

1. Introduction

Covid 19

10th January 2023

EASA ECDC COVID-19 Aviation Health Safety Protocol and Addendum

https://www.easa.europa.eu/en/document-library/general-publications/covid-19-aviation-health-safety-protocol?utm_campaign=d-20230111&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_general_publication

The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) issued a joint document defining measures to assure the health safety of air travellers and aviation personnel once airlines resume regular flight schedules following the severe disruption caused by COVID-19.

An Addendum to the Protocol, published in response to the worsening epidemiological situation in China, defines measures that can be taken in response to a localised worsening of the epidemiological situation, so as to reduce the risk of geographical spread of a potential new variant as well as the likelihood of transmission during air travel.

The guidelines place paramount importance on health safety at every stage of the end-to-end passenger journey. Recognising that airports, airlines and aircraft are different, it takes a pragmatic approach in implementation – highlighting and giving guidance on the ways in which individual locations and situations can best be re-engineered to meet the new health safety standards.

10th January 2023

EASA/ECDC provide guidelines for aviation as part of European response to COVID-19 developments in China

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easaecdc-provide-guidelines-aviation-part-european-response?utm_campaign=d-20230111&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_press_release

COLOGNE/STOCKHOLM, January 10, 2023 – Europe has agreed on measures to be applied in aviation in response to the specific localised worsening of the COVID-19 epidemiological situation in China, making recommendations which could potentially also be applied in other geographical regions in similar situations.

The recommendations, defined in an Addendum to the Aviation Health Safety Protocol published jointly by the European Union Aviation Safety Agency (EASA) and the European Centre for Disease Prevention and Control (ECDC), are aimed at minimising the health safety risk associated with air travel to and from such areas and will contribute to the global monitoring of SARS-COV-2 variants. The aim is to reduce the risk of geographical spread of a potential new variant as well as the likelihood of transmission during air travel. The publication of Addendum follows the recent agreement of EU Member States on a coordinated precautionary approach in the light of COVID-19 developments in China.

“This addendum is a prompt European coordinated response to the rapid spread of COVID-19 in China so as to assure health safety in aviation and limit the spread of the virus to other regions”, said EASA Strategy and Safety Management Director Luc Tytgat. “It is clear that these measures are temporary and have been designed as a proportionate response, which can be applied in any other comparable situation if there is a regional flare-up of COVID-19.”

ECDC Director Andrea Ammon stated: “In light of the current epidemiological situation, EU/EEA countries should focus on the early detection of any new variants. As new variants can appear anywhere around the world, the cornerstone for such detection is effective monitoring based on representative sampling, which can be complemented by screening samples from incoming passengers to the EU/EEA from China, or other parts of the world.

General strengthening of surveillance and genomic monitoring within our Member States is therefore very important. We must remain vigilant and monitor the situation closely, especially in a time of co-circulation of other respiratory viruses such as RSV and influenza. Our response efforts should be coherent, coordinated, proportionate, and sustainable.”

2. EASA General & Generic Updates

13th December 2022

Lost/Stolen Bleed Valves

https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/loststolen-bleed-valves?utm_campaign=d-20221214&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts

EASA has become aware that two bleed valves with part number 9550002800 and serial numbers 40ED0117 and 40ED0147, with their release documents, have been lost or stolen in Donauworth, Germany. The lost parts are considered unairworthy and not eligible for installation on aircraft.

Recommendation: Owners, operators and maintenance organizations are encouraged to inspect their aircraft and inventories for the referenced part number and corresponding serial numbers. If the parts are found installed on an aircraft or stored in inventory, it is recommended to remove and quarantine them to prevent their installation. It is also recommended to inform accordingly the State’s competent authority and the following competent authorities:

France DGAC email: CR-evenements.techniques@osac.aero.

16th December 2022

Sunny Swift: Stay within your comfort zone

https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-stay-within-your-comfort-zone?utm_campaign=d-20221217&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

EASA produces new edition

19th December 2022

EASA publishes updated Easy Access Rules for Occurrence Reporting

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-occurrence-reporting?utm_campaign=d-20221220&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published the Easy Access Rules for Occurrence Reporting — Revision from December 2022.

This Revision incorporates Commission Delegated Regulation (EU) 2020/2034 supplementing Regulation (EU) No 376/2014 as regards the common European risk classification scheme, and Commission Implementing Regulation (EU) 2021/2082 laying down the arrangements for the implementation of Regulation (EU) No 376/2014 regarding the common European risk classification scheme.

David Boulter, Acting Associate Administrator, Aviation Safety, Federal Aviation Administration: “Data and connectivity are driving aerospace advances, and they are crucial to safety and efficiency worldwide. We look forward to working together to make the transition to a more modern, harmonized and connected global aviation community.”

EASA and the FAA are looking forward to engaging with the wider aviation community – including ICAO, as well as Regulators, Standards Organisations, Manufacturers, Operators, Air Navigation Service Providers and Communication Service Providers – to build together a safe, performant and harmonised connectivity future for aviation.

17th January 2023

EASA publishes the updated Easy Access Rules for the Basic Regulation (Regulation (EU) 2018/1139)

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-basic-regulation-regulation-eu?utm_campaign=d-20230118&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published the Easy Access Rules for the Basic Regulation (Regulation (EU) 2018/1139) — Revision from January 2023.

This Revision incorporates the Commission Delegated Regulation (EU) 2021/1087 of 7 April 2021 amending Regulation (EU) 2018/1139, as regards updating the references to the provisions of the Chicago Convention.

17th January 2023

EASA publishes 12th edition of European Plan for Aviation Safety

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-12th-edition-european-plan-aviation-safety?utm_campaign=d-20230118&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

In the European Plan for Aviation Safety (EPAS), EASA regularly identifies the main safety risks and other issues affecting the European aviation system and sets out the necessary actions to mitigate them.

This edition of the EPAS covers a shorter, three-year period from 2023 to 2025 and sets targeted priorities for that time. The intention is to create a better focus and therefore also faster, smoother implementation. The aspirational goal of the EPAS to ‘maintain collectively the pre-pandemic high aviation safety level throughout the recovery phase and improve safety post-recovery’ remains unchanged in this edition.

However, this EPAS edition is published at a time where the industry is still affected by external shocks, the most visible of which were the COVID-19 pandemic and the Russian invasion of Ukraine. The strategic priorities have therefore been reviewed, aiming at fostering a safe, secure, sustainable, and resilient aviation system, capable of coping with disruptive events of any type. The COVID-19 crisis also demonstrated that safety, security, health safety and other risks can no longer be managed in isolation. Collaboration between domains is vital at global, European and national level to minimise risks of all types. EPAS supports the creation of an enabling framework, fostering capabilities to identify and manage interdependent risks by allowing better visibility on, and enhancing the understanding of, such risks to define the most effective risk management strategy.

The EPAS strategic priorities for environmental protection continue to support the implementation of the European Green Deal, which sets an ambitious goal for the EU to be climate neutral by 2050. With sustainability crystallising as a business imperative, EPAS remains instrumental in ensuring an integrated approach to action planning and programming, so that sustainability solutions will not come at the expense of safety.

18th January 2023

Five new EASA research projects go live

https://www.easa.europa.eu/en/newsroom-and-events/news/five-new-easa-research-projects-go-live?utm_campaign=d-20230119&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

EASA awarded contracts for five new research projects, funded by the European Union's Horizon Europe research and innovation programme. The contracts were concluded following calls for tender launched in 2022 and EASA, as contract manager, will work side by side with the appointed project leaders.

The projects cover the following research topics:

- New treatments and diagnostic measures for cardiovascular diseases (CaVD), to study the impact of the use of new equipment and treatments in inflight conditions. The study will lead to recommendations for updating the cardiovascular requirements in line with the latest medical developments

- Diabetes mellitus (DM), to assess the possibility of the safe use of new diagnostic measures and treatments in the aviation environment to alleviate fitness requirements for pilots/air traffic controllers with Diabetes mellitus
 - MODEL-SI (Digital Transformation - Case Studies for Aviation Safety Standards - Modelling and Simulation), to explore combinations of methodologies to deliver practical, reliable flight load envelopes and load distributions, for eVTOL (electric Vertical Take-Off and Landing) in support of airworthiness certification activities.
 - VIRTUA (Digital Transformation - Case Studies for Aviation Safety Standards - Virtualisation), to study potential benefits and constraints of the implementation of blockchain technologies, considering the different stakeholders involved in the management of aircraft parts and components
 - DATAPP (Digital Transformation - Case Studies for Aviation Safety Standards – Data Science Applications), to develop case studies in the scope of: (1) the use of flight training data to support the application of evidence-based/competency-based training concepts and standards; (2) the application of new analytical methods and techniques for fuel management (pre-flight/ in-flight); (3) the development of data models for enhancing the use of flight data for safety.
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23rd January 2023

EUROCONTROL and EASA release report on environmental transparency for air navigation service providers and step-by-step guide to improve

https://www.easa.europa.eu/en/newsroom-and-events/news/eurocontrol-and-easa-release-report-environmental-transparency-air?utm_campaign=d-20230124&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

In close cooperation with European air navigation service providers, EUROCONTROL and EASA have released two reports on measuring air navigation service providers environmental impact and a guidance on how these organisations can reduce their carbon footprint as the aviation sector seeks to reduce its emissions by 55% by 2030 and reach climate-neutrality by 2050. The documents are the result of two years of close cooperation among sustainability experts from air navigation service providers and other organisations who joined a Working Group on Air Traffic Management/Air Navigation Service Environmental Transparency as part of the EUROCONTROL-EASA joint work programme.

The first report, “Critical review of ATM/ANS environmental performance measurements” is an inventory of the existing and future environmental indicators that could be used to measure ATM/ANS environmental performance. It also identifies strategic and technical recommendations, including proposals for future work aiming to help the ANSPs to improve their environmental disclosure and identifying areas where they can contribute to aviation industry strategic decarbonisation goals.

The second report, “Step-by-step guide to measure, reduce and report your ANSP’s carbon footprint” provides an overview of what ANSPs can do to control their own environmental impact. It also equips the reader with the knowledge, skills and tools necessary to apply carbon foot printing into their own ANSP business processes.

25th January 2023

Programme d’Appui à la Gestion des Infrastructures Régionales et Nationales (PAGIRN)

https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/programme-dappui-la-gestion-des?utm_campaign=d-20230126&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_tech_cooperation_project

This project is part of a larger programme - Programme d’Appui à la Gestion des Infrastructures Régionales et Nationales. The overall objective of the overarching programme is to improve the sustainability of investments and to ensure greater efficiency in regional and national economic infrastructure for transport, energy and information technology through enhanced governance in these sectors.

The current project is related to the first specific objective of this programme, namely the enhancement of the governance of transport infrastructure.

Within this first component, the result expected from this project is the enhancement of aviation safety in the region towards international levels.

The project should contribute to:

- the development of Technical Guidance Material (TGMs) in the domains of PEL, OPS, AIR and AGA,

- raise awareness of the different regional and national actors and of their respective responsibilities in terms of safety oversight,
 - help the region to become autonomous in training their oversight inspectors.
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3. Initial Airworthiness

19th December 2022

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022021r?utm_campaign=d-20221220&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision

ED Decision 2022/021/R - Embodiment of safety management system and occurrence-reporting requirements into Part 21 — Amendment to the Acceptable Means of Compliance and Guidance Material to Part 21

AMC and GM to Part 21 — Issue 2, Amendment 14

The objective of this Decision is to facilitate the implementation of the safety management system (SMS) and occurrence-reporting (OR) requirements that were introduced into Annex I (Part 21) to Regulation (EU) No 748/2012 by Commission Implementing Regulation (EU) 2022/203 and Commission Delegated Regulation (EU) 2022/201, based on the International Civil Aviation Organization (ICAO) Annex 19 Standards and recommended Practices (SARPs) in the initial airworthiness domain (design and production).

This Decision amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part 21 in respect of the following topics:

- production management systems and design management systems, including text correction and improvement as well as update of references
- changes to the production management system or design management system; — resources
- production organisation exposition (POE)/handbook
- findings, corrective action, and observations
- alternative means of compliance (AltMoC)
- record-keeping; and
- reporting systems.

Note: This Decision does not issue all the AMC and GM that have been prepared under this Rulemaking Task (RMT).0251 to facilitate the implementation of the new Part 21 SMS and OR requirements. The European Union Aviation Safety Agency (EASA) decided to issue the AMC and GM that are related to the topics listed above, to support stakeholders, as the applicability date of Delegated Regulation (EU) 2022/201 and

Implementing Regulation (EU) 2022/203 is approaching. The remaining AMC and GM will be issued by another decision in 2023/Q2.

20th December 2022

Easy Access Rules for Large Rotorcraft (CS-29)

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-large-rotorcraft-cs-29?utm_campaign=d-20221221&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easy_access_rules

This document contains the applicable rules on Large Rotorcraft. It includes the applicable certification specifications (CS), acceptable means of compliance (AMC) and guidance material (GM), displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

This Revision from December 2022 incorporates the Amendments 7, 8, 9 and 10 covering the CSs and AMC for following topics in addition to the Regular update of CS-29:

- The installation of flight recorders on board large rotorcraft
- Mitigation of the potential effects of cybersecurity threats on safety
- Reduction in the risk of design-related human factors errors that may lead or contribute to an accident or incident
- Ensuring that the chip detection systems that are installed in rotor drive systems achieve an acceptable minimum level of effectiveness
- Clarifying what is required from the design when applying the CSs to comply with the bird strike provisions.

As the document is generated through the eRules platform, it will be regularly updated to incorporate further changes to the regulations and AMC & GM.

21st December 2022

Easy Access Rules for Large Aeroplanes (CS-25)

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-large-aeroplanes-cs-25?utm_campaign=d-20221222&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

This document contains the applicable rules on Large Aeroplanes. It includes the applicable certification specifications (CS) and acceptable means of compliance (AMC), displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

Being generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to the CS & AMC.

Note that a correction has been issued (30th January) and they are defined in the notes underneath individual files.

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-large-aeroplanes-cs-25?utm_campaign=d-20230131&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules

4. Additional Airworthiness

5. Continuing Airworthiness

2nd December 2022

Easy Access Rules for Continuing Airworthiness

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-continuing-airworthiness-0?utm_campaign=d-20221203&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easy_access_rules

Revision from December 2022 of Easy Access Rules for Continuing Airworthiness includes:

- Amending Regulation (EU) 2021/1963 as regards SMS in Part-145 maintenance organisations
- The related ED Decision 2022/011/R
- Corrigendum to Regulation (EU) 2019/1383 (OJ L 297/83 of 17.11.2022).

Note: This revision includes the correction of erroneous content in AMC1 145.A.30(d) (points 5 and 6 wrongly incorporated), which was introduced with the advance revision from October 2022.

It also incorporates formatting changes to the document, including the withdrawal of the markings “Applicable from 2 December 2022”. Those become unneeded as the complete document is applicable from its date of publication.

8th December 2022

FO.CAO.00155 - EASA Form 2 – Application for Part-145 and Part-CAO/Part-CAMO Approval

https://www.easa.europa.eu/en/document-library/application-forms/focao00155?utm_campaign=d-20221209&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_application_form

Form updated

6. Air Operations, Aircrew and Medical

14th December 2022

EASA publishes a communication to aircraft operators on PBN implementation

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-communication-aircraft-operators-pbn-implementation?utm_campaign=d-20221215&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

The European Union Aviation Safety Agency has published a communication to aircraft operators which seeks to raise awareness of the changes introduced by Regulation (EU) 2018/1048 on Performance-Based Navigation (the 'PBN IR').

This Regulation was adopted in 2018 to enhance aircraft operations in the single European sky through the use of PBN. New PBN routes and approach procedures are gradually being implemented to optimise flight operations and allow airspace users to benefit from the safety, capacity, flight efficiency and environmental gains that PBN can offer.

The Agency has created a new webpage to inform stakeholders about the ongoing transition to PBN.

14th December 2022

EASA publishes Guidelines on Initial Cabin Crew Training

https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-guidelines-initial-cabin-crew-training?utm_campaign=d-20221215&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

The European Union Aviation Safety Agency (EASA) has published Guidelines on Initial Cabin Crew Training.

The initial training is an introductory aviation training each trainee must undergo and successfully complete before being issued with the EU qualification document 'Cabin Crew Attestation'.

The training programme is contained in the Appendix 1 to Annex V (Part-CC) of the Commission Regulation (EU) No 1178/2011 as amended by Commission Regulation (EU) No 290/2012 ('Aircrew' regulation). This should serve as a basis for the syllabus to be developed by each training provider.

This Guidance intends to provide further information to operators and training organisations to facilitate the implementation of the regulations with the main objective of fostering harmonisation.

20th December 2022

EASA updates conflict zone information updates

Airspace of Pakistan – Karachi and Lahore Flight Information Regions

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2018-02r12?utm_campaign=d-20221220&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_conflict_zone

Airspace of Iraq

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2018-02r12?utm_campaign=d-20221220&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_conflict_zone

Airspace of Mali

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2017-01r13?utm_campaign=d-20221220&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_conflict_zone

Airspace of South Sudan

https://www.easa.europa.eu/en/domains/air-operations/czibs/czib-2018-03r10?utm_campaign=d-20221220&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_conflict_zone

20th December 2022

NPA 2022-11 - Regular update of the Air Operations rules: lessons learnt from standardisation inspections, helicopter operation issues, and transposition of several ICAO SARPs

https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2022-11?utm_campaign=d-20221221&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_npa

The objective of this Notice of Proposed Amendment (RMT.0392 (A)) is to maintain a high level of safety for air operations with aeroplanes and helicopters, to consider the lessons learnt from standardisation inspections, and improve the rules in line with the principles of better regulation.

The NPA proposes to:

- Consider safety recommendation SR UNKG-2020-001 on rulemaking for the carriage or installation of carbon monoxide (CO) detectors on aircraft,
- Transpose several Standards and Recommended Practices (SARPs) from ICAO Annex 6,
- Improve the rules by considering the lessons learnt from standardisation inspections,
- Update the rules on fuel planning and management to render them more performance based for aircraft that use engines running with electrical propulsion,
- Update the rules on helicopter operations,
- Update some rules on cabin crew and cabin safety, and
- Improve the rules by updating references, aligning them with the regulations of other domains, and ensuring consistency among the different annexes to Regulation (EU) No 965/2012.

The proposed amendments are expected to maintain and even increase safety and cost-effectiveness, and ensure alignment with ICAO.

7. EU Aviation Rule Structure

8. Regulatory Authorities

9. Third Country Operators

10. Unmanned Airborne Systems

20th December 2022

EASA publishes first set of AMC/GM for the U-space Regulation

https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-publishes-first-set-amcgm-u-space-regulation?utm_campaign=d-20221221&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_press_release

The European Union Aviation Safety Agency has published its first set of Acceptable Means of Compliance and Guidance Material to support the harmonised, safe and efficient implementation of U-space across the European Union.

The term “U-space” has been adopted to describe the management of unmanned aircraft traffic to ensure the safe interaction with other entities using the same space in urban areas and any other location.

“This is a significant step for the drones’ service market, as U-space airspace and services implementation enables more complex and drone operations beyond the visual line of sight, such as drone operations in an urban environment, across the European airspace,” said Patrick Ky, Executive Director of EASA. “This major EASA deliverable would not have been possible without the active involvement of the European drone and aviation community. The implementation of U-space airspace and U-space services represents the first step towards the safe integration of manned and unmanned traffic in the airspace.”

The published document is the outcome of a collaboration led by EASA involving more than 30 experts and representatives of civil aviation authorities and industry. The AMC/GM for the U-space regulatory framework have been developed taking account of the latest developments from industry and U-space stakeholders and represent the state-of-the-art of the U-space concept, systems and technology. The AMC/GM comprehensively address the numerous aspects and actors of the U-space regulation, paving the way for a fair, efficient, safe, and secure implementation of U-space in Europe.

EASA is now looking forward to the next steps of the U-space implementation, which will formally commence throughout Europe as of January 26, 2023 with the entry into force of the U-space regulatory framework (Regulations (EU) 2021/664, (EU) 2021/665 and (EU) 2021/666).

In the near future, implementation will continue with the first U-space airspace designations and U-space service provider (USSP) certifications. Beyond the establishment of the regulatory framework, EASA will continue to actively contribute to the U-space implementation by certifying third country (non-EU) USSPs intending to deliver services in Europe.

The experience gained by all the U-space stakeholders along the initial implementations will further allow the Agency to improve the first set of AMC/GM and ultimately to refine the U-space regulatory framework according to the lessons learned from the first years of drone operations in the U-space.

20th December 2022

ED Decision 2022/024/R -AMC and GM to the rules of the air — Issue 1, Amendment 6

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022024r?utm_campaign=d-20221221&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

The objective of Decisions 2022/022/R, 2022/023/R and 2022/024/R is to maintain a high level of safety for unmanned and manned aircraft operations in the U-space airspace.

The Decisions propose acceptable means of compliance (AMC) and guidance material (GM) to the U-space regulatory package (i.e. Commission Implementing Regulations (EU) 2021/664, 2021/665 and 2021/666).

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

- the concept of the U-space airspace and its management by the Member States in terms of risk assessment and responsibilities;
- the dynamic reconfiguration of the U-space airspace, when applied;
- the operational functioning of the common information service and the certification process for both the providers of this service and the U-space service providers (USSPs);
- the set of performance requirements to be determined for the different U-space services;

- the exchange of all data and available information among the participants of the U-space airspace;
- the definition of relevant standard(s) for the connection to the common information service provider(s) to ensure interoperability and uniform implementation across the EU;
- detailed procedures for the flight authorisation service;
- the acceptable means for manned aircraft to be conspicuous when entering the U-space airspace in uncontrolled airspace;
- the expected coordination with local authorities, the security aspects to be covered in a specific U-space airspace, and the authorities' oversight programme as well as any other task related to the management of the U-space airspace under their responsibility.

The Decisions are expected to help in maintaining safety as regards operations of unmanned and manned aircraft in the U-space airspace and improve harmonisation among the Member States as regards the provision of U-space services.

20th December 2022

ED Decision 2022/022/R -AMC and GM to Implementing Regulation (EU) 2021/664 — Issue 1

https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022022r?utm_campaign=d-20221221&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision

The objective of Decisions 2022/022/R, 2022/023/R and 2022/024/R is to maintain a high level of safety for unmanned and manned aircraft operations in the U-space airspace.

The Decisions propose acceptable means of compliance (AMC) and guidance material (GM) to the U-space regulatory package (i.e. Commission Implementing Regulations (EU) 2021/664, 2021/665 and 2021/666).

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

- the concept of the U-space airspace and its management by the Member States in terms of risk assessment and responsibilities;

- the dynamic reconfiguration of the U-space airspace, when applied;
- the operational functioning of the common information service and the certification process for both the providers of this service and the U-space service providers (USSPs);
- the set of performance requirements to be determined for the different U-space services;
- the exchange of all data and available information among the participants of the U-space airspace;
- the definition of relevant standard(s) for the connection to the common information service provider(s) to ensure interoperability and uniform implementation across the EU;
- detailed procedures for the flight authorisation service;
- the acceptable means for manned aircraft to be conspicuous when entering the U-space airspace in uncontrolled airspace;
- the expected coordination with local authorities, the security aspects to be covered in a specific U-space airspace, and the authorities' oversight programme as well as any other task related to the management of the U-space airspace under their responsibility.

The Decisions are expected to help in maintaining safety as regards operations of unmanned and manned aircraft in the U-space airspace and improve harmonisation among the Member States as regards the provision of U-space services.

11. Ground Handling

12. Aerodromes

1st December 2022

New interactive Web list of the Aerodromes falling under Regulation (EU) 2018/1139

https://www.easa.europa.eu/en/newsroom-and-events/news/new-interactive-web-list-aerodromes-falling-under-regulation-eu-20181139?utm_campaign=d-20221202&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

A dataset of the Aerodromes falling into the scope of Regulation (EU) 2018/1139 has been published which will substitute the PDF file. This new interactive and user-friendly solution offers you all the information you need.

It allows users to search for, filter on screen and download information about the European aerodromes which apply the European aerodrome Safety Regulation and those that are exempt.

13. ATM/ANS

31st January 2023

Opinion No 01/2023 - Regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment) for the safe and seamless operation of the European ATM network

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

The objectives of this Opinion are to put forward a proposal regarding:

- the conformity assessment of certain ATM/ANS equipment (i.e. ATM/ANS systems and ATM/ANS constituents) as well as regarding the approval of organisations involved in its design and/or production;
- the adaptation of the implementing rules adopted on the basis of Regulation (EC) No 552/2004 to the framework under Regulation (EU) 2018/1139 as required by the legislator in accordance with Article 140(2) of the referenced Regulation, while ensuring continuous compliance with those rules by optimising the use of resources during the demonstration of compliance and reducing the administrative burden, as well as enabling the clear allocation of responsibilities to the affected parties and maximising the synergies with existing processes.

The proposed amendments will increase legal certainty and support the implementation of the seamless operation of the European Air Traffic Management network (EATMN) at all times and for all phases of flight.

The proposed new regulations and the amending ones are expected to maintain safety or even increase it through enhanced commonality, continuous compliance, and oversight of the interoperability of the EATMN while reducing the regulatory burden, increasing cost-effectiveness, and improving harmonisation among the affected parties in terms of system technical requirements.

In order to achieve these objectives, this Opinion proposes new Regulations on conformity assessment of certain ATM/ANS equipment, approval of organisations involved in the design and/or production of ATM/ANS equipment, airspace usage requirements (AUR) and amendments to Commission Implementing Regulation (EU) 2017/373 as regards conformity assessment of ATM/ANS systems and ATM/ANS constituents and interoperability of the EATMN as well as to Regulation (EU) No 923/2012 as regards interoperability of the EATMN.

14. Balloons & Sailplanes

15. SERA