1. **EASA News**

1st February 2024

**EUSPA SAB and EASA reinforce cooperation in EGNOS oversight**

[EUSPA SAB and EASA reinforce cooperation in EGNOS oversight | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/euspa-sab-and-easa-reinforce-cooperation-egnos-oversight?utm_campaign=d-20240202&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The EU Space Programme Security Accreditation Board (EUSPA SAB) and the European Union Aviation Safety Agency (EASA) have signed a non-binding Memorandum of Cooperation (MoC) to strengthen collaboration in the oversight of the European Geostationary Navigation Overlay Service (EGNOS) system and operations. The MoC aims to enhance the security and safety of air navigation services (ANS) within the European Union, promoting trust in the users of EU Space services. This revision provides the following updated information:

5th February 2024

**EASA-Kazakhstan Cooperation and Provision of Information Services Project**

[EASA-Kazakhstan Cooperation and Provision of Information Services Project | EASA (europa.eu)](https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/easa-kazakhstan-cooperation-and?utm_campaign=d-20240206&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_tech_cooperation_project)

The provision of information services to the Aviation Administration of Kazakhstan (AAK) started in 2024, following the signature of the contract between the European Union Aviation Safety Agency (EASA) and the AAK on 19 December 2023. The objective of the contract is to implement the ‘Tripartite Arrangement’ on the provision of information services in the sphere of civil aviation, signed between the AAK, the Irish Aviation Authority (IAA) and EASA, which entered into force on 22 December 2022.

The arrangement is to improve the standards and procedures for the safety of air transport in Kazakhstan in accordance with international and European Union standards in the field of civil aviation, as well as to improve the efficiency of regulation in the field of civil aviation safety, based on the model of EASA.

The contract is managed by EASA together with the AAK and in close cooperation with the IAA.

The provision of services by EASA falls under the Fees and Charges Regulation ([Commission Implementing Regulation (EU) 2019/2153](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-20192153)) and covers areas of organisational, legal, and technical domains.

This is the first of its kind international/fees and charges project developed by EASA.

6th February 2024

**EASA publishes innovative air mobility proposals for public comment**

[EASA publishes innovative air mobility proposals for public comment | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-innovative-air-mobility-proposals-public-comment?utm_campaign=d-20240207&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Union Aviation Safety Agency (EASA) has launched the public consultation of [Notice of Proposed Amendment (NPA) 2024-01](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-01) to proactively support aviation stakeholders in the efficient and proportionate implementation of the regulatory framework for innovative air mobility (IAM) with manned vertical take-off and landing (VTOL)-capable aircraft (VCA), more commonly known as air taxis. The NPA proposes new and amended acceptable means of compliance and guidance material (AMC and GM) related to [Opinion No 03/2023](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032023) which introduced such innovative operational and mobility concepts. The NPA aims to foster the evolution of the manned VCA market, support innovation and development in the IAM field, and reinforce its acceptance by European citizens.

The NPA explains:

* to competent authorities how they can comply with and apply the VCA requirements;
* to manufacturers how they can enable the deployment of safe VCA operations; and
* to operators how they can safely operate manned VCA in the single European sky (SES) and air traffic management (ATM) environments.

The proposed AMC and GM show, for example, how to enable VCA operations in urban environments or VCA Emergency Medical Services (VEMS) operations, where a doctor can use a VCA to reach the accident scene on time. The NPA also provides guidance on the nature of the skills and competencies required for a VCA pilot.

14th February 2024

**EASA publishes FAQs on Information Security**

[EASA publishes FAQs on Information Security | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-faqs-information-security?utm_campaign=d-20240215&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Union Aviation Safety Agency (EASA) has published [its first set of Frequently Asked Questions (FAQs) on the Information Security regulatory material (Part-IS)](https://www.easa.europa.eu/en/the-agency/faqs/information-security-part): Implementing Regulation (EU) 2023/203, Delegated Regulation (EU) 2022/1645 and the related Acceptable Means of Compliance and Guidance Material (AMC & GM).

As Regulation (EU) 2022/1645 becomes applicable on 16 October 2025 and Regulation (EU) 2023/203 on 22 February 2026, the early publication of the FAQs aims to provide timely support and guidance to both organisations and authorities in preparing for the implementation of Part-IS.

The FAQs include a set of 22 questions and answers (Q&A) that clarify various key concepts related to the implementation of Part-IS. The Q&A are divided into the following 9 categories:

* Applicability,
* Derogation,
* Relationship between Part-IS and certified products,
* Reporting,
* Delegation of tasks,
* Competencies,
* Risk assessment,
* Integration into existing management systems, and
* Supplementary material.

This FAQ set will be expanded if new topics that require clarification will emerge during the pilot projects with industry and the discussions with authorities.

For more details, please visit our [FAQs on Part-IS](https://www.easa.europa.eu/en/the-agency/faqs/information-security-part).

EASA, together with EUROCONTROL, will follow up on the agreed actions and integrate the outcomes into its upcoming Opinion addressed to the European Commission for regulatory actions.

27th February 2024

**Sunny Swift: Technical Occurrence Reporting**

[Sunny Swift: Technical occurrence reporting - Issue 40 | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-technical-occurrence-reporting?utm_campaign=d-20240228&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

Issue 40 pdf issued

28th February 2024

**EASA publishes final report on the industrialisation of initial trajectory information sharing (AF6)**

[EASA publishes final report on the industrialisation of initial trajectory information sharing (AF6) | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-final-report-industrialisation-initial-trajectory?utm_campaign=d-20240229&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

In February 2021, the European Commission published [Regulation (EU) 2021/116](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R0116&qid=1709133343281) on the establishment of the Common Project One (CP1), supporting the implementation of the European Air Traffic Management (ATM) Master Plan. Altogether, 6 ATM functionalities (AFs) requiring synchronised deployment were defined. Five of these ATM Functionalities were assessed as being ready for implementation, however, for AF6 ‘initial trajectory information sharing’, the regulation required the confirmation of its readiness by the ‘industrialisation target date’ of December 31, 2023.

For this purpose, and acting under the provisions of Article 4(4) and 4(5) of [Regulation (EU) No 409/2013](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32013R0409&qid=1709132610072) as amended by [Regulation (EU) 2021/116](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32021R0116&qid=1709133287904), the European Union Aviation Safety Agency (EASA), with the aid of a CP1 Industrialisation Forum, conducted an assessment in respect of the progress in achieving readiness for implementation.

Recognising the extensive efforts performed by the stakeholders to meet the deadline of December 31, 2023, and the written commitments received from actors to deploy the initial flight trajectory information sharing (AF6) functionality, EASA concludes that:

1. the initial flight trajectory information sharing (AF6) is ready for implementation by December 31, 2027; and
2. accompanying measures to mitigate risks are required to ensure a successful deployment.

EASA is fully committed to supporting industry and operators towards the effective implementation of the initial trajectory information sharing (AF6).

6th March 2024

**EASA publishes Artificial Intelligence Concept Paper Issue 2 ‘Guidance for Level 1 & 2 machine learning applications’**

[EASA publishes Artificial Intelligence Concept Paper Issue 2 ‘Guidance for Level 1 & 2 machine learning applications’ | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-artificial-intelligence-concept-paper-issue-2-guidance?utm_campaign=d-20240307&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

In a significant next step on its [Artificial Intelligence (AI) Roadmap](https://www.easa.europa.eu/en/downloads/137919/en), the European Union Aviation Safety Agency (EASA) has published [Issue 2 of its Concept Paper on Artificial Intelligence (AI) and Machine Learning (ML)](https://www.easa.europa.eu/en/downloads/139504/en). This second issue offers the potential to enhance four aviation pillars – safety, efficiency, sustainability, and passenger experience – and positions ML at the forefront of aviation innovation. At the same time, the path to ML deployment is bringing unique challenges, particularly in safeguarding operational safety.

This issue of the EASA AI Concept Paper refines the guidance for Level 1 AI applications (those enhancing human capabilities) and deepens the exploration of 'learning assurance', 'AI explainability' and 'ethics-based assessment'. These foundation concepts are crucial for the safe and trustworthy development and implementation of AI technologies in aviation.

Going one step further, this new issue provides comprehensive guidance for the development and deployment of Level 2 AI-based systems. Level 2 AI introduces the groundbreaking concept of 'human-AI teaming' (HAT), setting the stage for AI systems that automatically take decisions under human oversight. This advancement in the authority level of AI-based systems shows the need for human guidance and design principles to ensure safe 'human-AI interaction' (HAII).

Issue 2 of the EASA AI Concept Paper marks the entry of the EASA AI Roadmap into its second phase (framework consolidation), where Rulemaking Task (RMT).0742 will facilitate the integration of the anticipated guidance from the AI Concept Paper into a comprehensive framework of generic rules and acceptable means of compliance (AMC). These rules and AMC are precisely tailored to accommodate the unique requirements of each aviation domain impacted by these new technologies.

Overall, this new AI Roadmap deliverable underscores EASA's commitment towards a future where AI and ML are integrated in aviation's successes. This vision is not just about technological advancement, but mainly about building trust in AI applications, ensuring they complement human expertise and enhance overall aviation safety and sustainability.

EASA would like to thank all the stakeholders who participated in the public consultation phase and, in so doing, contributed to the maturity of this new publication.

21st March 2024

**EASA International Cooperation Forum (ICF/8) gathers global aviation leaders in Sri Lanka**

[EASA International Cooperation Forum (ICF/8) gathers global aviation leaders in Sri Lanka | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-international-cooperation-forum-icf8-gathers-global?utm_campaign=d-20240322&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

COLOMBO, Sri Lanka, March 21, 2024 – The European Union Aviation Safety Agency (EASA), in cooperation with the Civil Aviation Authority of Sri Lanka (CAASL), organised the [8th edition of its International Cooperation Forum (ICF)](https://www.easa.europa.eu/en/newsroom-and-events/events/8th-easa-international-cooperation-forum-icf8) in Colombo, Sri Lanka from 19 – 21 March, 2024.

More than 100 global aviation leaders from Africa, Asia, the Balkans, Latin America, the Middle East, representing authorities and Regional Safety Oversight Organisations (RSOOs), came together to exchange on how regional and technical cooperation can best contribute to a safer and greener aviation worldwide.

A rich array of high-ranking speakers discussed the latest developments in safety and environmental standards, shared best practices, and provided concrete examples of successful projects and cooperation with EASA as well as between regions and states. The broad portfolio of topics covered high-level issues such as maintaining a safe and secure aviation system, integrating future technologies safely, taking clear actions on society’s environmental expectations, and collaborating openly on future workforce challenges.

“It was inspiring to see so many exciting projects and activities taking place in countries from all regions of the world,” said Luc Tytgat, Acting Executive Director of EASA. “This type of global collaboration and technical cooperation helps authorities and RSOOs to develop new standards more quickly and in a more aligned way. This ensures that we can uphold public trust in aviation safety, which enables the continued growth of the aviation sector.“

Further panels and discussions took place on more specific topics including regional cooperation, effective safety promotion and communication, lessons learned from the implementation of EU rules, artificial intelligence (AI), and innovative aerial services.

EASA shared updates on a number of its major projects such as [Data4Safety](https://www.easa.europa.eu/en/domains/safety-management/data4safety), ECCAIRS 2, eRules, [International Cooperation](https://www.easa.europa.eu/en/domains/international-cooperation), Rulemaking in Air Traffic Management, and [Drones](https://www.easa.europa.eu/en/domains/civil-drones) developments.

Some attendees shared experiences with implementing EU rules in their countries and regions. These included the Civil Aviation Safety Oversight Agency of the East African Community, the Aviation Administration of Kazakhstan, as well as the CAAs of Cameroon and Thailand.

12th March 2024

**EASA publishes study on wind turbine impact on aviation safety**

[EASA publishes study on wind turbine impact on aviation safety | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-study-wind-turbine-impact-aviation-safety?utm_campaign=d-20240323&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Union Aviation Safety Agency (EASA) has published a study on the impacts of wind turbines on aviation safety. The [final report](https://www.easa.europa.eu/en/downloads/139537/en) assessed the safety risks posed by wind turbines near aerodromes and air routes, and the effectiveness of the existing mitigations, and proposes regulatory improvements on the detection, lighting and marking of wind turbines.

The study found that in the absence of a clear regulatory framework, the Competent Authorities of each Member State have deployed different solutions. This has resulted in a wide variety among Member States on how wind turbines are lighted and marked.

However, to better mitigate those risks from a European perspective, the report recommends introducing:

* a safeguarding concept that specifies the process, responsibilities, and criteria for competent authorities and aerodrome operators;
* a better obstacle data management process and clear requirements on obstacle data; and
* an improved regulatory framework addressing the risks of wind turbines in terms of protecting the aerodrome surroundings, when wind turbines are placed near the aerodrome.

The study evaluated the current mitigations, e.g. the regulatory provisions on the protection of aerodromes from the effects of wind turbines, and identified that:

* the main risks are related to ‘general aviation flights’ performed at low altitude and under visual flight rules (VFR);
* most smaller aerodromes used by general aviation aircraft flying at low altitude under VFR are subject to national safety requirements and are exempted from the scope of the EU aerodrome safety regulations;
* Member States have implemented different solutions regarding the lighting and marking of wind turbines;
* the obstacle-data management process, as the basis for various mitigation measures, poses a significant risk; and
* the cumulative risks caused by wind turbines are not only related to the height of wind turbines, but also to other effects of wind turbines, such as downwind turbulences.

The study, commissioned by EASA, was carried out in 2023 and the final report was published in October 2023.

28th March 2024

**Florian Guillermet starts new role as EASA Executive Director from start of April**

[Florian Guillermet starts new role as EASA Executive Director from start of April | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/florian-guillermet-starts-new-role-easa-executive-director-start?utm_campaign=d-20240329&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

COLOGNE, March 28, 2024 – Florian Guillermet will take up his role as Executive Director of the European Union Aviation Safety Agency from April 1, 2024 following his selection by the EASA Management Board on December 13, 2023.

Guillermet moves to EASA directly from France’s DSNA, where he had served as Director Air Navigation Services since June 2021. He headed the 7,000-person organisation with full accountability for the delivery of its services and the smooth running of its operations.

Guillermet brings extensive leadership experience from various organisations in the aviation sector. He has worked in aviation for 26 years, including top level management posts in France and in European Union aviation organisations.

“My ambition is to take EASA to the next level, making it a modern organisation fit for the digital age, while ensuring the highest standards of civil aviation safety and environmental protection are met across the entire aviation ecosystem,” Guillermet said. “While the Agency’s core role is as a regulator, I want to build strong relationships with stakeholders, in Europe and globally, to ensure all air travel is safe for every EU citizen.

“I look forward to channelling the undoubted expertise of EASA’s staff to achieving these goals in a positive and inclusive multicultural working environment.”

Guillermet succeeds Luc Tytgat, who had led the Agency as Acting Executive Director for the last seven months, following the departure of Patrick Ky at the expiry of his 10-year mandate. Tytgat will remain with the Agency in a senior leadership role until August, supporting Guillermet through the transition period.

2nd April 2024

**Technical Cooperation Project**

[EU-ASEAN Sustainable Connectivity Package – Aviation Partnership Project (SCOPE APP) | EASA (europa.eu)](https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/eu-asean-sustainable-connectivity?utm_campaign=d-20240409&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_tech_cooperation_project)

The EU-ASEAN Sustainable Connectivity Package (SCOPE) Aviation Partnership Project (APP) is funded by the European Union and implemented by the European Union Aviation Safety Agency (EASA) to improve connectivity and safe and sustainable air transport between the Member States of the Association of Southeast Asian Nations (ASEAN) and between them and the European Union.

The specific objectives (expected outcomes) of the SCOPE APP are the following:

* enhanced cooperation on civil aviation between the European Union, ASEAN Member States, and other relevant stakeholders;
* improved civil aviation safety in the ASEAN region;
* improved civil aviation environmental sustainability in the ASEAN region; and
* strengthened resilience of civil aviation to shocks and disruptions in ASEAN Member States.

10th April 2024

**European Commission adopts regulatory package, giving go-ahead for VTOL operations and air taxis**

[European Commission adopts regulatory package, giving go-ahead for VTOL operations and air taxis | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/european-commission-adopts-regulatory-package-giving-go-ahead-vtol?utm_campaign=d-20240411&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Commission has adopted a package of secondary legislation on drones and vertical take-off and landing (VTOL) capable aircraft, which puts the final rules in place for the launch of Innovative Air Mobility (IAM), including air taxi services.

The package is based on regulatory proposals from the European Union Aviation Safety Agency (EASA), published in [Opinion No 03/2023](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032023) in August 2023. The legislation introduces a comprehensive set of requirements for piloted electric air taxis, spanning the domains of Air Operations (Air OPS), Flight Crew Licensing (FCL), Standardised European Rules of the Air (SERA) and Air Traffic Management (ATM). It also establishes criteria and processes for the certification and maintenance of drones.

The package is the last legislative element required for the launch of air taxi services, complementing other existing legislation. Air taxis will additionally require certification from EASA before such services can become operational in Europe.

NB The Implementing and Delegated Regulations are expected to be published in the Official Journal of the European Union in due course.

12th April 2024

**Artificial Intelligence and Aviation**

[Artificial Intelligence and Aviation | EASA (europa.eu)](https://www.easa.europa.eu/en/light/topics/artificial-intelligence-and-aviation-0?utm_campaign=d-20240412&utm_term=light&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=topic)

Artificial intelligence (AI) is set to play a role in all aviation domains. Introducing such technology will enable advanced assistance to aviation professionals and process optimisation in ways otherwise not possible, allowing for an even safer and more sustainable aviation sector.

Naturally, new technologies come with risks and challenges, for example, the complexity of machine learning systems, the ethical implications and cybersecurity of AI systems. Through its Artificial Intelligence Roadmap, EASA is committed to ensuring that the aviation industry benefits from the potential of integrating artificial intelligence in its operations, while maintaining the highest standards of safety and environmental protection.

14th April 2024

**Latest developments in the Middle East**

[Latest developments in the Middle East | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/latest-developments-middle-east?utm_campaign=d-20240415&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Commission and the European Union Aviation Safety Agency (EASA) are closely monitoring the situation in the Middle East and its impact on civil aviation following the spike in military exchanges between Iran and Israel on April 13-14, 2024.

All affected airspaces (Israel, Lebanon, Jordan, Iraq and Iran) were closed by the relevant airspace owners through NOTAMs (advisories) during the relevant time period. There was no overflight risk for civil aviation at any time.  All of these NOTAMs have expired in the course of today, April 14).

The European Commission and EASA will continue to closely monitor the situation to assess any potential safety risks for EU aircraft operators and be ready to act as appropriate.

EASA is in close contact with all relevant Civil Aviation Authorities, in particular CAA Israel, to have first-hand intelligence which can be factored into its assessments and into the EU Conflict Zone Alerting mechanism, which supports EU Member States and air operators in their safety risk assessments. Currently, there are a number of risk mitigation instruments in place for the airspaces concerned, including publicly available Conflict Zone Information Bulletins (CZIBs) and Information Notes which have been distributed to relevant parties on a need-to-know basis.

The following EASA advisories are in place in the region:

a) Information Notes on:

* Israel and neighbouring airspace, applicable for a distance of 100 NM surrounding the country, recommending to exercise caution and follow all available aeronautical publications in place, including updates from the European Information Sharing and Cooperation Platform. This Information Note replaces an earlier CZIB, following a decision of the Integrated EU Aviation Security Risk Assessment Group, from end March 2024,taking into consideration the reassessed situation. The purpose of the information note is to provide information to air operators on the remaining risks, including additional airspaces affected.
* Iran, also recommending to exercise caution and follow all available aeronautical publications in place, including updates from the European Information Sharing and Cooperation Platform, as well as noting that “there continues to be an increased potential for miscalculation and/or misidentification at present over FIR Tehran”.

b) Conflict Zone Information Bulletins (CZIBs) on:

* Iraq, recommending not to conduct flights below FL 320 within FIR Baghdad;
* Syria, recommending avoiding overflights at all altitudes of FIR Damascus.

15th April 2024

**EASA and DGAC Chile sign Working Arrangement**

[EASA and DGAC Chile sign Working Arrangement | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-dgac-chile-sign-working-arrangement?utm_campaign=d-20240416&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

On April 12, 2024, and in the context of the FIDAE fair held in Santiago (Chile), the European Union Aviation Safety Agency (EASA) and the Directorate General of Civil Aeronautics (DGAC) of Chile have signed a [Working Arrangement](https://www.easa.europa.eu/en/downloads/139695/en), to reinforce their partnership and to work towards the achievement of common safety and environmental protection standards. The Director General of DGAC, Carlos Madina, hosted the signature’s event.

The Working Arrangement covers the following:

* all regulatory aspects in the domains of civil aviation safety;
* interdependencies between safety and security and environmental protection related to products, parts, appliances, personnel, organisations, aerodromes; and
* related equipment and ATM/ANS and related systems and constituents.

The Working Arrangement is consistent with the EU and Chile’s respective strategies, to strengthen their links in the field of aviation, increase connectivity between the partners, and facilitate regulatory harmonization.

Through this Working Arrangement, the parties intend to develop closer collaboration in the following domains:

* rulemaking, including sharing of information and best practices, to support the implementation of harmonised aviation safety and environmental protection requirements;
* facilitating issuance or acceptance of certificates for products, components, parts and appliances;
* sharing of safety information and providing assistance to enhance safety standards; and
* technical training.

16th April 2024

**European Commission publishes legislation to enhance global aviation harmonisation**

[European Commission publishes legislation to enhance global aviation harmonisation | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/european-commission-publishes-legislation-enhance-global-aviation?utm_campaign=d-20240417&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

On April 11, 2024, the European Commission published a set of [Standardised European Rules of the Air (SERA)](https://www.easa.europa.eu/en/regulations/standardised-european-rules-air-sera) requirements harmonising the EU and [International Civil Aviation Organization (ICAO)](https://www.icao.int/Pages/default.aspx) regulatory frameworks, to ensure a high uniform level of aviation safety in Europe and globally.

The amending regulations, based on European Union Aviation Safety Agency (EASA) [Opinion No 02/2023](https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022023), synchronise SERA with ICAO provisions, clarify, improve, and facilitate the implementation of SERA requirements, and bring operational and safety benefits also in the domains of [Air Traffic Management / Air Navigation Services (ATM/ANS)](https://www.easa.europa.eu/en/regulations/air-traffic-managementair-navigation-services-atmans-provision-services) and [Aerodromes (ADR)](https://www.easa.europa.eu/en/regulations/aerodromes-adr).

The new package consists of the following implementing and delegated acts:

* [Commission Implementing Regulation (EU) 2024/403](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2024403);
* [Commission Implementing Regulation (EU) 2024/404](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2024404); and
* [Commission Delegated Regulation (EU) 2024/405](https://www.easa.europa.eu/en/document-library/regulations/commission-delegated-regulation-eu-2024405),

updating the SERA framework, as well as the related ATM/ANS Common Requirements and ADR rules, for regulatory consistency.

EASA is working to complete this Rulemaking Task RMT.0476 by issuing the associated acceptable means of compliance (AMC) and guidance material (GM), expected in May 2024.

19th April 2024

**EASA publishes second report on ‘Abstraction Layer’**

[EASA publishes second report on ‘Abstraction Layer’ | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-second-report-abstraction-layer?utm_campaign=d-20240420&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

[This second report on ‘Abstraction Layer’](https://www.easa.europa.eu/en/downloads/139700/en), delivered by the European Union Aviation Safety Agency – Federal Aviation Administration (EASA-FAA) Task Force ‘Abstraction Layer’ complements the already published [report](https://www.easa.europa.eu/en/downloads/139067/en), which proposed a set of 20 criteria for the assessment of the candidate alternate standard.

This new report describes the EASA and FAA regulatory framework, proposes a way to use the Abstraction Layer (AL) within the current regulatory framework of EASA and FAA, and covers the ‘Framework for recognition of alternate standards assessed using the Abstraction Layer’.

23rd April 2024

**EASA hosts first EU Aviation Fuel Stakeholder Forum**

[EASA hosts first EU Aviation Fuel Stakeholder Forum | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-hosts-first-eu-aviation-fuel-stakeholder-forum?utm_campaign=d-20240423&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

Cologne, April 22, 2024 – The European Union Aviation Safety Agency (EASA) hosted the first EU Aviation Fuel Stakeholders Forum on April 18-19, 2024. The event marked the launch of a network of European fuel stakeholders to strengthen cooperation in Europe, with the aspiration of optimising the jet fuel composition to respond to environmental challenges.

One priority is to examine the feasibility of lowering the aromatics and sulphur content of conventional jet fuels; this will support the mitigation of aviation’s impact on the environment, with a particular focus on the effects of non-CO2 emissions on climate. Another key objective of the EU Aviation Fuel Stakeholders Forum is to enable the development of long-term innovative solutions in the field of aviation fuels — in alignment with international stakeholders.

“The aviation sector is fully committed to decreasing its environmental footprint, and it is acting in many different areas (operational improvements, new technologies, alternative fuels, and fuel composition). Research has shown that fuel composition has a direct impact on the amount of non-CO2 emissions produced. These non-CO2 emissions and their impact on climate and local air quality are linked to the level of aromatics and sulphur present in the fuels”, said Maria Rueda, EASA’s Strategy & Safety Management Director. “Even with an increased usage of [sustainable aviation fuels (SAF)](https://www.easa.europa.eu/en/domains/environment/sustainable-aviation-fuels-saf), fossil fuels will still have a considerable share in the aviation fuel mix in the coming decades. Therefore, it would be beneficial to consider adjustments to the conventional jet fuel specifications.”

29th April 2024

**EASA & EUROCONTROL sign MoC to enhance cooperation for the safe and sustainable future of European aviation**

[EASA & EUROCONTROL sign MoC to enhance cooperation for the safe and sustainable future of European aviation | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-eurocontrol-sign-moc-enhance-cooperation-safe-and?utm_campaign=d-20240430&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_press_release)

COLOGNE, April 29, 2024 — European Union Aviation Safety Agency (EASA) Executive Director Florian Guillermet and EUROCONTROL Director General Raúl Medina signed a Memorandum of Cooperation (MoC) to reinforce their respective organisations’ shared commitment to building the highest possible levels of safety, efficiency, and sustainability in the European civil aviation sector.

EUROCONTROL and EASA have formed a strong and longstanding cooperation on many areas of mutual interest  from safety to innovation, and from efficiency to sustainability, with the overall goal of ensuring that the European aviation safety system operates as effectively as possible. This cooperation has enhanced the synergies between the two organisations’ respective technical and scientific teams through regular exchange of information, knowledge, and data.

The EASA-EUROCONTROL Joint Work Programme and the EASA-EUROCONTROL Technical & Coordination Office (TeCO) are two pivotal instruments that have facilitated this fruitful collaboration, including activities in the following areas:

* Aviation Sustainability;
* European Air Traffic Management / Air Navigation Services (ATM/ANS) Rules, Specifications, and Standards at Global Level;
* Support to Stakeholders; and
* Production and Analysis of ATM/ANS Safety Intelligence.

1. **Initial Airworthiness**

21st February 2024

**Design and Certification Newsletter – 2024/01**

[Design & Certification Newsletter — 2024/01 | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/design-certification-newsletter-202401?utm_campaign=d-20240222&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

4th April 2024

**NPA 2024-03 – Regular update of CS-ETSO**

[NPA 2024-03 - Regular update of CS-ETSO | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-03?utm_campaign=d-20240405&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa)

This NPA proposes to introduce new or updated standards for parts, taking into account the principles of efficiency and harmonisation.

The objective is to maintain the high level of safety by:

* recognition of the latest industry standards (e.g. EUROCAE Documents (EDs), Radio Technical Commission for Aeronautics Documents (RTCA DOs), or other);
* harmonisation with the corresponding Federal Aviation Administration (FAA) Technical Standard Orders (TSOs);
* incorporation of new ETSOs;
* amendments of existing ETSOs;
* introduction of new guidance material for Subpart A.

The proposed regulatory material is expected to offer more possibilities for EU applicants to obtain ETSO authorisations and to align CS-ETSO with the state of the art and with European operational requirements.

The proposed amendments are expected to ensure a level playing field for European manufacturers and increase the cost-effectiveness of compliance demonstrations.

12th April 2024

**DOARI 2024-01 Consultation Paper ‘Unintentional Deviations in Production’**

[DOARI 2024-01 Consultation Paper ‘Unintentional Deviations in Production’ | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/design-organisation-consultations/doari-2024-01-consultation-paper-unintentional?utm_campaign=d-20240413&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_doa_public_consultation)

A deviation from the approved design data introduces evolutions to the manufactured product, part, or appliance. They can be seen as equivalent to those evolutions which are introduced by a change. They may affect the physical or functional condition of a product, part, or appliance, and the impact on airworthiness could be appreciable or not appreciable.

Such evolutions can affect the form, fit, function, material, and performance in a similar manner to an embodied change or repair. Since the airworthiness shall be guaranteed under any circumstance, such evolutions shall be addressed following the same principles in place of changes to TC for their classification and approval.

In the light of the above, this DOARI proposes a deviation from the acceptable means of compliance to Part 21.A.263(c)(1) and (2) for a procedure for the classification and approval of unintentional production deviation by a DOA holder within its terms of approval, which is based on the principles of AMC1 21.A.263(c)(1) & AMC1 21.A.263(c)(2), for the exercise of the corresponding privileges. Similarly to changes and repair, minor deviations shall be approved under the DOA privilege, where applicable, while major deviations shall be applied for approval to the Agency following the same process as for major changes or STCs.

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

NB The deadline for comments has been extended from 3/05/2024 to 21/06/2024.

30th April 2024

**NPA 2024-04 - Regular update of Commission Regulation (EU) No 748/2012 and the associated acceptable means of compliance and guidance material (RMT.0031 Subtask 3)**

[NPA 2024-04 - Regular update of Commission Regulation (EU) No 748/2012 and the associated acceptable means of compliance and guidance material (RMT.0031 Subtask 3) | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-04?utm_campaign=d-20240501&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa)

This Notice of Proposed Amendment (NPA) proposes to amend [Commission Regulation (EU) No 748/2012](https://www.easa.europa.eu/en/document-library/regulations/commission-regulation-eu-no-7482012) (the Initial Airworthiness Regulation) and the associated acceptable means of compliance (AMC) and guidance material (GM) in order to address miscellaneous issues of a non-controversial nature.

The objective is to ensure that the Initial Airworthiness Regulation and the associated AMC and GM are fit for purpose, are cost-effective, and can be implemented. To achieve this, the following main actions are proposed in this NPA:

* amend the articles of the Initial Airworthiness Regulation to match the current situation of grandfathering and transitional measures and to correct cross references to the points in Annex I (Part 21);
* clarify the competence requirements for pilots performing operational suitability data flight tests in Annex I (Part 21);
* clarify the reporting obligations for production organisation approval holders in Annex I (Part 21);
* introduce recommendations made by the International Authorities Working Group on point 21.A.101;
* correct typographical errors and cross references in Annex I (Part 21) and in the AMC and GM;
* resolve certain recurrent implementation issues by improving the text of the AMC and GM to Annex I (Part 21); and
* align the AMC and GM to Annex I (Part 21) with the current industry practices and standards.

The proposed regulatory material is expected to increase the efficiency of implementing Annex I (Part 21) and ensure alignment with the current industry practices.

1. **Additional Airworthiness**
2. **Continuing Airworthiness**

8th March 2024

**Withdrawn Bombardier CRJ1000 – Stolen Spare Parts Case**

[\*WITHDRAWN\* Bombardier CRJ1000 - Stolen Spare Part Case | EASA (europa.eu)](https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/withdrawn-bombardier-crj1000-stolen-spare-part?utm_campaign=d-20240314&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts)

EASA has been informed that the side stay assembly has been found with the original certification documents and therefore this is considered a resolved SUP case as of 08 February 2024.

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

22nd March 2024

**NPA 2024-02 - Regular update of the air operations rules — Enhanced implementation of FDM programmes and miscellaneous amendments**

[NPA 2024-02 - Regular update of the air operations rules — Enhanced implementation of FDM programmes and miscellaneous amendments | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-02?utm_campaign=d-20240323&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa)

This Notice of Proposed Amendment (NPA) proposes amendments to the EU air operations regulatory framework on flight data monitoring (FDM) programmes and other miscellaneous topics.

The objective is to enhance the implementation of FDM programmes and to make miscellaneous improvements to the regulatory framework to consider the principles of better regulation and lessons learnt from the implementation of rules by national authorities and industry, and to implement safety recommendations.

The proposed 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 low to very low economic impact.

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

6th February 2024

**NPA 2024-01 - Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft**

[NPA 2024-01 - Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-01?utm_campaign=d-20240207&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa)

This NPA puts forward the establishment of a set of acceptable means of compliance (AMC) and guidance material (GM) associated with the proposed — through Opinion No 03/2023 — regulatory framework that addresses new operational and mobility concepts that are based on innovative technologies, such as aircraft with vertical take-off and landing (VTOL) capability, and fosters and promotes their acceptance and adoption by European citizens.

This NPA proposes amendments to existing AMC and GM and the creation of new ones to illustrate the means to show compliance with the operational requirements applicable to manned VTOL-capable aircraft (VCA).

The specific objectives of the proposed amendments are to:

* enable operators to safely implement the applicable regulations to operate manned VCA in the single European sky (SES);
* ensure that the conditions are met as regards the safe operation of manned VCA in the ATM environment;
* support innovation and development in the field of innovative air mobility (IAM) through the implementation of an efficient, proportionate, and well-designed regulatory framework which does not unnecessarily hinder the development of the manned VCA market;
* provide guidance to the competent authorities of the EU Member States for the application of the regulations on manned VCA;
* provide guidance to manufacturers and operators of manned VCA for the deployment of operations with manned VCA.

25th April 2024

**Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945)**

[Easy Access Rules for Unmanned Aircraft Systems (Regulations (EU) 2019/947 and 2019/945) - Revision from April 2024 — Available in pdf, xml, and online format | EASA (europa.eu)](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-unmanned-aircraft-systems-regulations-eu?utm_campaign=d-20240426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules)

This publication contains the rules and procedures for the operation of unmanned aircraft, displayed in a consolidated, easy-to-read format, with advanced navigation features through links and bookmarks.

It covers [Commission Implementing Regulation (EU) 2019/947](https://www.easa.europa.eu/document-library/regulations/commission-implementing-regulation-eu-2019947), and the related acceptable means of compliance (AMC) and guidance material (GM), as well as [Commission Delegated Regulation (EU) 2019/945](https://www.easa.europa.eu/document-library/regulations/commission-delegated-regulation-eu-2019945) on unmanned aircraft systems (UAS) and on third-country operators of UAS.

Revision from April 2024 of the Easy Access Rule for Unmanned Aircraft Systems (EAR for UAS) incorporates Issue 1, Amendment 3 of the AMC and GM to Part-UAS of Regulation (EU) 2019/947. The AMC and GM were introduced by [ED Decision 2023/012/R](https://www.easa.europa.eu/de/document-library/agency-decisions/ed-decision-2023012r), published on 20 October 2023. The Decision amended the AMC and GM by:

* clarifying the method for assessing the design of UAS operated in the ‘specific’ category;
* expanding the applicability of Predefined Risk Assessment for Standard Scenario 01 (PDRA-S01) to agricultural operations; and
* addressing the authorisation process for free flight balloons.

The objective of the Decision was to maintain a high level of safety for the operation of UAS in the ‘open’ and ‘specific’ categories, improve the level of harmonisation in the implementation of Regulation (EU) 2019/947, and foster a level playing field.

1. **Ground Handling**
2. **Aerodromes**
3. **ATM/ANS**

9th February 2024

**EASA publishes guidance material for RP4 of SES ATM Performance Scheme for comment**

[EASA publishes guidance material for RP4 of SES ATM Performance Scheme for comment | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-guidance-material-rp4-ses-atm-performance-scheme-comment?utm_campaign=d-20240210&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The 4th Reference Period (RP4) of the Single European Sky ATM Performance Scheme will begin on January 1, 2025. The European Commission has tasked EASA to prepare the Guidance Material that will support RP4 Safety implementation and measurement per Implementing Regulation (EU) 2019/317. The Guidance Material has been published using the Agency’s Comment Response Tool (CRT). EASA Stakeholders and Member States participating in RP4 are invited to comment on the draft material until February 23, 2024.

The consultation concerns Guidance Material for the implementation and measurement of the safety key performance indicator (SKPI) and safety performance indicators (SPIs) during the Fourth Reference Period (RP4) of the SES ATM Performance and Charging Scheme (Commission Implementing Regulation (EU) 2019/317

The objective of this Draft RP4 S(K)PI Guidance Material is to provide technical material regarding the implementation and measurement of the SKPI at the level of air navigation service providers (ANSPs) and Network Manager (NM) and the SPIs at both the State and ANSP level.

The draft GM and the indicators referred to above are linked to Commission Implementing Regulation (EU) 2019/317 laying down a performance and charging scheme in the Single European Sky.

The guidance provides significantly updated questionnaires that may be used to determine the maturity of the Effectiveness of Safety Management SKPI for participating Air Navigation Service Providers and the Network Manager. Further information on the measuring and monitoring the RP4 SPI is also provided. Overall, it is expected that the guidance will assist Stakeholders in complying with safety performance requirements during RP4. The SKPI reporting is restricted to ANSPs and the Network Manager. Wherever possible, the SPIs will be calculated using occurrence data that has been reported to the European Central Repository under Regulation (EU) No 376/2014.

Once consulted upon, the final material will be provided to the European Commission for publication on the European Single Sky Portal.

The [consultation will be open for comment until February 23, 2024](https://hub.easa.europa.eu/crt/docs) and consists of three parts:

* Draft RP4 S(K)PI Guidance Material (A): Explanatory Note;
* Draft RP4 S(K)PI Guidance Material (B): Annex to the Explanatory Note, which further describes the SKPI and SPIs, as defined in Commission Implementing Regulation (EU) 2019/317;
* Draft RP4 S(K)PI Guidance Material (C): Appendices 1 and 2 to the Annex, providing the questionnaires and associated verification guidance for the Effectiveness of Safety Management (EoSM) SKPI – ANSP level (Appendix 1) and the Effectiveness of Safety Management (EoSM) SKPI – Network Manager level (Appendix 2).

25th March 2024

**EASA publishes Revision from March 2024 of Easy Access Rules for Air Traffic Controllers**

[EASA publishes Revision from March 2024 of Easy Access Rules for Air Traffic Controllers | EASA (europa.eu)](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-revision-march-2024-easy-access-rules-air-traffic?utm_campaign=d-20240326&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Union Aviation Safety Agency (EASA) published Revision from March 2024 of the Easy Access Rules for Air Traffic Controllers’ Licensing and Certification (Regulation (EU) 2015/340) (EAR for ATCO) incorporating the following regulatory material:

* Regulation (EU) 2023/893, amending Regulation (EU) 2015/340 (the ‘ATCO Regulation’) on technical requirements and administrative procedures for ATCO licences and certificates;
* ED Decision 2023/011/R with AMC and GM to the requirements on enhanced mobility options and streamlined qualifications for ATCO, to facilitate the implementation of Regulation (EU) 2023/893;
* Regulation (EU) 2023/203 on the management of information security risks with a potential impact on aviation safety for organisations and competent authorities covered by the ATCO Regulation; and
* ED Decision 2023/010/R, with AMC and GM to Part ATCO.AR, to support the Part-IS regulatory package implementation.

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