

## 1. Introduction

### Covid 19

<https://www.easa.europa.eu/en/the-agency/coronavirus-covid-19>

In these extremely difficult times for the aviation industry, EASA is putting into place the measures required to ensure that operations can continue in as normal a manner as possible while still remaining safe. We know there are a huge number of urgent issues that need to be tackled - related to the hygienic safety of aircraft, application of existing rules around licensing and training, maintenance issues and many, many more. We are working to steer you through this crisis and address the needs of our stakeholders so as to ensure that aviation can remain operational and safe for everyone involved: pilots, crews, passengers, and everyone else who makes this great industry function. To this end, we are in constant contact with the national aviation authorities in Europe and our other stakeholders and working as fast as we can to put the needed measures in place.

This above link offers convenient links to all EASA coronavirus-related information.

## 2. EASA News

1<sup>st</sup> February 2023

### **EASA paves the way for technology evolution in ATM**

[https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-paves-way-technology-evolution-atm?utm\\_campaign=d-20230202&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_press\\_release](https://www.easa.europa.eu/en/newsroom-and-events/press-releases/easa-paves-way-technology-evolution-atm?utm_campaign=d-20230202&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 proposed to streamline the attestation of ATM/ANS equipment, paving the way for a much-needed technological evolution of the Air Traffic Management (ATM) landscape.

The driving principle is the essential need to achieve a single and mutually recognised compliance demonstration methodology for systems and constituent equipment for ATM and Air Navigation Services (ANS). This will enable a functioning EU market for this equipment and so ensure the safe, secure, interoperable, and efficient operation of the European ATM network for all phases of flight.

“This proposal lays the strategic groundwork for the Single European Sky, a game changer to solve various obstacles faced in the modernisation of the European ATM system,” said EASA Executive Director Patrick Ky. “I am grateful for the strategic advice and support provided by the leaders of our ATM industry and stakeholder community to support EASA in this task.”

The proposals for the new regulatory framework on the conformity assessment of ATM/ANS equipment for the safe and seamless operation of the European ATM network are contained in EASA Opinion No 01/2023.

The new approach will recognise the essential role and responsibility of the manufacturing industry in bringing solutions to the market that are fit for purpose and meet the required level of operational performance. For the most critical ATM equipment, the design and production organisations will apply for certification to EASA. The EASA certificate will enable the introduction into service of that equipment by ATM/ANS providers.

This approach will address known bottlenecks and inefficiencies in the previous conformity assessment framework, which were constraining and delaying technological

evolution for ATM in the EU. A single certificate will replace multiple processes run in parallel by ATM/ANS providers and their respective competent authorities today. ATM/ANS providers and their competent authorities will therefore be able to better allocate their limited resources to higher value-adding activities, resulting also in more efficient and effective oversight and enforcement processes in the EU.

The Opinion also proposes a new regulation for aircraft equipment required for the use of the single European sky airspace.

In total, five implementing and delegated acts are proposed, which also consolidate and transfer to the EASA framework (including the necessary adaptations in the SERA and ATM/ANS provision rules) all the eight implementing rules developed under the repealed SES IOP framework. As a result, the regulatory framework will be simplified and streamlined.

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2<sup>nd</sup> February 2023

### **Part-IS regulation published, completing regulatory framework for cyber-resilient aviation**

[https://www.easa.europa.eu/en/newsroom-and-events/news/part-regulation-published-completing-regulatory-framework-cyber-resilient?utm\\_campaign=d-20230203&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/part-regulation-published-completing-regulatory-framework-cyber-resilient?utm_campaign=d-20230203&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The European Commission published the Implementing Regulation (EU) 2023/203 of October 27, 2022. With this publication, the regulatory framework paving the way for a cyber-resilient aviation system has been completed.

Implementing Regulation (EU) 2023/203 lays down rules for the identification and management of information security risks in aviation organisations and aviation competent authorities, including EASA. This regulation follows the Delegated Regulation (EU) 2022/1645 published on September 23, 2022, applicable to approved design and production organisations, as well as aerodrome operators and apron management service providers.

Part-IS introduces requirements for the identification and management of information security risks which could affect information and communication technology systems and

data used for civil aviation purposes. It sets requirements for detection of information security events, identifying those which are considered information security incidents, and responding to, and recovering from, those information security incidents to a level commensurate with their impact on aviation safety.

Part-IS provisions will be applicable from October 16, 2025, for organisations in the scope of the delegated act and from February 22, 2026, for all other organisations and competent authorities covered by the implementing act.

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2<sup>nd</sup> February 2023

### **Commission Implementing Regulation (EU) 2023/217**

[https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023217?utm\\_campaign=d-20230204&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_regulation](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023217?utm_campaign=d-20230204&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_regulation)

Commission Implementing Regulation (EU) 2023/217 of 1 February 2023 correcting Regulation (EU) No 965/2012, as regards some inconsistencies in requirements introduced by Implementing Regulation (EU) 2019/1387, and Regulations (EU) 2021/1296 and (EU) 2021/2237

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9<sup>th</sup> February 2023

### **EASA supports industrialisation of initial trajectory information sharing (AF6)**

[https://www.easa.europa.eu/en/newsroom-and-events/news/easa-supports-industrialisation-initial-trajectory-information-sharing-af6?utm\\_campaign=d-20230210&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-supports-industrialisation-initial-trajectory-information-sharing-af6?utm_campaign=d-20230210&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

EASA is in the process of coordinating the activities for initial trajectory information sharing (AF6) standardisation and readiness for implementation by the industrialisation date, 31 December 2023 as required by Regulation 2021/116. EASA fully recognises the benefits associated with the transition to Trajectory Based Operations (TBO), its contribution to the environment, and supports the need for effective implementation of

initial trajectory information sharing. To support industry and operators, EASA has organised and will chair a forum to coordinate activities to pass industrialisation target date.

In February 2021, the European Commission published Regulation (EU) 2021/116 on the establishment of the Common Project One (CP1) supporting the implementation of the European Air Traffic Management Master Plan. Altogether, 6 ATM functionalities (AFs) requiring synchronised deployment have been defined. Five of these ATM functionalities were assessed as being ready for implementation. However, the Regulation prescribes an industrialisation target date of 31 December 2023 for the functionality, on initial trajectory information sharing (AF6). By that date, the European Commission, with the support of EASA, will verify if AF6 has been standardised and that it is ready for implementation.

Initial trajectory information sharing is the use of downlinked trajectory information by ground ATC and Network Manager systems. The use of trajectory data is intended to improve flight efficiency, permitting optimal aircraft trajectories, fewer tactical interventions, and improved de-confliction. This is a fundamental step towards full Trajectory Based Operations (TBO).

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10<sup>th</sup> February 2023

### **New fuel requirements: bringing the theory exams for professional pilot licences (ATPL, CPL) up to date**

[https://www.easa.europa.eu/en/newsroom-and-events/news/new-fuel-requirements-bringing-theory-exams-professional-pilot-licences-0?utm\\_campaign=d-20230211&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/new-fuel-requirements-bringing-theory-exams-professional-pilot-licences-0?utm_campaign=d-20230211&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

EASA provides regular European Central Question Bank (ECQB) updates to the National Competent Authorities (NCAs) for use in their theory exams. The latest amendment, Amendment 4, to ECQB 2022 is a major content change and marks the first step in aligning the ECQB to the new provisions on fuel management.

EASA has to balance the needs of keeping the syllabus up to date while avoiding the uncertainty of constant change. During the review of the ECQB questions, it was seen

that the basis for the calculations aligned to the previous fuel provisions could continue to be applied as per the basic fuel scheme, requiring simple edits to existing questions.

Other aspects of the fuel scheme with variations and the individual fuel scheme are not accommodated in the current syllabus, and for this a future amendment to the syllabus as Acceptable Means of Compliance (AMC) to Flight Crew Licensing (Part-FCL) is required in order to establish what pilots need to cover in their initial training.

It is up to each NCA to determine how and when to implement Amendment 4 to ECQB 2022 – there is no specific timeframe from EASA for this.

For further information, including sample questions illustrating the changes associated with the fuel scheme, please see the ECQB page.

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21<sup>st</sup> February 2023

### **EASA and MLIT announce the start of the validation of Volocopter's VoloCity by Japan's Civil Aviation Bureau**

[https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-mlit-announce-start-validation-volocopters-volocity-japans-civil?utm\\_campaign=d-20230222&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-and-mlit-announce-start-validation-volocopters-volocity-japans-civil?utm_campaign=d-20230222&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

Today, Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) accepted a type certification application for an aircraft under development from Volocopter GmbH. This is the third type certification application for an eVTOL in Japan and the first for a European manufacturer.

It marks the beginning of the cooperation between MLIT and EASA in the field of certification of these new concepts of air mobility. As part of the process, MLIT's JCAB will join EASA in a concurrent certification process and proceed with relevant activities related to the safety and airworthiness compatibility of the aircraft in accordance with existing regulations.

Volocopter GmbH, located in Bruchsal, Germany, is currently undergoing a type certification process by the EASA of its VoloCity aircraft aiming at showing compliance of the type to EASA's latest SC-VTOL regulations. These advanced regulations and their

complementary Means of Compliance (MoC) are currently being used by EASA in the certification of several eVTOL aircraft.

Japan's Civil Aviation Bureau will cooperate with the EASA on this concurrent type certification in accordance with established aircraft design and manufacturing procedures while supporting the development of a common set of requirements in the process.

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24<sup>th</sup> February 2023

### **EASA Artificial Intelligence concept paper (proposed Issue 2) open for consultation**

[https://www.easa.europa.eu/en/newsroom-and-events/news/easa-artificial-intelligence-concept-paper-proposed-issue-2-open?utm\\_campaign=d-20230225&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-artificial-intelligence-concept-paper-proposed-issue-2-open?utm_campaign=d-20230225&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

As a next major step in the implementation of its AI Roadmap, the European Union Aviation Safety Agency (EASA) has released the Issue 2 of its Concept Paper on Artificial Intelligence (AI) and Machine Learning (ML), for a consultation period of 10 weeks.

Please use the comment-response document (CRD) to provide feedback to [ai@easa.europa.eu](mailto:ai@easa.europa.eu).

Machine learning has gained popularity in recent years, with applications ranging from predictive maintenance to image and speech recognition. In the aviation industry, machine learning has the potential to improve safety and efficiency, support sustainable aviation, enhance the passengers experience, and reduce costs.

However, the adoption of machine learning in the aviation industry presents some unique challenges when it comes to ensuring the safety of the operations. In this context, this new revision of the EASA AI Concept Paper provides guidance for the development and deployment of Level 1 and Level 2 AI-based systems for safety-related applications.

Level 2 AI applications are driven by the novel concept of 'human-AI teaming' (HAT), which paves the way to the deployment of AI-based systems capable of performing automatic decision-making under the oversight of a human end user. This type of

applications triggers the need for novel human factors guidance and design principles to ensure a safe human AI interaction (HAI).

This new revision of the EASA AI Concept Paper builds on and refines further the Level 1 AI guidance (applications of human augmentation or assistance) that was published in December 2021, developing the foundational concepts of 'learning assurance', 'AI explainability' and 'ethics-based assessment'.

The proposed Issue 2 of the EASA AI Concept Paper is another important step of the EASA AI Roadmap, towards the safe and responsible adoption of machine learning in the aviation industry.

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7<sup>th</sup> March 2023

### **EASA-FAA Conference 2023 in Cologne, Germany**

[https://www.easa.europa.eu/en/newsroom-and-events/news/save-date-easa-faa-conference-2023-cologne-germany?utm\\_campaign=d-20230308&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/save-date-easa-faa-conference-2023-cologne-germany?utm_campaign=d-20230308&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

13-15 June 2023 in Cologne, Germany.

How do we model the path for the future? How can we ensure safety while considering sustainability? What actions are we taking to manage and further develop a safe, modern, and sustainable aviation system?

This year's conference will gather senior aviation professionals from regulators, manufacturers, airlines, and associations from all over the world to discuss global aviation safety and sustainability topics from the perspective of both, the regulators and industry.

Registration link – <https://doo.net/event/130049/order>

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14th March 2023

### **EASA/ANAC publish updated Maintenance Annex Guidance**

[https://www.easa.europa.eu/en/newsroom-and-events/news/easaanac-publish-updated-maintenance-annex-guidance?utm\\_campaign=d-20230315&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/easaanac-publish-updated-maintenance-annex-guidance?utm_campaign=d-20230315&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

EASA and ANAC have signed the latest revision to the Maintenance Annex Guidance (MAG) in support of the EU-Brazil Agreement. The second revision of this document follows on from the signature of a revised Annex B to the EU-Brazil Agreement by the EU Commission two months ago.

This latest revision of the guidance provides updated instruction to authorities and industry in both territories how to implement the Agreement in the maintenance domain.

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16th March 2023

### **FSTD Special Conditions development and assessment process published by EASA**

[https://www.easa.europa.eu/en/newsroom-and-events/news/fstd-special-conditions-development-and-assessment-process-published-easa?utm\\_campaign=d-20230317&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/fstd-special-conditions-development-and-assessment-process-published-easa?utm_campaign=d-20230317&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

EASA has established a process for 'FSTD Special Conditions development and assessment' in line with the needs of industry to provide general guidance and a basis for the qualification of new technologies used in Flight Simulation Training Devices (FSTD).

In addition, FSTD Special Conditions for the use of Virtual Reality (VR) combined with a motion platform with reduced envelope were assessed, prescribed, and applied by EASA for the qualification of the first training devices.

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23rd March 2023

### **Sunny Swift: Trim Runaway (Issue 38)**

[https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-trim-runaway?utm\\_campaign=d-20230324&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-trim-runaway?utm_campaign=d-20230324&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

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23rd March 2023

### **Roadmap on Higher Airspace Operations (HAO) proposed by EASA**

[https://www.easa.europa.eu/en/newsroom-and-events/news/roadmap-higher-airspace-operations-hao-proposed-easa?utm\\_campaign=d-20230324&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/roadmap-higher-airspace-operations-hao-proposed-easa?utm_campaign=d-20230324&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

EASA has published a 'Proposal for a Roadmap on Higher Airspace Operations (HAO)' exploring the challenges of future operations in the airspace above FL550.

As HAO may pose safety, security and environmental risks, EASA created a Task Force composed of European Member States, the European Defence Agency (EDA) and Eurocontrol. This Roadmap summarises the work undertaken by the task force team in the last two years to ensure a uniform approach to safety, security, and sustainability of air transport in the EU also in this domain.

The document was delivered to the European Commission on March 10, 2023. It recommends a number of progressive actions, focussing initially on studies, tests, and demonstrators, supported by the concept of regulatory sandboxes to allow the first higher airspace operations (not yet existing at large scale in Europe) while learning from these to optimally design the future regulatory framework.

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### 3. Initial Airworthiness

7<sup>th</sup> February 2023

**ED Decision 2023/001/R - Enhancement of the safety assessment processes for rotorcraft designs' | Regular update of the Certification Specifications for Small Rotorcraft (CS-27), and Large Rotorcraft (CS-29)**

[https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023001r?utm\\_campaign=d-20230208&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_agency\\_decision](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023001r?utm_campaign=d-20230208&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision)

CS-27 Amendment 10 and CS-29 Amendment 11

The objectives of this Decision are to:

- provide proportionate and cost-efficient rules in the field of the safety assessment provisions for equipment, systems and installations for rotorcraft that also maintain an overall high level of safety
- reflect the state of the art of small and large rotorcraft certification based on experience gathered from in-service occurrences and certification projects.

To achieve these objectives, this Decision amends the Certification Specifications and Acceptable Means of Compliance for Small Rotorcraft (CS-27) and the Certification Specifications and Acceptable Means of Compliance for Large Rotorcraft (CS-29) to introduce:

- amendments to the CSs related to the safety assessment of equipment, systems, and installations along with AMC that introduces proportionality into the safety objectives for small CS-27 rotorcraft;
- certification provisions and guidance material for which sufficient experience has been gained through certification (e.g., they were included in Certification Memoranda, equivalent safety findings, special conditions) or that were necessary to address Safety Recommendations.

The amendments are expected to:

- provide greater proportionality for the safety objectives for small CS-27 rotorcraft, thereby also promoting the installation of equipment and technology that could improve safety;

- increase the harmonisation of the EASA safety assessment provisions for rotorcraft contained in CS 27.1309 and CS 29.1309 with other EASA CSs (and SCs) and with their FAA equivalents;
- address safety concerns that have been identified and increase the utility and relevance CS-27 and CS-29.

The amendments will have no significant economic impact, and no environmental or social impacts.

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22<sup>nd</sup> February 2023

### **ToR RMT.0031 - Regular update of the Initial Airworthiness Regulation and associated AMC and GM**

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-group-compositions/tor-rmt0031>

The objective of this rulemaking task is to regularly address miscellaneous issues of non-controversial nature, in order to ensure that the Initial Airworthiness Regulation and the associated AMC & GM are fit for purpose, cost-effective, and can be implemented in practice.

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28<sup>th</sup> February 2023

### **EASA publishes updated Easy Access Rules for Small Rotorcraft**

[https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-small-rotorcraft-cs-27?utm\\_campaign=d-20230301&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-small-rotorcraft-cs-27?utm_campaign=d-20230301&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 4 latest Amendments of the Easy Access Rules for Small Rotorcraft (CS-27) – Amendments 7, 8, 9 and 10.

This Revision from February 2023 incorporates the Amendments 7, 8, 9 and 10 covering the CSs and AMC for the following topics in addition to the Regular update of CS-29:

- Aircraft cyber security (Amendment 7)
- Installation and maintenance of recorders and human factors in rotorcraft design (Amendment 8)
- Rotorcraft chip detection systems and rotorcraft occupant safety in the event of a bird strike (Amendment 9)
- Enhancement of the safety assessment processes for rotorcraft designs (Amendment 10)

The Amendments 9 and 10 are also available as the dynamic online publication with filters for obtaining the regulatory material tailored to one's needs, search functions for quickly accessing the relevant sections, and easy navigation for computers, tablets, and mobiles as well as the XML (machine-readable format).

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7<sup>th</sup> March 2023

## **ED Decision 2023/002/R**

### **Regular update of the Certification Specifications for Normal-Category Aeroplanes**

[https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023002r?utm\\_campaign=d-20230308&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_agency\\_decision](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023002r?utm_campaign=d-20230308&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision)

CS-23 Amendment 6 and AMC & GM to CS-23 Issue 4

The objective of this Decision is to provide for state-of-the-art means of compliance with the Certification Specifications for Normal-Category Aeroplanes (CS-23).

This Decision amends CS-23 and the Acceptable Means of Compliance and Guidance Material to CS-23 (AMC & GM to CS-23) to incorporate 6 new and 23 revised consensus standards that are issued by the American Society for Testing and Materials (ASTM) International as an acceptable means of compliance with CS 23. EASA reviewed those amendments to the referenced standards that introduce state-of-the-art means of compliance, supporting global standardisation and harmonisation. In some cases, EASA complemented the incorporated ASTM consensus standards by remarks, to identify differences or limitations due to EASA's interpretation of these standards.

This Decision also introduces some additional changes to CS-23, as well as to the AMC & GM to CS 23.

This Decision is expected to improve efficiency whilst also maintaining a high level of safety.

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16th March 2023

### **CP1 Industrialisation forum expanded to include manufacturer representatives**

[https://www.easa.europa.eu/en/newsroom-and-events/news/cp1-industrialisation-forum-expanded-include-manufacturer-representatives?utm\\_campaign=d-20230317&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/cp1-industrialisation-forum-expanded-include-manufacturer-representatives?utm_campaign=d-20230317&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news)

The CP1 industrialisation forum, set up to support industry and operators with effective implementation of initial trajectory information sharing (AF6), has expanded its participation to include some manufacturers.

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31st March 2023

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

[https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-airworthiness-and-environmental-certification?utm\\_campaign=d-20230401&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easy\\_access\\_rules](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-airworthiness-and-environmental-certification?utm_campaign=d-20230401&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules)

This Revision from March 2023 incorporates the following:

ED Decision 2022/021/R of 16 December 2022 provides acceptable means of compliance (AMC) and guidance material (GM) related to the safety management system and occurrence-reporting systems.

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#### 4. Additional Airworthiness

14th March 2023

##### **Easy Access Rules for Additional Airworthiness Specifications (Regulation (EU) 2015/640)**

[https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-additional-airworthiness-specifications-2?utm\\_campaign=d-20230401&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easy\\_access\\_rules](https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-additional-airworthiness-specifications-2?utm_campaign=d-20230401&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easy_access_rules)

This Revision from March 2023 of the Easy Access Rules (EAR) for Additional Airworthiness Specifications (Regulation (EU) 2015/640) incorporates the following:

- Commission Implementing Regulation (EU) 2022/1254 of 19 July 2022 amending Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness requirements regarding large aeroplane tyre pressure monitoring, helicopter ditching and water impact occupant survivability, and exemptions from the conversion of Class D cargo/baggage compartments; and
  - ED Decision 2022/019/R of 8 September 2022 providing the means to comply with Regulation (EU) 2022/1254 as well as the related guidance material.
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## 5. Continuing Airworthiness

10<sup>th</sup> February 2023

### **SAFRAN Electronics & Defense Main Landing Gear Tyre Pressure Transducers**

[https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/safran-electronics-defense-main-landing-gear?utm\\_campaign=d-20230211&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_suspected\\_unapproved\\_parts](https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/safran-electronics-defense-main-landing-gear?utm_campaign=d-20230211&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_suspected_unapproved_parts)

Suspected Unapproved Parts Details

Product - Airbus A310 and A320 models aeroplanes

Part name - SAFRAN Electronics & Defense Main Landing Gear Tyre Pressure Transducer

Part Number - P/N 4133801030

Serial Numbers - S/N 20195, 20196, 20197, 20198, 20199, 20200, 20201, 20202, 20203, 20204, 20208, 20218, 20224, 20225, 20226, 20229, 20230, 20234, 20235, 20236, 20237, 20238, 20239, 20240, 20241, 20242, 20243 and 20244.

Applicability: Known but not limited to Airbus models A310 and A320 aeroplanes

Description: DGAC France informed EASA that twenty-eight (28) zero-time SAFRAN Electronics & Defense Main Landing Gear Tyre Pressure Transducers, were identified as lost since August 2022, while being transported from the manufacturer site to a final assembly line in Germany. The reporting aviation authority has indicated that the possibility exists that the parts may be offered for sale on the open market.

Recommendation: The parts listed above are to be considered unapproved and not eligible for installation on an aircraft. Owners, operators, and maintenance organizations are encouraged to inspect their aircraft and inventories for the referenced part numbers and corresponding serial numbers. If any of these parts is found on board the aircraft or stored in the inventory, it is recommended to remove and quarantine it, to prevent its installation. It is also recommended to inform accordingly the competent authority and DGAC France, E-mail:

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8<sup>th</sup> March 2023

## **Bombardier CRJ1000 - Stolen Spare Part Case**

[https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/bombardier-crj1000-stolen-spare-part-case?utm\\_campaign=d-20230309&utm\\_term=pro&mtm\\_source=notifications&mtm\\_medium=email&utm\\_content=title&mtm\\_placement=content&mtm\\_group=easa\\_suspected\\_unapproved\\_parts](https://www.easa.europa.eu/en/domains/aircraft-products/suspected-unapproved-parts/bombardier-crj1000-stolen-spare-part-case?utm_campaign=d-20230309&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_suspected_unapproved_parts)

### Suspected Unapproved Parts Details

Product - Bombardier CRJ1000

Part name - Multiple (Sidestay Assembly Unit (LH), Link Assembly, Harness, Pin, Actuator, Nut, Sidestay INDB/OUTB, Pintle Assembly)

Part Number - Multiple (P/N 55300-3; P/N 49308-3; P/N 49310-3; P/N 49313-11; P/N 49313-9; 49319-3; 49321-1; 49340-3; 49400-5; 55301-1; 55306-1; 55307-1; 55325-1)

Serial Number - Multiple (S/N SPP012503; S/N SPP011623; S/N SPP103393; S/N SPP103168; S/N TL251261; S/N TL250140; S/N SPP011923; S/N SPP201356; S/N SPP013007; S/N SPP900140; S/N SD060066; S/N SD060079; S/N ACR110097; S/N SPP011140)

Product - Bombardier CRJ1000 model aeroplanes

Part name - Sidestay Assembly (LH)

Part Number - P/N 55300-3

Serial Number - S/N SPP012503

Subcomponent (Name, Part Number, Serial Number):

Link Assy: P/N 49308-3 S/N SPP011613

Link Assy: P/N 49310-3 S/N SPP011623

Harness: P/N 49313-11 S/N SPP103393

Harness: P/N 49313-9 S/N SPP103168

Pin: P/N 49319-3 S/N TL251261

Pin: P/N 49321-1 S/N TL250140

Nut: P/N 49340-3 S/N SPP011923

Actuator: P/N 49400-5 S/N SPP201356

Sidestay INBD: P/N 55301-1 S/N SPP013007

Sidestay OUTB: P/N 55303-1 S/N SPP900140

Pin: P/N 55305-1 S/N SD060066

Pin: P/N 55306-1 S/N SD060079

Pin: P/N 55307-1 S/N ACR110097

Pintle Assy: P/N 55325-1 S/N SPP011140

Description: EASA was informed that a Sidestay Assembly Unit (LH) and its subcomponents - Link Assembly, Harness, Pin, Actuator, Nut, Sidestay INDB/OUTB, Pintle Assembly, were identified as lost during shipping from Denmark to Florida, US.

The reporting organisation has indicated that the possibility exists that the parts may be offered for sale on the open market.

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

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

If any of these parts are installed on aircraft or stored in the inventory, it is recommended to remove and quarantine the part, and inform EASA at [sdm@easa.europa.eu](mailto:sdm@easa.europa.eu).

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## 6. Air Operations, Aircrew and Medical

2nd February 2023

### **Commission Implementing Regulation (EU) 2023/217**

[https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023217?utm\\_campaign=d-20230204&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_regulation](https://www.easa.europa.eu/en/document-library/regulations/commission-implementing-regulation-eu-2023217?utm_campaign=d-20230204&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_regulation)

Commission Implementing Regulation (EU) 2023/217 of 1 February 2023 correcting Regulation (EU) No 965/2012, as regards some inconsistencies in requirements introduced by Implementing Regulation (EU) 2019/1387, and Regulations (EU) 2021/1296 and (EU) 2021/2237

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21st March 2023

### **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/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](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)

NPA updated

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28<sup>th</sup> March 2023

### **ED Decision 2023/004/R – Provision of rescue and firefighting services for General Aviation flights**

[https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023004r?utm\\_campaign=d-20230329&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_agency\\_decision](https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023004r?utm_campaign=d-20230329&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision)

AMC and GM to Part-NCC — Issue 1, Amendment 18

AMC and GM to Part-NCO — Issue 2, Amendment 15

AMC and GM to Part-SPO — Issue 1, Amendment 18

The objective of these Decisions is to improve the proportionality of the provisions on rescue and firefighting services (RFFS) for General Aviation (GA) flights by incorporating the related amendments to International Civil Aviation Organization (ICAO) Annex 6, Part II, and Annex 14, Volume I into the EU regulatory system.

These Decisions amend the acceptable means of compliance (AMC) and guidance material (GM) to Regulations (EU) Nos 139/2014 ('Aerodromes Regulation') and 965/2012 ('Air OPS Regulation'). They provide guidance to aerodrome operators on how to apply the requirements for the provision of RFFS for GA flights and introduce an acceptable means to disseminate related information to flight crews and GA operators. Furthermore, the Decisions increase the availability of aerodromes for NCC, NCO, and SPO operators by using a risk-based approach when deciding whether an aerodrome is acceptable in terms of adequacy of its RFFS. The Decisions also correct some editorial errors that were introduced by ED Decision 2022/013/R.

The amendments are expected to maintain safety and, at the same time, increase cost-efficiency for aerodrome operators by reducing the costs for establishing and/or maintaining RFFS for GA flights. Moreover, it is expected that GA pilots will have access to more aerodromes, which in turn will lead to flight efficiency and reduce the related flight costs.

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## 7. EU Aviation Rule Structure

## 8. Regulatory Authorities

## 9. Third Country Operators

## 10. Unmanned Airborne Systems

## 11. Ground Handling

## 12. Aerodromes

31<sup>st</sup> March 2023

### **EASA publishes updated guidance on “Remote Towers”**

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes-updated-guidance-remote-towers>

The European Union Aviation Safety Agency has published ED Decision 2023/005/R amending the existing EASA guidance material on remote aerodrome air traffic services (ATS), commonly known as ‘Remote Towers’.

The concept of Remote Towers enables the provision of aerodrome ATS from locations or facilities where direct visual observation is not available and is based on a view of the aerodrome and its vicinity through means of technology. This concept is considered as one of the most relevant novelties introduced in ATM/ANS over the last decade, whose implementation is being facilitated by dedicated guidance material which has been developed and is being maintained by EASA since 2014, in cooperation with a dedicated rulemaking group composed of affected stakeholders’ representatives. The EASA guidance builds on the existing EU regulatory framework and considers and addresses a variety of relevant aspects of designing, implementing, and operating remote towers.

This ED Decision provides a comprehensive update considering additional research outcomes, implementation experiences, development of technical systems standards and the evolution of the various related regulatory frameworks (e.g., ATM/ANS Common Requirements, ATCO licencing, SERA, Aerodromes).

In this context, the most relevant aspects of this update concern:

- Updates to the chapter “operational context” with new experiences from the daily operation of a remote tower centre, including the introduction of a supervisor role and experience related to management of competency for controllers with several unit endorsements
- Several updates in the chapter “management of change” including a new segment on socio-economic factors, one on the involvement of users and a segment dedicated to the migration from a conventional tower to a remote contingency tower
- Minor updates throughout the document including a review of references to reflect updated EU regulatory material since the last publication

For the future EASA will continue the work with remote aerodrome ATS by formation of an expert group to facilitate input from different stakeholders with experience from remote aerodrome ATS as well as to monitor the developments and needs for update to the rules or guidance material.

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### **13. ATM/ANS**

9<sup>th</sup> February 2023

**EASA published the updated Easy Access Rules for ATM/ANS! Revision from February 2023**

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

The European Union Aviation Safety Agency has published a new revision of the Easy Access Rules for Air Traffic Management/Air Navigation Services.

## 14. Balloons & Sailplanes

## 15. SERA