

1. EASA News

14th July 2023

Part IS Agency Decisions

3 Decisions (See also: ED Decision 2023/008/R and 2023/009/R) issuing AMC and GM to Part-IS

The European Union Aviation Safety Agency has published Acceptable Means of Compliance and Guidance Material (AMC/GM) to assist organisations and Member States in complying with the Part-IS regulatory package contained in Delegated Regulation (EU) 2022/1645 and Implementing Regulation (EU) 2023/203.

The AMC and GM to Part-IS consists of three documents issued with different ED Decisions (ED Decision 2023/008/R, ED Decision 2023/009/R and ED Decision 2023/010/R). Organisations and Authorities should consider both the AMC and GM to the Cover Regulations and the AMC and GM related to the domain specific Regulations.

These documents have been developed in close coordination with the European Strategic Coordination Platform (ESCP) on cybersecurity in aviation, which includes representatives from the civil and military aviation community. They have been developed over a period of two years, which included a focused consultation.

[ED Decision 2023/010/R - Management of information security risks - Development of acceptable means of compliance and guidance material to support the Part-IS regulatory package implementation | EASA \(europa.eu\)](#)

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023009r?utm_campaign=d-20230714&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

[ED Decision 2023/008/R - Management of information security risks - Development of acceptable means of compliance and guidance material to support the Part-IS regulatory package implementation | EASA \(europa.eu\)](#)

19th July 2023

Sunny Swift: Let's practise using a glass cockpit

[Sunny Swift: Let's practise using a glass cockpit - Issue 39 | EASA \(europa.eu\)](#)

28th July 2023

EASA updates conflict zone information

[Airspace of South Sudan | EASA \(europa.eu\)](#)

[Airspace of Sudan | EASA \(europa.eu\)](#)

[Operations in Flight Information Regions: FIR LVIV \(UKLV\), FIR KYIV \(UKBV\), UIR KYIV \(UKBU\), FIR DNIPROPETROVSK \(UKDV\), FIR SIMFEROPOL \(UKFV\), FIR ODESA \(UKOV\), FIR MOSCOW \(UUWV\), ROSTOV-NA-DONU \(URRV\) and FIR MINSK \(UMMV\) | EASA \(europa.eu\)](#)

[Airspace of Pakistan – Karachi and Lahore Flight Information Regions | EASA \(europa.eu\)](#)

[Airspace of Iraq | EASA \(europa.eu\)](#)

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2017-08r13?utm_campaign=d-20230729&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_conflict_zone

16th August 2023

EASA Annual Safety Review 2023 published

[EASA Annual Safety Review 2023 published | EASA \(europa.eu\)](#)

The [EASA 2023 Annual Safety Review \(ASR\)](#) is now online. The 2023 edition looks at the safety performance of the European aviation system in 2022. This, and other analyses carried out by EASA in collaboration with the National Aviation Authorities (NAAs) and industry is used to support the decision-making that is reflected in the [European Plan for Aviation Safety \(EPAS\)](#). Therefore, where risks are identified, further analysis is performed and when needed, mitigation actions are included in

the [EPAS](#). This is a continual workstream as part of the European Safety Risk Management Process.

Last year, the world, and air transport, began its journey to recovery after the unprecedented challenges posed by the COVID-19 pandemic. As we publish this year's [Safety Review](#) in the summer of 2023, traffic levels are at around 93 % of the pre-pandemic levels seen in 2019. This remarkable resurgence is a testament to the resilience and adaptability of the aviation industry, and underlines that citizens still have a strong desire to travel by air, which remains the safest form of transport.

22nd August 2023

Dassault Falcon 6X receives EASA Type Certification

[Dassault Falcon 6X receives EASA Type Certification | EASA \(europa.eu\)](#)

The Falcon 6X, the latest business jet aircraft from Dassault Aviation, has been [certified](#) by the European Union Aviation Safety Agency.

The Falcon 6X is a very long-range business jet with the widest cabin of its class, embedding cutting-edge technologies.

31st August 2023

EASA proposes rules for VTOL operations, including air taxis

[EASA proposes rules for VTOL operations, including air taxis | EASA \(europa.eu\)](#)

The European Union Aviation Safety Agency has proposed rules for safe operations of Vertical Take-Off and Landing aircraft (VTOL), which includes air taxis, paving the way for these innovative aircraft to take to the skies in Europe's cities.

"I am happy to release this [Opinion](#) to the European Commission, which is once again the first proposal on this topic to be issued world-wide. With this, we will achieve a harmonised regulatory framework to ensure the safe, sustainable, and secure introduction of VTOL operations," said EASA Executive Director Patrick Ky.

“This is the last piece of regulation required to enable the launch of VTOL and air taxi services for Innovative Air Mobility,” Ky added. “Once this has passed into law, individual manufacturers and operators will of course need to obtain all the required approvals from various authorities, but the framework rules for these operations will be complete.”

The [Opinion](#) introduces a comprehensive set of operational requirements for piloted electric air taxis, spanning the domains of operations, flight crew licensing, rules of the air and air traffic management. The proposed rules also establish criteria and processes for the certification and maintenance of drones.

Once adopted, this [Opinion](#) will complement already existing EU regulations and guidance material for operations of unmanned aircraft, specifications for vertiport design, unmanned traffic management known in Europe as U-space, and the certification of VTOL-capable aircraft.

31st August 2023

Luc Tytgat appointed Acting Executive Director of EASA

[Luc Tytgat appointed Acting Executive Director of EASA | EASA \(europa.eu\)](#)

Luc Tytgat has been appointed Acting Executive Director of the European Union Aviation Safety Agency (EASA) with effect from September 1, 2023. Tytgat replaces Patrick Ky, who is leaving the Agency at the expiry of his second 5-year mandate.

Tytgat joined EASA as Director of Strategy and Safety Management in January 2015 after having been responsible for air transport and space domains in the European Commission.

In his role at EASA he successfully increased the level of safety intelligence and developed a better and more agile regulatory framework. He set the strategic direction for key challenges faced by the sector, such as the need to reinforce the Agency’s role in countering climate change and emerging safety risks such as cybersecurity, conflict zones and health. EASA’s research and innovation as well as international cooperation activities also expanded significantly under his guidance.

“I am honoured to be entrusted with leading EASA through this transition period,” Tytgat said. “My task in the coming months is to ensure that the Agency continues to deliver on

its many projects and that our operational and reputational position remains intact, so that the new Executive Director can begin the new role at full speed.”

Tytgat will be succeeded as Director of Strategy and Safety Management by Maria Rueda, formerly Managing Director at CAA International (CAAi), who will take up the role from October 1, 2023. Rueda joined the UK CAA’s international cooperation and training arm in 2011 and rose to lead the organisation in 2015. Earlier, she held senior positions at Deloitte and had been Business Development Director at George Best Belfast City Airport.

13th September 2023

European Commission evaluation endorses EASA’s role in aviation

[European Commission evaluation endorses EASA’s role in aviation | EASA \(europa.eu\)](#)

EASA welcomes the overwhelmingly positive outcome of the Commission’s evaluation of [Regulation \(EU\) 2018/1139](#). The findings affirm EASA’s success in executing its mandate, confirming that an integrated European aviation safety system brings tangible advantages to the aviation sector. It was also confirmed that with the right long-term financing EASA can continue to adapt actively to the evolving needs and requirements of the aviation sector.

With the opportunities afforded by the European Green Deal, EASA’s role in sustainability has been further extended under the RefuelEU aviation regulation adopted today.

Luc Tytgat (Acting Executive Director of EASA): *‘The Commission’s evaluation is not only a clear endorsement of EASA’s past and present performance within the existing framework. It also shows that the Agency can actively support the resilience and future evolution of the aviation sector, while ensuring a global outreach of European standards, products, and services.’*

Being at the forefront of pioneering technological developments including unmanned aircraft, electric and hydrogen aircraft, cyber-security protection, and future ATM systems, EASA helps to drive aviation innovation. Through fostering partnerships on the international stage, EASA is a driving force for the promotion and acceptance of

European standards worldwide. The Agency has also recently demonstrated its agility in responding to external shocks and geopolitical pressures.

With today's evaluation and vote of confidence, EASA is ready to respond to the expectations of its stakeholders and continue to adapt to new aviation challenges.

18th September 2023

EASA publishes study assessing environmental sustainability of the End-of-Life stage of an aircraft

[EASA publishes study assessing environmental sustainability of the End-of-Life stage of an aircraft | EASA \(europa.eu\)](#)

The report '[Assessment of the environmental sustainability status in the Aviation Maintenance and Production Organisation \(M&P\) Domain](#)' presents the outcome of the research study commissioned by the European Union Aviation Safety Agency, in a field which has not yet been studied in depth — the End-of-Life (EoL) phase of an aircraft.

While emissions generated by fuel burn cause by far the largest impact to environmental sustainability during an aircraft's life, its design, maintenance, production and End-of-Life (EoL) also have an important role to play in the sustainability. The study focusses on those lifecycle phases that fall under EoL: Decommissioning, Disassembly, Dismantling, Recycling, Landfill.

The study is divided in 3 parts:

- Part 1 provides an overview of the global and EU-specific, as well as aviation-specific and non-aviation specific sustainability standards and regulations. It highlights some best practices, studies and other initiatives piloted by industry.
- Part 2 describes the role sustainability considerations play or could play within the different areas, units, and processes of the aircraft lifecycle. This covers general considerations (e.g. in organisational management, planning/reporting, cooperation amongst organisations and legal aspects), as well as elements within the aerospace industry (maintenance, production, decommissioning/disassembling) and within the waste business (dismantling, energy recovery and landfill activities).
- Finally, part 3 lists and weights several recommendations affecting a wide range of stakeholders and phases within the aircraft lifecycle.

18th September 2023

Environmental sustainability status in the Aviation Maintenance and Production Organisation (M&P) Domain

[Environmental sustainability status in the Aviation Maintenance and Production Organisation \(M&P\) Domain - Study – Assessment of the environmental sustainability status in the Aviation Maintenance and Production Organisation \(M&P\) Domain | EASA \(europa.eu\)](#)

This report presents the outcome of the research study mandated by EASA to perform an Assessment of the environmental sustainability status in the Aviation Maintenance and Production Organisation (M&P) Domain. The study has been structured into three parts

- Overview of the status quo
- Aviation M&P elements and technical culture which could support the implementation of sustainability
- Initiatives and recommendations to enhance sustainability in the aircraft lifecycle

28th September 2023

EASA+ Design’ conceived as future partnership for agile innovation

[‘EASA+ Design’ conceived as future partnership for agile innovation | EASA \(europa.eu\)](#)

Aviation actors need to come together in a new partnership to support rapid innovation, which can help with the drive for reduction of emissions and thus ensure that major sustainability milestones can be reached, while maintaining and improving aviation safety.

This was the conclusion reached after two days of discussions at the EASA Annual Safety Conference in Seville, Spain. The Conference theme was ‘Leveraging innovation for safe, sustainable air travel’, where participants imagined how an air journey from Seville to Sumatra in the year 2040 might look.

Speakers at the conference had emphasised that while safety is fundamental for all means of transport, particularly aviation, there could be no doubt about the need to also improve sustainability. Innovation could help with this by enhancing safety, sustainability, and efficiency.

A strong regulator was seen as important, as certification and regulation act as a checkpoint and provide the credibility that is needed for commercial success. The challenge however was to find ways for regulation to accompany innovation along the track to success.

Closing the conference, EASA Acting Executive Director Luc Tytgat announced that EASA would work to evolve ways of working within the existing framework of EASA's activities in the near term, using the flexibility within the Agency's remit for closer working in targeted groups. In a second phase, it would work with stakeholders on a new project 'Designing EASA+'.

"I see that we need to respond to these needs. We need changes to be able to work better together. 'Together' is probably the word that has been said most often here. None of the actors in this room can manage to do this without the support of the others", Tytgat said.

"We will start with this now. We want also to work with you on the project of Designing EASA+", Tytgat continued. "This will become an inclusive partnership for an agile and global system to enable and support innovation. We need a clear roadmap to meet the milestones ahead of us."

Stakeholders in the future of aviation are defined as a much wider group than in the past. They include new entrants to the market, particularly on drones and vertical take-off and landing (VTOL) aircraft, but also the general and travelling public. Citizens expect both a greening of aviation and that their interests and concerns are addressed in the design of future air mobility.

The conference was held in Seville in conjunction with the Spanish Aviation Authority 'Agencia Estatal de Seguridad Aérea' (AESA) under the auspices of the Spanish Presidency of the European Union.

8th October 2023

Conflict Zone Updates

[EASA issues CZIB for airspace of Israel | EASA \(europa.eu\)](https://easa.europa.eu/easa/press/pr2023-010)

19th October 2023

First D4S General Assembly

[First D4S General assembly | EASA \(europa.eu\)](https://easa.europa.eu/en/first-d4s-general-assembly)

EASA's Data4Safety (D4S) initiative has been built as a voluntary and collaborative partnership between EASA, the EASA Members States and the Aviation Industry to make the most of the available aviation intelligence to identify and manage safety risks at European level. It also supports data-driven changes in the fields of aviation safety and sustainability.

Today saw an important step in the Development Phase of Data4Safety (D4S). The first D4S General assembly has been held in Cologne, bringing together all D4S members to review the progress of work, the safety topic use cases and also the selection of the Big Data and Data Science provider. The assembly also saw the formal adoption of the first expansion wave that added 12 National Aviation Authorities, 8 airlines and 8 ANSPs to the founder members.

D4S also strengthened the involvement of the industry's professional representatives with IFATCA becoming the second organisation representing the aviation workforce after ECA.

31st October 2023

EASA published first Easy Access Rules for Information Security

[EASA published first Easy Access Rules for Information Security | EASA \(europa.eu\)](#)

The European Union Aviation Safety Agency (EASA) has published the first Easy Access Rules (EAR) for Information Security. This publication contains the rules and procedures for the management of information security risks with a potential impact on aviation safety for organisations and authorities, displayed in a consolidated, easy-to-read format, with advanced navigation features through links and bookmarks.

It covers Commission Implementing Regulation (EU) 2023/203 and Commission Delegated Regulation (EU) 2022/1645, and the related acceptable means of compliance (AMC) and guidance material (GM).

This publication from October 2023 includes:

- [Commission Implementing Regulation \(EU\) 2023/203](#) on the management of information security risks with a potential impact on aviation safety for organisations and competent authorities;
- [Commission Delegated Regulation \(EU\) 2022/1645](#) on the management of information security risks with a potential impact on aviation safety for DOA, POA, Apron Management and Aerodrome Operators;
- [ED Decision 2023/008/R](#) providing for AMC & GM to the Articles of Regulation (EU) 2022/1645 and Regulation (EU) 2023/203;
- [ED Decision 2023/009/R](#) providing for AMC & GM to support the Part-IS regulatory package implementation — Part-IS.D.OR and Part-IS.I.OR; and
- [ED Decision 2023/010/R](#) providing for AMC & GM to support the Part-IS regulatory package implementation — Part-IS.AR.

31st October 2023

Conflict Zone Updates

[Airspace of Israel | EASA \(europa.eu\)](#)

[Airspace of Yemen – Sana’a Flight Information Region | EASA \(europa.eu\)](#)

[Airspace of Syria | EASA \(europa.eu\)](#)

[Airspace of Mali | EASA \(europa.eu\)](#)

[Airspace of Somalia | EASA \(europa.eu\)](#)

[Airspace of Libya | EASA \(europa.eu\)](#)

[Airspace of Egypt, North Sinai Governorate | EASA \(europa.eu\)](#)

2. Initial Airworthiness

20th October 2023

ED Decision 2023/014/R – Amendment to the AMC & GM to Commission Regulation (EU) No 748/2012

[ED Decision 2023/014/R - Amendment to the Acceptable Means of Compliance and Guidance Material to Commission Regulation \(EU\) No 748/2012 | EASA \(europa.eu\)](#)

AMC & GM to Part 21 — Issue 2, Amendment 16

This ED Decision complements [ED Decision 2022/021/R](#) and further amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part 21. It provides AMC & GM to amended/introduced competent authority requirements in Part 21 on the following topics: initial certification procedures; oversight principles; oversight programme; management systems; changes to the management system; record-keeping; finding, corrective actions, observations; suspension, limitation and revocation. In addition, this ED Decision corrects editorial errors. This Decision also removes the remaining ‘AMC-ELA’ and ‘GM-ELA’ to Part 21 introduced with [ED Decision 2019/003/R](#) since they are not up to date.

The objectives of this ED Decision are to further support the implementation of the safety management system and occurrence-reporting requirements that were introduced by [Commission Delegated Regulation \(EU\) 2022/201](#) and [Commission Implementing Regulation \(EU\) 2022/203](#).

20th October 2023

ED Decision 2023/013/R - Acceptable means of compliance and guidance material to Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and to the annexes to Regulation (EU) No 1321/2014

[ED Decision 2023/013/R - Acceptable means of compliance and guidance material to Annex Ib \(Part 21 Light\) to Regulation \(EU\) No 748/2012 and to the annexes to Regulation \(EU\) No 1321/2014 | EASA \(europa.eu\)](#)

This Decision issues acceptable means of compliance (AMC) and guidance material (GM) to Annex Ib (Part 21 Light) to [Regulation \(EU\) No 748/2012](#) and to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014 with the objective to provide

affected stakeholders with cost-efficient and proportionate means to comply with the regulatory requirements in the fields of the initial and continuing airworthiness of aircraft intended primarily for sport and recreational purposes.

Compared to Part 21, Part 21 Light provides a lighter approach to the certification of those general aviation (GA) aircraft and introduces the possibility for a declaration of design compliance to be submitted as an alternative to certification. Part 21 Light also provides for the possibility to demonstrate design and production capabilities through a declaration, instead of an approval, and for certain production activities the demonstration of production capabilities is not required at all. These new possibilities in the field of initial airworthiness are also reflected in the field of continuing airworthiness.

These AMC and GM are expected to facilitate the application of the new initial airworthiness and amended continuing airworthiness requirements, and contribute towards reducing the regulatory burden for designers and manufacturers of aircraft intended primarily for sport and recreational purposes and other stakeholders involved in continuing airworthiness while continuing to ensure a high level of safety as intended by Part 21 Light and [Regulation \(EU\) No 1321/2014](#). This Decision is expected to facilitate the implementation of the amended regulations.

3. Additional Airworthiness

4. Continuing Airworthiness

3rd August 2023

Suspected Unapproved Parts Details

[FAA UPN 2023-AAE-EHL-20220902-351 GPS Left/Right Deviation Converter, produced by JETTECH, LLC | EASA \(europa.eu\)](#)

On 15 June 2023, FAA published the following Unapproved Parts Notification (UPN) regarding GPS Left/Right Deviation Converter, part number 1201-4000-01, produced by JETTECH, LLC and supplied to FAA Repair Stations for installation on Type Certificated (TC) products.

For more details please refer to the FAA [UPN 2023-AAE-EHL-20220902-351](#).

3rd August 2023

Suspect Unapproved Parts Details

[UPN 2023-AAE-EHL-20221214-460 - Rockwell Collins TCAS Transmitters/Receivers part sold by Aviation Parts, LLC. of Moscow, Russia | EASA \(europa.eu\)](#)

On 2nd August 2023, FAA published the following Unapproved Parts Notification (UPN) regarding Rockwell Collins Traffic Collision Avoidance System (TCAS) Transmitters/Receivers part number 822-1293-XXX (TTR-921) that are being sold by Aviation Parts, LLC. of Moscow Russia with counterfeit identification plates and subsequently distributed by various brokers in the United States.

For more details please refer to the FAA [UPN 2023-AAE-EHL-20221214-460](#).

4th August 2023

Aircraft Parts Distributed by AOG Technics

[Aircraft Parts Distributed by AOG Technics | EASA \(europa.eu\)](#)

This EASA Suspected Unapproved parts (SUP) notification is issued to alert owners, operators, maintenance organisations, and distributors of suspected unapproved parts distributed by AOG Technics, (Nova North, 11 Bressenden Place, London, SW1E 5BY, United Kingdom).

Occurrence reports have been submitted to the European Union Aviation Safety Agency (EASA) indicating that several CFM56 engine parts distributed by AOG Technics have been supplied with a falsified Authorized Release Certificate (ARC). In each confirmed example, the approved organisation, identified on the ARC, has attested that the form did not originate from within their organisation, and the certificate has been falsified.

To date, AOG Technics has not provided information on the source of the parts, or of the falsified ARCs. EASA is therefore issuing this alert to determine whether other parts with falsified ARCs have been supplied, and to limit the airworthiness impact of any potentially unairworthy parts operating in service.

Recommended Actions

Aircraft owners, operators, maintenance organisations, and distributors are requested to inspect their records to determine whether aircraft or engine parts have been obtained from AOG Technics, either directly or indirectly. For each part obtained, please contact the approved organisation identified on the ARC (e.g. FAA 8130-3 or EASA Form 1) to verify the origin of the certificate.

If the approved organisation attests that the ARC did not originate from their organisation, then any affected parts should be quarantined to prevent installation until a determination can be made regarding their eligibility for installation. If a part with a falsified ARC is already installed, then it is recommended that the part be replaced with an approved part.

The European Union Aviation Safety Agency encourages the reporting of any information concerning discovery of subject parts. In addition to mandatory reporting required under local airworthiness regulations, it is requested to report to EASA directly, via the ECCAIRS reporting portal on [ECCAIRS2 | Report an Occurrence](#) (aviationreporting.eu).

The European Union Aviation Safety Agency might take further action as a result of the ongoing investigations and information received from competent authorities, aircraft owners, operators, maintenance organisations, and distributors.

18th September 2023

Suspected Unapproved Parts Details

[SAFO 23007, Suspected Unapproved Parts from a Bell Helicopter Textron Model 206B, Aircraft Registration Number N536T, Serial Number 3195 | EASA \(europa.eu\)](#)

On September 12, 2023, the FAA has published SAFO 23007 to alert aircraft owners, operators, air agencies, parts suppliers and maintenance technicians of suspected unapproved parts represented as being removed from civil aircraft N536T, which are actually from a foreign aircraft of unknown origin.

For more details please refer to the FAA [SAFO 23007](#).

23rd October 2023

Suspected Unapproved Parts Details

[SAFO 23008, Suspected Unapproved Parts from a Bell Helicopter Textron \(BHT\)-206L, Serial Number 45617 | EASA \(europa.eu\)](#)

On October 20, 2023, the FAA has published SAFO 23008 to alert aircraft owners, operators, air agencies, suppliers, distributors, and maintenance personnel of the sale of salvaged BHT 206 parts.

For more details please refer to the FAA [SAFO 23008](#).

25th October 2023

Suspected Unapproved Parts Details

[FAA UPN 2023-CE2022440004 - Window Shades, produced by Aero Shade Technologies for installation on type-certificated \(TC\) products from October 2021 to Present | EASA \(europa.eu\)](#)

On 10 October 2023, FAA published UPN 2023-CE2022440004 to advise all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and distributors that articles manufactured by Aero Shade Technologies, Inc. from October 2021 through the present may not meet the FAA-approved design, regardless of the accompanying certification.

For more details please refer to the [FAA UPN 2023-CE2022440004](#).

25th October 2023

Suspected Unapproved Parts Details

[Lost/Stolen Airbus A330 Manufacturer Identification Plate \(P/N NSA9117-43F\) | EASA \(europa.eu\)](#)

On 23 October 2023, CAA Malta informed EASA that the Aircraft Manufacturing Identification Plate (P/N NSA9117-43F) of Airbus A330, MSN:0700, registration 9H-MFS has been misplaced and eventually lost/stolen.

The part listed above is 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 number.

If the part 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 CAA Malta at civil.aviation@transport.gov.mt.

5. Air Operations, Aircrew and Medical

31st August 2023

EASA published a new Revision of the Easy Access Rules for Aircrew

[EASA published a new Revision of the Easy Access Rules for Aircrew | EASA \(europa.eu\)](#)

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

This **Revision from August 2023** incorporates:

- [ED Decision 2022/014/R](#) updating the acceptable means of compliance and guidance material (AMC & GM) to the crew training provisions;
- [Commission Implementing Regulation \(EU\) 2023/203](#) on requirements for the management of information security risks with a potential impact on aviation safety; and
- [ED Decision 2023/010/R](#) with AMC & GM to the information security requirements.

29th September 2023

EASA published Revision 21 of the Easy Access Rules for Air Operations

[EASA published Revision 21 of the Easy Access Rules for Air Operations | EASA \(europa.eu\)](#)

The European Union Aviation Safety Agency (EASA) has published Revision 21, September 2023 of the [Easy Access Rules for Air Operations \(EAR for Air OPS\)](#).

This Revision incorporates the new and amended Acceptable Means of Compliance and Guidance Material (AMC & GM) to Part-ARO, Part-ORO, Part-CAT, Part-SPA, Part-NCC, Part-NCO, Part-SPO, as introduced by [ED Decision 2023/007/R](#) on helicopter emergency medical services (HEMS).

The AMC & GM have various applicability dates: 29 June 2023, 25 May 2024, 25 May 2026, 25 May 2028 (for details, see [ED Decision 2023/007/R](#)), and are expected to:

- facilitate the implementation of the new requirements introduced into the Air OPS Regulation by the HEMS Regulation;

- help modernise the EU aviation regulatory framework applicable to HEMS; as well as
- increase safety and foster efficiency and proportionality,

while keeping the economic impact on HEMS operators at a minimum.

13th October 2023

Opinion No 05/2023 - Cruise relief co-pilots | Regular update of flight crew licensing and medical requirements | Better flight crew licensing requirements for general aviation

[Opinion No 05/2023 - Cruise relief co-pilots | Regular update of flight crew licensing and medical requirements | Better flight crew licensing requirements for general aviation | EASA \(europa.eu\)](#)

This Opinion encompasses proposals for amendments to Regulations (EU) No 1178/2011 and No 965/2012, as developed by the following rulemaking tasks.

RMT.0190 'Requirements for relief pilots'

Draft amendments to ensure that cruise relief co-pilots (CRCPs) are adequately trained to safely operate an aeroplane in the cruise segment of a flight, and that appropriate operating procedures are established for the transfer of authority from the commander to the CRCP.

RMT.0287 (Subtasks 2a and 2b) 'Regular update of Part-MED, of Part-ARA Subparts ARA.AeMC and ARA.MED, and of Part-ORA Subpart ORA.AeMC'

Draft amendments aiming to improve the level of safety and clarify already existing rule text, in order to make the regulatory framework more precise and effective, to fill the gaps identified through the implementation experience and to remove unnecessary burden for competent authorities (CAs), aeromedical examiners (AMEs) and aeromedical centres (AeMCs).

Additionally, draft amendments aim to safely increase the pilot age limit for pilots involved in single-pilot helicopter emergency medical services (HEMS) operations, which are expected to have a positive social impact on the patients in need of helicopter emergency intervention, by increasing the coverage of HEMS operations, and on the pilots' possibility to retire at an age closer to the legal retirement age.

RMT.0587 'Regular update of regulations regarding pilot training, testing and checking, and related oversight'

Draft amendments concerning updates, improvements and clarifications on miscellaneous topics, such as helicopter training topics (vortex ring stage, autorotative landing), multi-pilot operation in single-pilot aircraft, and the use of flight simulation training devices (FSTDs) for training, testing and checking.

RMT.0678 (Subtask 2) 'Simpler, lighter and better flight crew licensing requirements for general aviation'

Draft amendments to provide updates, improvements and clarifications on miscellaneous topics in the field of flight crew licensing (FCL) for general aviation, such as pilot privileges for electrically powered aeroplanes, credits for private pilot licence (PPL) applicants who have started light aircraft pilot licence (LAPL) training, and non-complex helicopter type rating revalidation via refresher training.

The proposed regulatory material is expected to improve the regulatory framework in the context of the above-listed areas, while maintaining a high level of safety, particularly by better addressing CRCP activities, by providing more proportionate requirements for general aviation, by alleviating pilot age limits for pilots involved in single-pilot HEMS operations and by clarifying miscellaneous issues.

6. EU Aviation Rule Structure

7. Regulatory Authorities

8. Third Country Operators

9. Unmanned Airborne Systems

9th August 2023

EASA publishes list of available open category drones with class mark

[EASA publishes list of available open category drones with class mark | EASA \(europa.eu\)](#)

From January 1, 2024 the drone regulation will become fully applicable and the open category will benefit from drones with a class mark. Drones with a C1 marking weighing up to 900 g will be able to conduct operations in populated areas (as defined in A1 subcategory). Drones up to 4 kg with a C2 marking will be able to fly as close as 5 m to uninvolved people (as defined in A2 subcategory).

On the same date, the EU standard scenarios will become applicable, allowing for a streamlined authorisation process which will be more straightforward for European citizens.

Drone manufacturers have already placed several compliant drones on the market and EASA has published an overview of compliant drones with a class mark that are already available on the EU market. This data will be included as part of the upcoming EASA Sustainable Air Mobility Hub ('the Hub') and will be updated regularly. The Hub is an online platform made available by EASA for authorities, communities, municipalities, industry and stakeholders to support sustainable drone market implementation. It constitutes flagship 7 of the EU Drone Strategy 2.0.

A CE marking is a certification mark that indicates conformity with health, safety, and environmental protection standards for products sold within the European Economic Area (EEA).

9th August 2023

EASA publishes template for Operations Manual for Specific Category UAS operation

[EASA publishes template for Operations Manual for Specific Category UAS operation | EASA \(europa.eu\)](#)

The European Union Aviation Safety Agency has published a template as the basis for an Operations Manual that can be used for UAS operations that are being conducted in the specific category.

The example Operations Manual is developed for UAS operations in the specific category under SAIL II. It is mandatory for UAS operators to submit such a document when applying for an authorisation, as described in Article 12 of [Commission Implementing Regulation \(EU\) 2019/947](#) 'on the rules and procedures for the operation of unmanned aircraft'.

The document can be downloaded by UAS operators on the following link: [Specific Category - Civil Drones | EASA \(europa.eu\)](#)

31st August 2023

Opinion No 03/2023 - Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with MVCA, the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the 'specific' category

[Opinion No 03/2023 - Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with MVCA, the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the 'specific' category | EASA \(europa.eu\)](#)

This Opinion puts forward the establishment of a comprehensive regulatory framework to address new operational and mobility concepts that are based on innovative technologies, like unmanned aircraft systems (UAS) and aircraft with vertical take-off and landing (VTOL) capability, and foster and promote their acceptance and adoption by European citizens.

The Opinion proposes amendments to existing EU aviation regulations and the establishment of two new ones to address:

- the initial airworthiness of UAS subject to certification in accordance with Article 40 of Commission Delegated Regulation (EU) 2019/945;
- the continuing airworthiness of UAS subject to certification and operated in the 'specific' category; and
- the operational requirements applicable to manned VTOL-capable aircraft (VCA).

The specific objectives of the proposed amendments are to:

- ensure a high and uniform level of safety for UAS subject to certification and operated in the 'specific' category and for operations with manned VCA;
- enable operators to safely operate manned VCA in the single European sky (SES);
- create the conditions for the safe operation of UAS and of manned VCA in the U-space airspace;
- promote innovation and development in the field of innovative air mobility (IAM) while establishing an efficient, proportionate, and well-designed regulatory framework, free of burdensome requirements that could hinder the development of the UAS market;

- harmonise the regulatory framework across the EU Member States by enhancing clarity, filling the gaps, and removing the inconsistencies that are inherent to fragmented regulatory systems;
 - foster an operation-centric, proportionate, as well as risk- and performance-based regulatory framework, considering important aspects such as privacy, personal data protection, security, and safety.
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20th October 2023

ED Decision 2023/012/R - Regular update of the AMC and GM to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category)

[ED Decision 2023/012/R - Regular update of the AMC and GM to Regulations \(EU\) 2019/945 and 2019/947 \(drones in the 'open' and 'specific' category\) | EASA \(europa.eu\)](#)

This Decision amends the acceptable means of compliance (AMC) and guidance material (GM) to Regulation (EU) 2019/947 by:

- clarifying the method for assessing the design of unmanned aircraft systems (UASs) operated in the 'specific' category;
- expanding the applicability of PDRA S-01 to agricultural operations;
- addressing the authorisation process for free flight balloons.

The objective is to maintain a high level of safety for the operation of unmanned aircraft systems (UASs) in the 'open' and 'specific' categories.

The regulatory material is expected to improve the level of harmonisation in the implementation of the Regulation and foster a level playing field.

10. Ground Handling

11. Aerodromes

1st September 2023

Opinion No 04/2023 - Regular update of the aerodrome rules: Aerodrome safety and change of aerodrome operator | Occurrence reporting

[Opinion No 04/2023 - Regular update of the aerodrome rules: Aerodrome safety and change of aerodrome operator | Occurrence reporting | EASA \(europa.eu\)](#)

The objectives of this Opinion are to:

- maintain a high level of safety at aerodromes by ensuring that:
 - local runway safety teams (LRSTs) and other aerodrome safety committees are established, led and managed by the aerodrome operator;
 - safety is managed during work in progress and suspension of runway operations and runway closure;
 - closed runways or taxiways, either temporarily or permanently, are appropriately marked to prevent their use by aircraft;
 - locations on the movement area with a history or a potential risk of collision or runway incursions are identified and designated as 'hot spots';
 - the use of an aerodrome by an aircraft exceeding the certified design characteristics of the aerodrome is assessed and a prior approval is obtained from the competent authority;
- enhance the regularity of operations by ensuring a runway is returned to service as soon as possible in case an aircraft becomes immobilised and protect the pavement from excessive damage caused by aircraft that are not appropriate for the pavement strength; these amendments will also address the outstanding ICAO Universal Safety Oversight Audit Programme (USOAP) findings to EASA in the aerodromes domain and ensure compliance with the Standards and Recommended Practices (SARPs) on the removal of disabled aircraft and overload operations from ICAO Annex 14, Volume I 'Aerodrome Design and Operations';
- facilitate and ensure a safe, efficient and smooth transition when a change of aerodrome operator occurs;
- align the requirements for aerodrome operators and apron management service providers with regard to reporting, analysis and follow-up of occurrences in civil aviation with those of Regulation (EU) No 376/2014.

The proposed amendments are expected to enhance operational safety, reduce the risk of damage to aircraft and the risk of runway incursions, minimise the risk of collision between aircraft and between aircraft and vehicles, ensure the regularity of operations, and reduce the administrative burden while ensuring safety when a change of aerodrome operator occurs, as well as to support the implementation of effective occurrence-reporting systems.

12. ATM/ANS

15th September 2023

Single European Sky: EASA's Air Traffic Management responsibility consolidated through new regulations

[Single European Sky: EASA's Air Traffic Management responsibility consolidated through new regulations | EASA \(europa.eu\)](#)

Personnel, procedures and equipment for Air Traffic Management (ATM) and Air Navigation Services (ANS) will in future all fall under the regulatory framework of the European Union Aviation Safety Agency, laying the basis for a more efficient and consistent approach to evolution of operations in support of the deployment of the Single European Sky.

The European Commission published five regulations comprising the new regulatory framework to manage the interoperability of systems and constituents used to provide ATM/ANS, which were adopted on the basis of [EASA Opinion No 01/2023](#), in the Official Journal of the European Union today.

The package reinforces the role of EASA by bringing ATM/ANS equipment under the EASA certification framework, therefore ensuring that all elements impacting the performance of ATM/ANS services are consistently managed from an end-to-end perspective.

‘This publication marks a key milestone for the modernisation of the European air traffic management system,’ said EASA Acting Executive Director Luc Tytgat. ‘For the first time, there will be a single EU regulatory framework covering all aviation domains on the ground and in the sky, driving the transformation of the air transport system.’

The framework introduces harmonised requirements for the certification or declaration of ATM/ANS equipment, as well as the procedures for the approval of organisations involved in the design or production of such equipment. The driving principle is the essential need to achieve a single and mutually recognised compliance demonstration methodology for the equipment used to support ATM/ANS service provision.

This addresses previous interoperability shortcomings and enables a more efficient EU market for this equipment, resulting in a safer, more secure, interoperable, and efficient operation of the European ATM network for all phases of flight.

The new approach recognises the essential role and responsibility of the equipment suppliers in bringing solutions to the EU market that are fit for purpose and meet the required level of operational performance.

Finally, the new rules will strengthen the value of industrial standards in the demonstration of compliance with the Single European Sky needs and requirements. EASA is working intensively with all relevant industry partners to support the implementation of the package.

13. Balloons & Sailplanes

14. SERA

18th August 2023

Opinion No 02/2023 - Regular update of the standardised European rules of the air

[Opinion No 02/2023 - Regular update of the standardised European rules of the air | EASA \(europa.eu\)](#)

This Opinion addresses safety and regulatory coordination issues related to the standardised European rules of the air (SERA). Its main objective is to maintain a high level of safety and environmental performance of the European Union (EU) air navigation system, by ensuring the necessary maintenance and development of the SERA regulatory framework.

To achieve this objective, this Opinion includes proposed amendments to Regulation (EU) No 923/2012 (the SERA Regulation) which:

- ensure synchronisation between the SERA regulatory framework and the International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, particularly in relation to new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature;
- introduce changes to the existing radio communication failure procedure in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;
- remove the Supplement to the Annex to the SERA Regulation, containing the commonly agreed differences to ICAO Standards and Recommended Practices (SARPs), and amend the requirements on the notification of differences by introducing regulatory references to Regulation (EU) 2018/1139;
- address issues in the implementation of the SERA Regulation as either identified by the European Union Aviation Safety Agency (EASA) through its standardisation activities or raised by stakeholders; and
- remove editorial mistakes and identified consistency issues.

The Opinion also includes minor proposed amendments to Annexes I 'Part-DEFINITIONS', IV 'Part-ATS' and VI 'Part-AIS' to Regulation (EU) 2017/373 (the ATM/ANS Common Requirements Regulation) and to Regulation (EU) No 139/2014 (the Aerodromes Regulation) for consistency purposes.

A safety recommendation (SR) addressed to EASA, related to the inclusion of information with regard to the on-board ballistic parachutes in the flight plan, is also addressed by this proposal.
