities to start issuing EPLs while continuing to issue medical certificates in the traditional physical (paper) format;
 - provisions permitting EPLs to include information on national privileges outside the scope of EU regulations (e.g. related to 'Annex I aircraft'), issued in accordance with national legislation and valid only within the territory of the issuing MS;
 - Simplifications with regard to the current ICAO EPL format, removing the need to include the photograph of the holder, the script signature of the holder (except in the maintenance domain), and the seal or stamp of the issuing authority.
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20th December 2024

EASA publishes new rotorcraft noise model

[EASA publishes new rotorcraft noise model | EASA](#)

The European Union Aviation Safety Agency (EASA) has published the NORAH2 software prototype and noise hemispheres database, the NORAH2 tool, to estimate the noise on the ground generated by rotorcraft operations. NORAH2 was developed as part of a 4-year research project on rotorcraft noise funded by European Union's Horizon 2020.

You can connect to the NORAH2 research project page to download the tool according to the required terms and conditions.

15th January 2025

EASA signs agreement with military defence group OCCAR to enhance European aviation safety

[EASA signs agreement with military defence group OCCAR to enhance European aviation safety | EASA](#)

The Executive Director of the European Union Aviation Safety Agency (EASA), Florian Guillermet, and the Executive Administration Director of the Organisation for Joint Armament Cooperation (Organisation Conjointe de Coopération en matière d'Armement (OCCAR), Joachim Sucker, co-signed on 15 January 2025 in Bonn, Germany the first formal agreement between the two organisations to enhance the European aviation system's safety by allowing the exchange of classified information on military programmes.

In the current geopolitical environment of conflict and rising tensions, civil-military cooperation is vital to help accelerate technological development in aviation and to efficiently manage the safety of specific military products throughout their life cycle. This has two key contexts:

- firstly, where military programmes are derived from civilian aircraft, it is important that airworthiness information can be exchanged to ensure the safety of both civil and military products; and
- secondly, for cases where the safety of aircraft or related systems interfaces with other air traffic, for example through the sharing of civil airspace or the interoperability with Air Traffic Management (ATM) and other related systems that are operated by civilian organisations.

EASA is committed to supporting military projects when appropriate and where there are clear responsibilities established for the organisations involved.

15th January 2025

EASA to launch direct accreditation of Qualified Entities

[EASA to launch direct accreditation of Qualified Entities | EASA](#)

Qualified Entities are continuing to play a key role in the outsourcing strategy of the European Union Aviation Safety Agency (EASA).

EASA has therefore developed a streamlined system for the direct accreditation of Qualified Entities, designed to offer greater flexibility enabling faster and more efficient responses to the evolving needs of the Agency, National Competent Authorities and Industry.

We will launch calls for expression of interest (CEI), inviting eligible entities to apply for accreditation to carry out certain certification and oversight tasks on behalf of EASA.

21st January 2025

European Plan for Aviation Safety (EPAS) 2025

[European Plan for Aviation Safety \(EPAS\) 2025 - 14th edition | EASA](#)

The European Plan for Aviation Safety (EPAS) outlines the strategic priorities for aviation safety and environmental protection, the primary safety risks and other issues affecting the

European aviation safety system, and the necessary measures to mitigate them. Designed as the Regional Aviation Safety Plan for EASA Member States, the EPAS reinforces safety management at regional, State, and industry levels. The release of the 2025 edition underscores EASA's unwavering commitment to advancing aviation safety in Europe.

Based on the 'Strategic Priorities' (Volume I) for the reference period 2023 – 2025 (which have been reviewed and confirmed valid), the 2025 edition of EPAS contains updated 'EPAS Actions' (Volume II) and updated 'Safety Risk Portfolios' (Volume III).

EPAS Volume III 'Safety Risk Portfolios' provides the updated overview of the safety issues affecting the European aviation system. They were reviewed and reassessed through the annual Safety Risk Management cycle in collaboration with safety partners from national aviation authorities and the industry. There are altogether 211 safety issues in the 2025 edition, with identified 20 higher-risk safety issues, containing 8 new safety issues, ordered by their risk classification.

Volume II 'EPAS Actions' presents the updated plan of the ongoing and new tasks. Following completion of 15 actions in 2024, it contains 150 actions, 6 of which are new. The plan includes updated rulemaking timelines resulting from the European Union Aviation Safety Agency (EASA) review of the entirety of the rulemaking programme aimed at enhancing the focus on safety priorities and adjusting the planning to the existing resources. Following a consultation with the Advisory Bodies, EASA maintained the number of the ongoing rulemaking tasks in this year's edition. The planning of these actions delivers on the strategic priorities for the reference period 2023-2025, however it sets the plan for 2025 and beyond.

24th January 2025

Sunny Swift: ADS-L: see and be seen

[Sunny Swift: ADS-L: see and be seen - Issue 41 | EASA](#)

2. Initial Airworthiness

9th December 2024

ED Decision 2024/010/R - ‘Helicopter crash-resistant fuel systems’ and ‘Information on cargo compartment fire protection capabilities’

[ED Decision 2024/010/R - ‘Helicopter crash-resistant fuel systems’ and ‘Information on cargo compartment fire protection capabilities’ | EASA](#)

Commission Implementing Regulation (EU) 2024/2954 was adopted on 29 November 2024. This Regulation amends Commission Regulation (EU) 2015/640, on additional airworthiness specifications for a given type of operations, and its Annex I (Part-26) with respect to the following topics that EASA proposed in 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;
- Clarification of existing requirements, including some requirements related to ageing aeroplane structures.

The objective of this Decision is to provide means to show compliance with the new requirements introduced in Part 26 regarding topics 1 and 2 and related guidance material. This Decision also amends some existing means to show compliance with requirements amended in Part-26 regarding topic 5, and some related guidance material for consistency.

To achieve this objective this Decision amends CS-26.

Note: the existing means to show compliance with the amended requirements regarding topics 3 and 4 do not need to be amended.

9th December 2024

ED Decision 2024/009/R - Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems

[ED Decision 2024/009/R - Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems | EASA](#)

The use of vibration health monitoring (VHM) systems to monitor the condition of critical rotor and rotor drive components has been demonstrated to improve incipient fault detection capabilities by complementing those provided by traditional inspection techniques. However, the current acceptable means of compliance (AMC) are not sufficient to ensure that these systems can be certified to be used to optimise the continuing airworthiness for rotorcraft systems.

The regulatory material issued with this Decision identifies ways to certify VHM systems so that they can be a more integral part of the continuing airworthiness process of the rotorcraft and to provide better and updated guidance on the design and operation of these systems, as well as on their effective in-service use. This will result in VHM systems supporting the optimisation of the continuing airworthiness of the rotor and rotor drive systems, thus, reducing the risk of maintenance errors and, potentially, increasing the likelihood of early fault detection.

The amendment to the AMC to CS 29.1465 clarifies the means for establishing compliance where VHM applications are used for airworthiness-related purposes for the rotor and/or rotor drive system. In addition, the guidance provided in this AMC and in the newly developed GM should help to promote the development of VHM systems with improved fidelity and reliability.

With this regulatory material, the European Union Aviation Safety Agency (EASA) addresses the safety recommendation received by EASA (UNKG-2018-007) related to an accident that occurred on 28 December 2016 at the West Franklin wellhead platform, North Sea, UK, involving a Sikorsky S-92A helicopter (registered G-WNSR).

13th December 2024

Product certification consultation - Hybrid Bearings

[Hybrid Bearings | EASA](#)

The purpose of this Certification Memorandum is to provide specific guidance for CS-27 or CS-29 rotorcraft for the certification of hybrid bearings in the absence of a dedicated requirement and guidance material.

The scope of this Certification Memorandum is limited to hybrid bearings involved in CS-27 and CS-29 rotorcraft drive systems and rotor control mechanisms.

The scope is also limited to hybrid bearings rolling elements made of Silicon Nitride (Si₃N₄), which is a type of ceramic, as this is the only material that is currently used and studied by the industry for the aforementioned systems.

16th December 2024

Product certification consultation - Post Certification Actions to Verify the Continued Integrity of Rotorcraft Critical Parts

[Post Certification Actions to Verify the Continued Integrity of Rotorcraft Critical Parts | EASA](#)

The purpose of this Certification Memorandum is to supplement the existing guidance for compliance with CS 27/29.602 – Critical Parts, detailing the need for post certification actions to verify the continued integrity of critical parts. These actions should ensure that critical parts are controlled throughout their service life in order to maintain the critical characteristics on which certification is based. In addition, the effectiveness of any associated design, maintenance and monitoring provisions, which either help ensure the continued integrity or provide advance indication of impending failure of critical parts, should be assessed.

16th December 2024

ED Decision 2024/011/R - Rotorcraft occupant safety in the event of a bird strike

[ED Decision 2024/011/R - Rotorcraft occupant safety in the event of a bird strike | EASA](#)

Termination of RMT.0726 'Rotorcraft occupant safety in the event of a bird strike'

RMT.0726 Subtask 2 relates to the retroactive application of the currently applicable bird strike certification specifications contained in CS 27 and CS 29 to both newly produced and in service rotorcraft.

EASA, based on the Aviation Rulemaking Advisory Committee Rotorcraft Bird Strike Working Group (ARAC RBSWG) recommendations and a complementary technical assessment, has performed a qualitative assessment of the regulatory impact of Subtask 2 on the affected stakeholders.

Based on the following considerations:

- significant economic impact of the retroactive application of the related requirements on industry;
- unpracticable technical solutions to retrofit some rotorcraft; and
- reduction of the risk for, and mitigation of the consequences of, a bird strike through the issue of Safety Information Bulletin (SIB) 2021-07 on Bird Strike Risk Mitigation in Rotorcraft Operations,

EASA has concluded that rulemaking activity RMT.0726 Subtask 2 is disproportionate due to the negative impacts it would create for aviation industry.

Therefore, rulemaking task RMT.0726 is terminated.

17th December 2024

NPA 2024-07 – Regular update of CS-MMEL and CS-GEN-MMEL

[NPA 2024-07 - Regular update of CS-MMEL and CS-GEN-MMEL | EASA](#)

17th December 2024

Opinion No 08/2024 - *Airworthiness review process / Import of aircraft from other regulatory systems, and Part 21 Subpart H review / Alignment of the IRs of the EASA Basic Regulation with Regulation (EU) No 376/2014*

This Opinion proposes to amend Regulations (EU) Nos 1321/2014 and 748/2012 with the following objectives:

- enhance the safety standards for aircraft imported into the EU and ensure that the airworthiness standards of EU-registered aircraft are well maintained. This includes:
 - unlocking situations linked with aircraft coming from a different regulatory framework (e.g. third countries, state aviation) prior to being integrated into the Basic Regulation scope, as well as to facilitate the transfer of aircraft between Member State (MS) registries;
 - mitigating the risks linked to airworthiness reviews (ARs) that are improperly carried out, which could prevent the detection of shortcomings in continuing airworthiness management;
- facilitate the implementation of the process related to the issuance of airworthiness certificates, airworthiness review certificates (ARC) and reporting of occurrences, ensuring that it is as straightforward and simple as possible. This includes:

- clarifying the current ambiguities in the rules related to the issuance of an airworthiness certificate and an ARC in order to achieve standardised implementation in all MSs;
- reducing the duplication of tasks and dilution of responsibilities between organisations and national competent authorities;
- aligning the requirements for continuing airworthiness organisations and individuals subject to Annex I (Part-M) and Annex Vb (Part-ML) to Regulation (EU) No 1321/2014 regarding the reporting, analysis and follow-up of occurrences in civil aviation with those of Regulation (EU) No 376.2014.

It is therefore proposed to:

- include a smoother process for transferring aircraft between MSs;
- provide an alternative for cases where the airworthiness statement is missing when importing an aircraft;
- minimise the cases where a recommendation for the issuance of the ARC is needed;
- introduce provisions for issuing airworthiness certificates for aircraft previously excluded from the Basic Regulation.

The proposed regulatory material is expected to enhance aviation safety, increase cost-efficiency, reduce regulatory burden and improve the harmonisation and simplification of rules.

20th December 2024

Product certification consultation – Overspeed and Containment Demonstration

[Overspeed and Containment Demonstration | EASA](#)

The proposed Means of Compliance (MoC) to Special Condition SC E-19 are associated with the following EHPS requirements:

- EHPS.240 Overspeed and Rotor Integrity; and
- EHPS.250 Rotating Parts Containment.

Official comments to the proposed MoC to SC E-19 are to be filed through the [EASA Comment-Response Tool \(CRT\)](#).

Updates Oct – Jan inclusive

13th December 2024

Product certification consultation – Rotorcraft Photoluminescent Emergency Exit Markings

[Rotorcraft Photoluminescent Emergency Exit Markings | EASA](#)

Reference - CPTS-0000438

Consultation / Publication type [Equivalent Safety Finding \(ESF\)](#)

Consultation status Consultation open

Related certifiable products [CS-29 Large Rotorcraft](#)

Affected primary technical domain [Cabin Safety](#)

Validity Not superseded

Closing date of consultation 14/02/2025

3. Additional Airworthiness

2nd December 2024

Commission Implementing Regulation (EU) 2024/2954

[Commission Implementing Regulation \(EU\) 2024/2954 | EASA](#)

Amending Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness requirements.

4. Continuing Airworthiness

17th December 2024

Opinion No 08/2024 - Airworthiness review process / Import of aircraft from other regulatory systems, and Part 21 Subpart H review / Alignment of the IRs of the EASA Basic Regulation with Regulation (EU) No 376/2014

[Opinion No 08/2024 - Airworthiness review process / Import of aircraft from other regulatory systems, and Part 21 Subpart H review / Alignment of the IRs of the EASA Basic Regulation with Regulation \(EU\) No 376/2014 | EASA](#)

13th January 2025

Suspect Unapproved Parts Details – ERT-160 Transceiver Unit

[Radio altimeter ERT-160 | EASA](#)

EASA has been notified that several modules of a Radio altimeter (ERT-160) had undergone non-compliant repairs. A maintenance organisation and the manufacturer declared these specific parts as unsalvageable and thus unapproved and should not re-enter the component supply system.

The maintenance organisation has informed the parts owner, as expected. The customer and owner of the parts has requested to have the parts back, knowing their status. Thus, the parts are not under Part-145 quarantine nor mutilated.

Part name: ERT-160 P/N: 9599-607-18503; S/N: 02084 & P/N: 9599-607-18503; S/N: 01476

Recommendation: Maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers are invited not to accept these specific components into their organisations or install them on aircraft.

If these parts are found in stock it is recommended that the parts be quarantined to prevent installation. If these unapproved parts are found already installed on in-service aircraft, they must be replaced with approved ones. The unapproved parts shall be quarantined. It is recommended that any new information regarding the scrapping or mutilation of these parts together with a copy of the relevant certificate, should be sent to the EASA at SDM@easa.europa.eu.

Updates Oct – Jan inclusive

30th January 2025

Commission Implementing Regulation (EU) 2025/111

[Commission Implementing Regulation \(EU\) 2025/111 | EASA](#)

Amending Regulation (EU) No 1321/2014 as regards continuing airworthiness for electric- and hybrid-propulsion aircraft and other non-conventional aircraft.

5. Air Operations, Aircrew and Medical

11th December 2024

EASA publishes updated Easy Access Rules for Aircrew

[EASA publishes updated Easy Access Rules for Aircrew - Revision from December 2024 is out! | EASA](#)

The European Union Aviation Safety Agency (EASA) has published [a new revision of the Easy Access Rules for Aircrew \(Regulation \(EU\) No 1178/2011\)](#).

This Revision from December 2024 introduces:

- the requirements for issuing type ratings for manned aircraft with a vertical take-off and landing capability to holders of a commercial pilot licence for aeroplanes or helicopters ([Regulation \(EU\) 2024/1111](#)); and
- amendments to the requirements for cruise relief co-pilots, to regular updates of flight crew licensing and aero-medical requirements, and to simplifications of flight crew licensing requirements for general aviation ([Regulation \(EU\) 2024/2076](#)).

Following the adoption by the European Commission of a [comprehensive regulatory package for drones and vertical take-off and landing \(VTOL\)-capable aircraft \(VCA\)](#), this publication incorporates into the EAR for Aircrew the amendments from that package related to Aircrew, as introduced by Regulation (EU) 2024/1111. Further Easy Access Rules containing amendments introduced by Regulation (EU) 2024/1111 to other regulations (e.g. EAR for Air Operations and for ATM/ANS — Provision of Services) as well as amendments to the other regulations in this package will be published shortly on the EASA website.

8th January 2025

Commission Implementing Regulation (EU) 2024/3170

[Commission Implementing Regulation \(EU\) 2024/3170 | EASA](#)

Regulation issued laying down detailed provisions concerning the voluntary environmental labelling scheme for the estimation of the environmental performance of flights, established pursuant to Article 14 of Regulation (EU) 2023/2405 of the European Parliament and of the Council (Flight Emissions Label)

9th January 2025

EU Aviation Safety Agency updates safety guidance on Russian Airspace

[EU Aviation Safety Agency updates safety guidance on Russian Airspace | EASA](#)

The European Union Aviation Safety Agency (EASA) has today issued a Conflict Zone Information Bulletin for the airspace of the Russian Federation.

To ensure maximum flight safety amid Russia's ongoing illegal invasion of Ukraine, the new Conflict Zone Information Bulletin replaces and broadens the scope of the recommendation regarding Russian airspace previously outlined in CZIB 2022-01R10. It advises against operating within the affected Russian airspace west of longitude 60° East, at all flight levels. The recommendation also applies to foreign air carriers that have received a safety authorisation from EASA (Third-Country Operators).

The recommendation is valid until 31 July 2025 and can be reviewed earlier and adapted or withdrawn subject to the revised security and safety assessment. EASA, in cooperation with the European Commission, will continue to closely monitor the situation, to assess the risk exposure for EU and third-country operators conducting flights to/from the European Union (EU).

It is important to note that no EU airlines currently fly to, from or over the airspace of the Russian Federation. However, a number of third-country carriers continue to do so, despite the war-related risks.

Background

Following the downing of flight MH17, the EU established the "EU Conflict Zone Alerting System" to provide consistent advice to airlines and better protect European travellers. Active since early 2016, it facilitates cooperation among EU Member States, institutions,

EASA, and aviation stakeholders to share intelligence on risks from conflict zones. The system aims to consolidate information and risk assessments, issuing timely recommendations to enhance safety for Member States, operators, and passengers, while complementing national efforts with a common European risk perspective.

21st January 2025

ED Decision 2025/001/R - Regular update of the air operations rules — ICAO alignment

[ED Decision 2025/001/R - Regular update of the air operations rules — ICAO alignment | EASA](#)

AMC and GM to Part-ORO — Issue 2, Amendment 25

AMC and GM to Part-CAT — Issue 2, Amendment 24

ICAO alignment

This Decision improves the alignment between the EU air operations regulatory framework and the relevant International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) and Documents related to the ICAO Universal Safety Oversight Audit Programme (USOAP), by introducing non-controversial amendments to the acceptable means of compliance and guidance material to Commission Regulation (EU) No 965/2012.

The objective is to facilitate the effective implementation of the ICAO SARPs by the European Union Aviation Safety Agency (EASA) and the EU Member States in the area of air operations.

The regulatory material is expected to maintain, and in some cases enhance, the level of safety and to provide benefits in terms of efficiency, with a very low economic impact and no environmental or social impact.

31st January 2025

Updated conflict zone advisories for the Middle East region

[Updated conflict zone advisories for the Middle East region | EASA](#)

The European Commission and the European Union Aviation Safety Agency (EASA), along with Member States, are closely monitoring the situation in the Middle East to assess the evolving threats and risks, and their impact on civil aviation.

Following recent developments, notably the agreed cease-fire agreements and overall reduction of short-term tensions, the Integrated EU Aviation Security Risk Assessment Group has decided not to extend the existing Conflict Zone Information Bulletins (CZIBs) on Israel and Iran expiring on January 31, 2025, and to replace them by dedicated Information Notes (INs) highlighting the remaining risks in the affected airspace.

In relation to the airspace of Lebanon, the Group supported the decision to extend the validity of the current CZIB until end of March 2025.

Regarding the Middle East region, on January 31, 2025, EASA issued INs for Israel and neighbouring airspace (100 NM radius), Iran, and extended the existing Information Note for the Southern Red Sea. Operators are advised to exercise caution and follow all available aeronautical publications, including updates from the European Information Sharing and Cooperation Platform. The advisory for Iran recommends also to consider daylight operations only. The INs are distributed to relevant parties on a need-to-know basis to provide more operational background and recommendations.

The Commission and EASA, together with Member States, will continue to closely monitor the situation, with a view to assessing whether there is an increase or decrease of risks for EU aircraft operators as a result of the evolution of the threat.

To learn more about the EU Conflict Zone Alerting System and risk mitigation measures (CZIBs and INs), please visit [Information on Conflict Zones \(EASA\)](#).

6. EU Aviation Rule Structure

7. Regulatory Authorities

8. Third Country Operators

29th January 2025

EASA's supervision of foreign air carriers' safety performance

[Third Country Operators: EASA's supervision of foreign air carriers' safety performance | EASA](#)

Have you ever wondered which airlines from outside the European Union (EU) are allowed to fly to EU airports? And what standards they have to meet to be able to operate in Europe? This is another activity for EASA – making sure that the airlines that fly here are offering a safe service to European citizens.

EU Airlines must comply with the highest safety standards that are set out by EU safety regulations. Airlines from outside the EU, that are authorised to operate flights into, within or out of Europe cannot be required to comply with EU standards, but must demonstrate compliance with applicable international standards that are established by the International Civil Aviation Organisation (ICAO). EASA carries out inspections in all European Union Member States and checks also the safety of non-European air carriers wanting to operate in Europe to ensure they are safe for you to fly with them.

These "foreign" airlines are referred to by EASA as "Third Country Operators" and they need to have a Third Country Operator Authorisation issued by the Agency to fly commercially into, within or out of any of the EASA Member States (the 27 European Union countries and the 4 EFTA states: Iceland, Liechtenstein, Norway, and Switzerland). Third Country Operators do not need such authorisation if they only overfly these areas without intention to land.

This centrally issued authorisation makes it easier for these operators as they do not have to apply for an authorisation in every individual EASA Member State. At the same time, it ensures common standards of safety among all EASA Member States.

Further details can be found at the above link.

9. Unmanned Airborne Systems

10. Ground Handling

11. Aerodromes

16th December 2024

EASA published updated Easy Access Rules for Aerodromes

[EASA published updated Easy Access Rules for Aerodromes - Revision from December is out! | EASA](#)

The European Union Aviation Safety Agency (EASA) has published Revision from December 2024 of the Easy Access Rules for Aerodromes (Regulation (EU) No 139/2014). This Revision incorporates the below listed regulatory material concerning information security, safety of aerodrome operations, occurrence reporting, and change of aerodrome operator:

- Commission Implementing Regulation (EU) 2023/203, applicable as of 22 February 2026;
- ED Decision 2023/010/R, applicable as of 22 February 2026;
- Commission Implementing Regulation (EU) 2024/894, applicable as of 20 March 2025;
- Commission Delegated Regulation (EU) 2024/405, applicable as of 1 May 2025;
- Commission Delegated Regulation (EU) 2024/1400, applicable as of 24 May 2025;
- ED Decision 2024/004/R, with the following applicability dates:
 - Annex I, applicable as of 20 June 2024,
 - Annex II, applicable as of 20 March 2025, and
 - Annex III, applicable as of 24 May 2025;
- ED Decision 2024/005/R, correcting ED Decision 2024/004/R; and
- ED Decision 2024/008/R, applicable as of 1 May 2025.

12. ATM/ANS

25th November 2024

EASA publishes first Easy Access Rules for ATM/ANS Equipment

[EASA publishes first Easy Access Rules for ATM/ANS Equipment | EASA](#)

The European Union Aviation Safety Agency (EASA) has published the **first Easy Access Rules (EAR) for Air Traffic Management/Air Navigation Services (ATM/ANS) Equipment**.

This publication consolidates the requirements for the certification and declaration of ATM/ANS systems and constituents with the requirements and administrative procedures for the approval of organisations involved in the design or production thereof, as well as with the related acceptable means of compliance and guidance material (AMC & GM). It covers [Commission Implementing Regulation \(EU\) 2023/1769](#), [Commission Delegated Regulation \(EU\) 2023/1768](#), and ED Decisions [2023/016/R](#), [2024/001/R](#), and [2024/002/R](#).

The **EAR for ATM/ANS Equipment** 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.

13. Balloons & Sailplanes

14. SERA

3rd December 2024

EASA publishes updated Easy Access Rules for SERA

[EASA publishes updated Easy Access Rules for SERA - Revision from December 2024 is out! | EASA](#)

The European Union Aviation Safety Agency (EASA) has published [a new revision of the Easy Access Rules for Standardised European Rules of the Air \(EAR for SERA\)](#).

This Revision from December 2024 consolidates the amendments to:

- the operating rules on the use of Air Traffic Management and Air Navigation Services (ATM/ANS) systems and constituents in the Single European Sky airspace ([Regulation \(EU\) 2023/1772](#));
- the relevant ICAO provisions and radio communication failure procedure (including the deletion to the supplement to the Annex to [Regulation \(EU\) 2024/404](#));
- the related Acceptable Means of Compliance and Guidance Material (AMC & GM) ([ED Decision 2024/007/R](#)); and
- the requirements for the operation of manned aircraft with a vertical take-off and landing capability ([Regulation \(EU\) 2024/1111](#)).

Following the adoption by the European Commission of a [comprehensive regulatory package for drones and vertical take-off and landing \(VTOL\)-capable aircraft \(VCA\)](#), this publication incorporates into the EAR for SERA the amendments from that package related to SERA, as introduced by Regulation (EU) 2024/1111. Further Easy Access Rules containing amendments introduced by Regulation (EU) 2024/1111 to other regulations (e.g. EAR for Air Operations, for Aircrew, and for ATM/ANS — Provision of Services) as well as amendments to the other regulations in this package will be published shortly on the EASA website.

15. UK CAA News

16th January 2025

[UK's first vertical launch approved by Civil Aviation Authority | Civil Aviation Authority](#)

The Civil Aviation Authority has granted the first ever vertical launch licence for a rocket heading to space from UK soil. Rocket Factory Augsburg (RFA) plans to launch from SaxaVord Spaceport in the Shetland Islands.

The licensing process looked at a number of key factors. This included how safety is maintained, international obligations are met and environmental mitigations are made for RFA's proposed mission.

The approved launch will see a 30m tall RFA ONE rocket launch northwards from the coast of the Shetland Islands.

Rob Bishton, CEO of the UK Civil Aviation Authority, said:

"This is a new era for aerospace and granting the first vertical launch licence from UK soil builds towards a historic milestone for the nation.

"This licence is the culmination of extensive hard work behind the scenes to put appropriate safety and environmental measures in place before launch.

"Through effective licensing and regulation we are enabling the expanding space sector to reach new heights."

Jörn Spurmann, Co-founder and Chief Commercial Officer of RFA said:

"This is a groundbreaking moment for RFA and for Europe's space industry. Securing the first-ever launch license outside ESA's established site in Kourou is not just a regulatory milestone – it's a powerful endorsement of our technical excellence and a turning point for European space innovation.

"This license marks Europe's bold step toward independent, competitive, and sustainable space access. By enabling cost-effective and flexible launches from European main land, we are laying the foundation for a new era of space exploration and commercialization, ensuring Europe remains at the forefront of the global space race.

Updates Oct – Jan inclusive

“Together with the CAA and our partners, we are driving the future of accessible and reliable spaceflight, unlocking opportunities that will shape industries and inspire generations.”

The licence comes with a number of conditions that will need to be met before launch including making sure international agreements with other countries are in place and that they have valid insurance.

Now RFA has received a launch licence the CAA will continue to monitor the company to ensure public safety is maintained in the build-up to, and during launch.

The data below is a summary of the alerts issued by the UK CAA during January 2025. The next issue of the Regulations update will capture the same periods for both EASA & UK CAA.

[Skywise - Home](#)

[Introduction to UK aviation safety policy and rule development | Civil Aviation Authority](#)

Skywise Alert Summaries (please access Skywise for full access)

January 7th SW2025/002

Air Operations Regulations – General Update to Helicopter Offshore Operations Part 1

The CAA is proposing to perform a general update to the Air Operating Regulations for offshore helicopters (Subpart K: Helicopter Offshore Operations) comprising a number of elements. This consultation relates to the following three elements which involve changes to the Implementing Rules

January 8th SW2025/003

Notification of Intention to Surrender the Type Certificate for the HS 748

The UK CAA is issuing a Notification of Intention to Surrender the Type Certificate for the HS 748 (EASA.A.397 Issue 2). Any potential TC transferees or affected parties should respond to the UK CAA by February 8 2025. We invite stakeholders to give us their views.

January 10th SW2025/004

Heathrow Airport: Outcome Based Regulation Mid-Term Review - Initial Proposals

Updates Oct – Jan inclusive

We have published our Initial Proposals for the CAA's mid-term review of the Outcome Based Regulation scheme for Heathrow Airport Limited and are asking for stakeholder views. We have also published Grant Thornton's mid-term review targets study.

January 15th SW2025/006

Updated Safety Sense Leaflets on Winter Flying and Care of Passengers

We have published two updated Safety Sense Leaflets addressing winter flying and care of passengers in General Aviation operations. Key changes include reference to the requirement since 1st January 2025 that operators of specified piston engine aircraft must carry an active carbon monoxide detector whenever there are passengers onboard the aircraft who are not qualified pilots.

January 16th SW2025/007

Public Consultation on Draft CAP1724 Ed 7

We are working on the new edition of CAP1724 Flying Display Pilot Authorisation and Evaluation: Requirements and Guidance (Edition 7), aiming to publish in the first quarter of 2025. We invite stakeholders to give us their views, the consultation will close 12 February 2025.

January 17th SW2025/008

Scope of SRG1100 "Temporary Certificate of Licence Privileges for Ratings or Certificates"

This is a reminder regarding the scope of the SRG1100 "Temporary Certificate of Licence Privileges for Ratings or Certificates" The SRG1100 certificate allows existing CAA licence holders to exercise the privileges of a new rating or certificate for up to 8 weeks.

January 17th SW2025/009

CAP 493 SI: Landing and Rollout Manoeuvres

Supplementary Instruction (SI) 2025/01 to the Manual of Air Traffic Services (MATS) Part 1 (CAP 493), was published on 17 January 2025, effective 18 March 2025. This SI enables a controller to request the pilot of an aircraft within the light wake turbulence category and a helicopter within the small wake turbulence category to land beyond the touchdown zone of a runway.

January 17th SW2025/010

No Planning Zones and Flight Plan Buffer Zones guidance withdrawn

SARG Policy 129 which provided guidance for establishment and change of No Planning Zones (NPZs) and Flight Plan Buffer Zones (FBZs) has been withdrawn. With the issue of SARG Policy 133: Policy for the Establishment and Operation of Special Use Airspace, and amendments made to the European Route Network

January 20th SW2025/011

Use of the eight-week grace period relating to licence endorsement revalidations

Applications for the revalidation of ATCO licence endorsements are being made which do not allow sufficient time for the CAA to process the application within the endorsement's validity period. This is resulting in repeated requests for approval of an eight-week grace period to enable the endorsement

January 24th SW2025/012

CHIRP AT Feedback Edition 153

CHIRP Air Transport FEEDBACK Edition 153 welcomes the new Director Aviation, Nicky Smith, as she takes over the role from Steve Forward. Nicky gives her perspectives on safety management and gives a short piece about her background. Edition 153 covers a variety of reports including fatigue, engineering...

January 27th SW2025/013

Conversion of Sailplane Licences and Ratings

From 30 September 2025 it will be mandatory to hold a Part SFCL SPL licence to fly Part-21 Sailplanes. Holders of existing British Gliding Association (BGA) Gliding Certificates should contact the BGA directly regarding conversion to a Part- SFCL sailplane licence (SPL). Pilots that hold either a LAPL(S)...

January 27th SW2025/014

December UKAB INSIGHT newsletter now available

The December edition of INSIGHT looks at an Airprox involving a PA-22 and a Tiger Moth in the circuit at Compton Abbas. The article concentrates on the pitfalls associated with assumption and discusses what defences pilots can employ so that they don't get caught out by an inaccurate mental model.

January 27th SW2025/015

Helicopter Special Events Briefing 2025

Helicopter Special Events Briefing 2025 The CAA and British Helicopter Association (BHA) will be holding a helicopter special events briefing. Heliport operators will update the helicopter community on their plans for the coming season and be available to discuss any issues that may arise.

January 28th SW2025/016

Consultation: Proposal to amend ATOL Standard Term 5

We would like to draw your attention to a recently issued CAA ATOL consultation. The consultation, which is now live, is seeking views on proposals to amend ATOL Standard Term 5 to require Standard ATOL holders with an ATOL limit equal to, or in excess of £20 million, to record, maintain and provide...

January 30th SW2025/018

Podcast: Laser attacks on aircraft

Our latest podcast highlights the continued risk of laser attacks on aircraft and why it is so important for pilots, flight crew, and air traffic control to report incidents, both to the UK CAA and their local police force

January 31st SW2025/019

Airspace Safety: Hawarden Radio Mandatory Zone

The latest content from the Airspace & Safety initiative covers the Hawarden Radio Mandatory Zone (RMZ). A new occurrence report, with air traffic control and pilot perspectives, looks at an infringement of the RMZ and includes observations on route and meteorology planning.