

1. Introduction

EASA Covid 19 Updates

Whilst the Covid 19 pandemic continues to cause disruption within the aviation industry EASA is continuously devising methods to ensure that operations can continue as normal as possible while remaining safe and the Agency recognises there are significant matters that need to be tackled. EASA remains fully committed to meet the needs of the industry so that aviation can remain operational and safe for everyone.

The links below provide links to all EASA (multiple domain) coronavirus-related information.

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

<https://www.easa.europa.eu/easa-covid-19-resources>

<https://www.easa.europa.eu/covid-19-references>

11th May 2022

EASA/ECDC take first steps to relax COVID-19 measures for air travel

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easaecdc-take-first-steps-relax-covid-19-measures-air-travel>

The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) issued an update to the health safety measures for air travel, dropping the recommendation for mandatory wearing of medical masks in airports and on board a flight, while noting that a face mask is still one of the best protections against the transmission of COVID-19.

The update of the joint Aviation Health Safety Protocol takes account of the latest developments in the pandemic, in particular the levels of vaccination and naturally acquired immunity, and the accompanying lifting of restrictions in a growing number of European countries. In addition to the changes with respect to masks, its recommendations include a relaxation of the more stringent measures on air operations, which will help relieve the burden on the industry whilst still keeping appropriate measures in place.

2. EASA General & Generic Updates

11th March 2022

Sunny Swift: Go-around - Prepare for the unexpected

<https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-go-around-prepare-unexpected>

New Issue

14th March 2022

EASA publishes details of implementation of EU restrictive measures against Russia

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-details-implementation-eu-restrictive-measures-against>

The European Union Aviation Safety Agency (EASA) has published details of the implementation in the aviation sector of the restrictive measures imposed by the European Union against Russia following its military invasion of Ukraine.

The published Notice to Stakeholders has the intent to inform all interested parties in the aviation sector of the actions taken by EASA to implement these restrictive measures with respect to EASA applicants and certificate holders. The notice also provides further information on the impact of those restrictive measures on some of the rights and obligations of the aviation undertakings under the aviation safety rules falling under the scope Regulation (EU) 2018/1139.

This is complemented by a detailed list of EASA certificates and approvals which have been suspended in application of those restrictive measures.

21st March 2022

EU and China identify areas of mutual interest and future cooperation for sustainable aviation

<https://www.easa.europa.eu/newsroom-and-events/news/eu-and-china-identify-areas-mutual-interest-and-future-cooperation>

Representatives from the European Commission, the European Union Aviation Safety Agency (EASA) and the Civil Aviation Administration of China (CAAC) came together

with industry and academia during a workshop on March 15-17, 2022, with the aim of kickstarting a renewed cooperation on the subject of sustainability. The Sustainable Aviation Strategies Overview in Europe and China Workshop gave participants the opportunity to share their programs and identify areas of mutual interest and future cooperation.

24th March 2022

EASA issues world's first design specifications for vertiports

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-issues-worlds-first-design-specifications-vertiports>

The European Union Aviation Safety Agency published the world's first guidance for the design of vertiports, the ground infrastructure needed for the safe operation of Urban Air Mobility services such as air taxis in locations across Europe, including in urban areas.

The Prototype Technical Design Specifications for Vertiports offers guidance to urban planners and local decision-makers as well as industry to enable the safe design of vertiports that will serve these new types of vertical take-off and landing (VTOL) aircraft, which are already at an advanced stage of development.

“Urban air mobility is a completely new field of aviation, and we therefore have a unique opportunity to develop a set of infrastructure requirements from scratch,” Patrick Ky, Executive Director of EASA said. “With the world's first guidance for safe vertiport operations, EASA's ambition is to provide our stakeholders with the ‘gold standard’ when it comes to safe vertiport design and operational frameworks. By harmonising design and operational standards for vertiports we will support European industry, who are already starting to embark on exciting projects in Europe and around the world to make new urban air mobility a reality.”

8th April 2022

ACI World joins forces with EASA to enhance airport safety and certification in Latin America

<https://www.easa.europa.eu/newsroom-and-events/press-releases/aci-world-joins-forces-easa-enhance-airport-safety-and>

ACI World and the European Union Aviation Safety Agency (EASA) have signed a Memorandum of Cooperation (MoC) that will see the two organisations working together on various programs and initiatives to enhance airport safety and aerodrome certification, primarily in the Latin America region.

Bringing together ACI World as trade association of the world's airports and EASA as Europe's air transport safety regulator, this arrangement will enable ACI World and EASA to share resources, knowledge, and data to realize concrete results and benefits for aviation safety, security, and the overall sustainability of the aviation system.

21st April 2022

Suspect Unapproved Parts Details – Fuel Tank Rubber Bladder

https://www.easa.europa.eu/domains/aircraft-products/suspected-unapproved-parts/fuel-tank-rubber-bladder?utm_campaign=d-20220423&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_suspected_unapproved_parts

The Brazilian NAA (ANAC) has notified EASA that the production organisation PRONAL Elastomer Engineering, B.P. 18, 59115 Leers, France has issued a number of EASA Form 1 certificates for its products (P/N RAHE70370 and RAHE70371) based on the EASA revoked ETSO DGAC France Authorisation No. F.O.011 after the revocation date of 08 March 2017. The scope of this publication is to notify the aviation community that any EASA Form 1 or Dual release certificates associated with these parts that has been issued on or after 08 March 2017 by this organisation shall be considered as not valid.

Recommendation: Maintenance organisations, aircraft owners, operators, independent certifying staff, manufacturers, and parts suppliers are invited to make a determination of eligibility of those parts for installation, before accepting such parts into their organisations or before fitting it to an aircraft.

If any part is found in stock, it is recommended that it is quarantined to prevent installation until a determination can be made regarding its eligibility for installation.

It is also recommended to maintenance organisations, aircraft owners, and operators to check whether an unapproved part is already installed on in-service aircraft. If so, the part must be replaced with an appropriately approved one. The unapproved part shall be quarantined.

It is recommended that any new information regarding these parts should be sent to the EASA at SDM@easa.europa.eu.

27th April 2022

Initial agenda published for FAA-EASA International Aviation Safety Conference, June 14-16, 2022

https://www.easa.europa.eu/newsroom-and-events/news/initial-agenda-published-faa-easa-international-aviation-safety-conference?utm_campaign=d-20220428&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) will hold the 2022 International Aviation Safety Conference in Washington, D.C. from June 14-16, 2022. Join us for one of the first in-person international aviation safety conferences since 2020. This year's theme "Uniting Efforts to Overcome Aviation Safety Challenges" aims to foster a robust discussion among the international community to improve aviation safety.

The three-day conference will bring together regulators, aerospace industry representatives, and other stakeholders from around the world to share aviation safety information, address current areas of mutual concern, and identify future collaborative opportunities with the global community. Join us for keynote addresses from FAA and EASA leadership, multiple breakout, and plenary sessions on topics such as aviation resilience, managing cybersecurity threats, innovation, and safety management, in addition to many networking opportunities, and much more.

28th April 2022

Fake message in circulation on fuel-related aviation restrictions

https://www.easa.europa.eu/newsroom-and-events/news/fake-message-circulation-fuel-related-aviation-restrictions?utm_campaign=d-20220429&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 is aware of a fake message circulating which warns of impending restrictions on aviation traffic that will be imposed due to fuel shortages. This has no basis in fact.

5th May 2022

EASA publishes Review of Aviation Safety Issues Arising from the war in Ukraine

https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-review-aviation-safety-issues-arising-war-ukraine?utm_campaign=d-20220506&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

Following the Russian Federation's invasion of Ukraine, The European Union Aviation Safety Agency (EASA) has developed a safety risk portfolio to identify safety issues affecting commercial aviation which stem from or are associated with this conflict. EASA developed the portfolio in close cooperation with Member State regulators and industry partners to capture new or emerging safety issues.

The assessment followed surveys of EASA's safety partners, comprising the EASA Member States' regulators and industry. Drawing on the many candidate safety issues provided by Stakeholders, EASA has defined 20 safety issues. Where already available, mitigating actions are provided alongside the corresponding safety issue.

Organisations should evaluate the applicability of the safety issues listed in the review to their own operations and, where appropriate, capture them in their SMS so that any associated risks can be mitigated effectively. EASA will continue to monitor the safety situation and will provide further updates to the report as needed.

<https://www.easa.europa.eu/document-library/general-publications/review-aviation-safety-issues-arising-war-ukraine>

11th May 2022

Machine Learning Application Approval

https://www.easa.europa.eu/research-projects/machine-learning-application-approval?utm_campaign=d-20220512&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

The project deals with the approval of machine learning (ML) technology for systems intended for use in safety-related applications in all domains covered by the EASA Basic Regulation (Regulation (EU) 2018/1139).

Data-driven learning techniques are a major opportunity for the aviation industry but come also with a significant number of challenges with respect to the trustworthiness of ML and deep learning (DL) solutions.

EASA published its Artificial Intelligence Roadmap in February 2020, followed by a first major deliverable, a Concept Paper 'First usable guidance for level 1 machine learning applications' in April 2021. This concept paper lays down the basis of EASA future guidance for ML applications approval and identifies a number of areas in which further research is necessary to identify efficient and practicable means of compliance with the defined 'AI trustworthiness' objectives.

The intended short-term effect of this project will be to streamline the certification and approval processes by identifying concrete means of compliance with the learning assurance objectives of the EASA guidance for ML applications (levels 1, 2 and 3 as defined in the EASA AI Roadmap), with a specific focus on Level 1B and Level 2.

The achieved medium-term effect of the project will be to alleviate some remaining limitations on the acceptance of ML applications in safety-critical applications.

12th May 2022

MESAFE (Mental health)

https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-operations-manual-parachute-clubs?utm_campaign=d-20211221&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

This research project assesses new medical developments for the early diagnosis as well as treatment of mental health conditions which could pose a safety risk for aviation and would consequently lead to pilot and air traffic controller (ATCO) unfitness or the limitation of their medical certificate for safety purposes.

Currently, there are no specific, validated mental health assessment methods for aviation use, incorporating the specific operational needs, to address the issues identified. Research is needed to further detail the specific needs, and to develop and validate assessment methods or to assess the applicability of existing methods for use in the aviation environment.

The expected outcome of this research project will be as follows:

- evidence-based recommendations for updating the mental health requirements in Part-MED and Part-ATCO.MED in line with the medical developments;
 - evidence-based recommendations for mental health assessment methods suitable for aeromedical fitness assessments;
 - an impact assessment of the recommended regulatory changes;
 - guidance material on the updates to the fitness assessment of applicants for aeromedical examiners and medical assessors;
 - guidance material on mental health assessment and the updates to the fitness assessment of applicants for peer support groups and the trained peers involved in the peer support programs; and
 - material to support the management of the proposed changes, e.g., presentations of the results obtained under this contract and training material suitable for professional audiences.
-

12th May 2022

SHEPHERD (UAS Standards)

https://www.easa.europa.eu/research-projects/shepherd-uas-standards?utm_campaign=d-20220513&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_research_project

The European Commission, with the support of EASA, is developing the EU regulatory framework for UAS operations. Regulations (EU) 2019/945 and 2019/947 (hereinafter referred to as the 'UAS Regulations') lay down the requirements for UAS operations in the 'open' and 'specific' categories. Regulation (EU) 2021/664 (hereinafter referred to as the 'U-space Regulation') lays down the requirements for the U-space. The UAS Regulations became applicable on 31 December 2020 while the U-space Regulation will become applicable on 26 January 2023.

The above-mentioned Regulations have been developed using a performance-based and technology-agnostic approach. When demonstrating compliance to the competent authority, applicants may propose those means of compliance that best fit their needs and may use for this purpose available industry standards. In particular, Article 11 of Regulation (EU) 2019/947 requires UAS operators to conduct a risk assessment, and the

related acceptable means of compliance (AMC) describe the recommended methodology called 'specific operation risk assessment' (SORA).

The European UAS Standards Coordination Group (EUSCG), led by EASA, developed the Rolling Development Plan for UASs (U-RDP), listing more than 800 standards, developed by standardisation bodies from different parts of the world.

In 2019, the Innovation and Networks Executive Agency (INEA) funded the AW-Drones project with the aim to contribute to the safe use of UASs by supporting the ongoing EU regulatory process for the identification of technical standards and procedures. In particular, the AW-Drones project assessed the standards listed in the U-RDP with regard to maturity, coverage, cost of compliance, environmental impact, impact on EU industry competitiveness and social acceptance. The assessment, however, did not include the evaluation of the technical content to determine whether the standards are adequate to meet the safety objective of the provisions of the related regulations. The agreement marks an important milestone in fostering EASA's relations with Asian authorities and, in particular, will offer European aviation stakeholders' new opportunities to get to know better an important economic player in the region.

The agreement outlines the terms of implementation of the Aviation Partnership Project (EU-ROK APP), which forms part of an EU-funded programme running until March 31, 2024. The programme aim is to enhance and strengthen the partnership between the European Union and North Asian countries in the domain of civil aviation.

13th May 2022

Risk Assessment Tool Technical Specifications (RAT)

https://www.easa.europa.eu/research-projects/risk-assessment-tool-technical-specifications-rat?utm_campaign=d-20220514&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_research_project

New technologies and products of an unprecedented level of complexity, along with novel concepts of operation (ConOps), emerge at an accelerated pace, changing the relationship between humans and automation. Single-pilot operations with large commercial air transport (CAT) aeroplanes, unmanned aircraft systems (UAS), electrical vertical take-off and landing (eVTOL) aircraft, on-demand passenger CAT in and

overpopulated/congested areas, etc. are developing fields in aviation, challenging the established conventions and know-how.

EASA has already received applications for innovative products and types of operations, ranging from applications for the redesign of conventional aircraft to accommodate single-pilot operations to applications for eVTOL aircraft and UAS. Currently applicable requirements, certification specifications (CSs), and related acceptable means of compliance (AMC) and/or guidance material (GM) across all aviation domains may no longer be appropriate, and the traditional system safety approach may no longer be adequate to demonstrate an acceptable level of safety.

EASA is therefore launching this research project to develop technical specifications for the creation of a risk assessment tool (RAT). The RAT will allow EASA to early identify hazards associated with a specific type of product for a given ConOps.

The technical specifications shall ensure that:

- the RAT will enable EASA to conduct a holistic, systemic, safety-risk-based assessment to evaluate the aircraft and the intended ConOps;
 - the RAT will support the assessment of cases identified in the scope above, where the traditional approach to aircraft certification (approving the design, issuing an airworthiness approval and a type certificate) may not be applicable and/or where the assumptions used in the traditional approach may need to be confirmed or adapted to be acceptable;
 - where EASA has already adopted a non-traditional approach (as for UASs), the RAT will identify which gaps still exist and cover new areas and ConOps (e.g., UASs for transport of people); and
 - the RAT will support the development of safety provisions (e.g., requirements, CSs, AMC, GM) for IAW, CAW, Air OPS, and ADR;
 - the RAT will also support the implementation of Article 71 'Flexibility provisions' of Regulation (EU) 2018/1139 ('EASA Basic Regulation') or will allow to build in provisions for certain derogations.
-

17th May 2022

Brazil joins European Ramp Inspection Programme

https://www.easa.europa.eu/newsroom-and-events/news/brazil-joins-european-ramp-inspection-programme?utm_campaign=d-20220518&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) and the Brazilian Aviation Authority (Agência Nacional de Aviação Civil - ANAC) signed a Working Arrangement on the collection and exchange of information on the safety of aircraft and the compliance with international safety standards under the EU Ramp Inspection Programme.

The EU Ramp Inspection Programme facilitates the harmonised performance of ramp inspections on aircraft visiting airports of participating States. The results of these inspections (some 10,000 on a yearly basis) are shared amongst participating States and are analysed by EASA to timely identify adverse safety trends.

The programme started as an initiative amongst European States in 1996. The management of the programme was assigned to EASA in 2007. Since then, EASA has signed such Working Arrangements with States in North America, the Middle-East, Asia, north Africa and Oceania.

Brazil is the 51st State to join the programme and the first on the South American continent, thereby further enhancing the global view of the safety performance of air operators.

EASA is looking forward to a fruitful cooperation with ANAC. In addition to addressing the safety issues emerging from COVID-19, this edition supports the further modernisation of the aviation system, in the areas of safety, efficiency, level playing field and environmental protection.

19th May 2022

European Union supports Indonesia in its ambitions for safer and greener aviation

https://www.easa.europa.eu/newsroom-and-events/news/european-union-supports-indonesia-its-ambitions-safer-and-greener-aviation?utm_campaign=d-20220520&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 cooperated with the Directorate General for Civil Aviation in Indonesia (DGCA Indonesia) to make flights to Atambua, Bajawa and Larantuka in Indonesia safer and greener.

Performance Based Navigation (PBN), which uses satellites and on-board equipment to help pilots with navigation, is now available for these three airports. PBN allows the ATR aircraft operating on these routes to fly safely to and from airports in difficult weather environments and in cases where the geography is challenging. It also improves operational efficiency, thereby reducing aviation's environmental impact.

EASA is offering its support on behalf of the EU as part of the EU-Southeast Asia Aviation Partnership Project (APP). The overall objective of the project is to enhance the political, economic, and environmental partnership between the EU and Southeast Asia in the domain of civil aviation.

19th May 2022

WAC 2022: Save the Date - “Europe for Aviation” is back at the 2022 World ATM Congress

https://www.easa.europa.eu/newsroom-and-events/news/wac-2022-save-date?utm_campaign=d-20220520&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

The “Europe for Aviation” team, consisting of nine European aviation organisations working to promote the modernisation, sustainability, and resilience of a safe European aviation, will come together at this year's World ATM Congress, from 21 to 23 June in Madrid, Spain. Over the course of the 3-day Congress, these organisations will showcase how, through collaboration, they can go much further in tackling the most pressing challenges facing our industry.

The “Europe for Aviation” stand and theatre (#595) will host a wide range of briefings, exhibits and demos illustrating the collaboration in action between the European aviation organisations working to implement the Single European Sky, namely the European Commission, the European Union Aviation Safety Agency (EASA), the European Defence Agency (EDA), EUROCONTROL, EUROCAE, the European Union Agency for the Space Programme (EUSPA), the European Climate, Infrastructure and Environment Execution Agency (CINEA), the SESAR 3 Joint Undertaking (SESAR JU) and the SESAR Deployment Manager (SESAR DM).

25th May 2022

Sunny Swift: Tactile warning episode

https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-tactile-warning-episode?utm_campaign=d-20220526&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

New Edition

3. Initial Airworthiness

25th March 2022

<https://www.easa.europa.eu/newsroom-and-events/news/design-certification-newsletter-202201>

New issue

7th April 2022

EASA and JCAB approves modification 1 to the Technical Implementation Procedure (TIP)

<https://www.easa.europa.eu/newsroom-and-events/news/easa-and-jcab-approves-modification-1-technical-implementation-procedure>

The European Union Aviation Safety Agency (EASA) and the Civil Aviation Bureau of the Ministry of Land, Infrastructure, Transport and Tourism of Japan (JCAB) have approved on April 1, 2022, the modification 1 to the Technical Implementation Procedure (TIP).

Modification 1 is limited to additional information and clarifies the process for updating the Validated Type Certificate Data Sheet (VTCDS).

27th April 2022

ED Decision 2022/009/R – CS-STAN Issue 4

https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022009r?utm_campaign=d-20220428&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision

The objective of this Decision is to reduce the regulatory burden and cost for general aviation (GA) with regard to the embodiment of specific Standard Changes (SCs) and Standard Repairs (SRs) in certain aircraft, while improving the level of safety.

The amendments introduced by this Decision are based on lessons learned and experience gained during the application of CS-STAN, proposals submitted by stakeholders, and on technological innovations introduced by the industry, which can

bring safety benefits and allow the implementation of the latest technologies in a cost-efficient manner.

EASA also specifies in CS-STAN Issue 4, when applicable and justified, the acceptance of parts without an EASA Form 1 in accordance with point 21.A.307(b)(4) of Commission Implementing Regulation (EU) 2021/699, which shall apply from 18 May 2022.

The amendments are expected to provide economic benefits for the GA community by reducing the regulatory burden regarding the embodiment of SCs and SRs in certain aircraft when applying the acceptable methods, techniques and practices included in CS-STAN, as well as when accepting certain new parts without an EASA Form 1.

The amendments are not expected to have any significant social or environmental impact.

2nd May 2022

ED Decision 2022/010/R - CS-29 – Amendment 10 — corrigendum

https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022010r?utm_campaign=d-20220503&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_agency_decision

EASA issued on 17 December 2021 ED Decision 2021/016/R with amendment 10 of the CS-29 addressing rotorcraft chip detection. EASA has detected that Annex II was published with omitted provisions by mistake. Therefore, this Decision corrects that mistake and replaces Annex II to ED Decision 2021/016/R retrospectively as of 18 December 2021. It does not affect Annex I which remains unchanged

11th May 2022

NPA 2022-03 – Reduction in accidents caused by critical rotor and rotor drive components through improved vibration health monitoring systems

https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-03?utm_campaign=d-20220512&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_npa

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

This Notice of Proposed Amendment (NPA) proposes to enable VHM systems to be a more integral part of the continued airworthiness regime of the rotorcraft and to ensure that better and updated guidance is provided for the design as well as the routine and effective in-service use of these systems. This will allow VHM systems to support the optimisation of maintenance of the rotor and rotor drive system and, thus, reduce the risk of maintenance errors.

An amendment of the associated acceptable means of compliance for large rotorcraft is proposed to clarify the means for establishing compliance with CS 29.1465 where VHM applications are used as a compensating provision for the continuing airworthiness of the rotor and rotor-drive system. In addition, guidance is provided to support the certification of VHM applications for on-condition maintenance of critical components. This should help to promote the development of VHM systems with improved fidelity and reliability.

With this proposal, the European Union Aviation Safety Agency (EASA) addresses the safety recommendation received by EASA (UNKG-2018-007) related to an accident that occurred on 28 December 2016 at the West Franklin wellhead platform, North Sea, UK involving a Sikorsky S-92A helicopter (registered G-WNSR). The proposal also reflects the state of the art of rotorcraft certification. To help the industry prepare the CAA has launched a dedicated website with information on the actions that must be taken in the next 12 months. There is no expectation that the Trade and Corporation Agreement (TCA) between the UK and European Union will be expanded to include the areas affected before the end of 2022. It is therefore imperative that an application for a UK application is submitted to the CAA as soon as possible to ensure that the correct documents are processed in time.

18th May 2022

EASA publishes updated Easy Access Rules for Part-21

https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-updated-easy-access-rules-part-21?utm_campaign=d-

[20220519&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news](https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-airborne-communications-navigation-and-surveillance?utm_campaign=d-20220519&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

The updated Easy Access Rules for Airworthiness and Environmental Certification (Regulation (EU) No 748/2012) are now available for a free download from the EASA website in pdf format and online format.

This Revision from May 2022 incorporates Regulation (EU) 2022/201 and Regulation (EU) 2022/203 on the management systems and occurrence-reporting systems that will be applicable from 7 March 2023.

19th May 2022

Easy Access Rules for Airborne Communications, Navigation and Surveillance updated with CS-ACNS Issue 4

https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-airborne-communications-navigation-and-surveillance?utm_campaign=d-20220520&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 Issue 4 of the Easy Access Rules for Airborne Communications, Navigation and Surveillance (EAR for CS-ACNS Issue 4).

EAR for CS-ACNS Issue 4 incorporates CS-ACNS Issue 4 as adopted by ED Decision 2022/008/R, which addressed applicant issues in demonstrating compliance with CS-ACNS paragraphs.

25th May 2022

A-NPA 2022-05 - Environmental protection requirements for supersonic transport aeroplanes

https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-05?utm_campaign=d-20220526&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_npa

A new generation of supersonic transport (SST) aeroplanes is being developed for business jet and commercial airline applications, expected to become operational in the

late 2020s. These SST aeroplanes are likely to be operated worldwide, including by European operators. As a consequence, EASA may receive applications for certification or validation of new SST aeroplane types.

This Advance Notice of Proposed Amendment (A-NPA) 2022-05 provides initial concepts for the development of environmental protection requirements for SST aeroplanes, with the objective of ensuring a high, uniform level of environmental protection in Europe in the absence of respective International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs). The subjects addressed in A-NPA 2022-05 include landing-and-take-off (LTO) noise and CO₂ emission certification requirements for SST aeroplanes. The proposed LTO noise limits correspond to the existing limits for subsonic jet aeroplanes, which are contained in Chapter 14 of ICAO Annex 16, Volume I. Pending ongoing work towards establishing an appropriate CO₂ limit for SST aeroplanes, provisions for the standardised measurement and reporting of CO₂ emissions are proposed as an interim step.

Feedback provided on this A-NPA 2022-05 will support the development of certification requirements for SST aeroplanes in subsequent rulemaking deliverables.

4. Continuing Airworthiness

10th May 2022

ED Decision 2022/011/R - Amendment of the AMC & GM to Commission Regulation (EU) No 1321/2014 | SMS in Part-145 and Occurrence reporting

https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022011r?utm_campaign=d-20220511&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_agency_decision

The objective of this Decision is to support the transposition of the International Civil Aviation Organization (ICAO) Annex 19 Standards and Recommended Practices (SARPs) in the maintenance domain and facilitate the implementation of safety management system (SMS) requirements introduced by Regulation (EU) 2021/1963 in Part-145 (Annex II to Regulation (EU) No 1321/2014).

This Decision amends primarily the Acceptable Means of Compliance (AMC) & Guidance Material (GM) to Part-145 in respect of the following topics:

- Introduction of a management system for Part-145 maintenance organisations;
- Introduction of a management system for competent authorities;
- Harmonisation of general organisation provisions and competent authority procedures with those of Part-CAMO (Annex Vc to Regulation (EU) No 1321/2014);
- Occurrence reporting (RMT.0681).

The Decision also amends the AMC & GM to Part-M, Part-66, Part-CAMO, Part-CAO and to the Articles of Regulation (EU) No 1321/2014, such that these remain consistent with the amended Part-145 regulatory material. Besides, an AMC to Part-CAMO is amended to address an implementation issue in relation to the qualification of the safety manager.

20th May 2022

Better information for the Continuing Airworthiness community

<https://www.easa.europa.eu/newsroom-and-events/news/better-information-continuing-airworthiness-community>

Check out the new, interactive, and downloadable lists Status of Continuing Airworthiness Organisation approvals, and Status of EASA Part-145 organisations located in the USA, Canada, and Brazil.

Also take a look at the brand-new lists showing the scope of approval of the EASA approved Part-145, Part-147 and Part-CAMO approvals and discover who can maintain your fleet or find where you can take your next course.

5. Air Operations, Aircrew and Medical

25th March 2022

EASA publishes new fuel/energy rules with positive environmental impact

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-publishes-new-fuelenergy-rules-positive-environmental>

The European Union Aviation Safety Agency has published a Decision which proposes that air operators be allowed to reduce the amount of fuel carried during operations, thereby reducing the CO2 emissions of the overall flight and environmental impact of the flight.

Aircraft are required to carry enough fuel to ensure the safety of operations in case their flight plan needs to change for reasons that could include the delays on approach to the destination airport or even the impossibility to land due to weather considerations or other issues. Carriage of this extra fuel, as it adds weight to the aircraft, increases the fuel consumption and total emissions from the flight.

The amount of additional fuel required can be optimised, while continuing to ensure high safety levels, due to improved risk assessment, calculations based on better data and better decision making. The regulatory package, which consists of Regulation (EU) 2021/1296 and ED Decision 2022/005/R providing the AMC and GM, is aligned with guidance from ICAO. The principles will also apply for aircraft powered fully or partially by alternative energy sources, such as electric aircraft.

“This regulatory package is part of the overall efforts of EASA to reduce the impact of aviation on the environment,” says Jesper Rasmussen, EASA Flight Standards Director. “There is no reason to lift up more fuel reserve into the sky than necessary – lifting fuel burns more fuel. Most importantly, this can be done without compromising safety – the reduction is possible thanks to better assessment methods and better data which allow airlines to carry out a more precise risk assessment.”

The EASA Decision 2022/005/R will enter into force on October 30, 2022.

16th May 2022

Easy Access Rules for Air Operations updated with the new acceptable means of compliance and guidance material on fuel/energy planning and management

https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-air-operations-updated-new-acceptable-means-compliance?utm_campaign=d-20220517&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 new revision of the Easy Access Rules for Air Operations (EAR for Air OPS).

Revision 18 (May 2022) incorporates the new acceptable means of compliance (AMC) and guidance material (GM) on fuel/energy planning and management, and more specifically on fuel schemes, as introduced by ED Decision 2022/005/R.

17th May 2022

Easy Access Rules for CS-AWO updated with Issue 2 of the Certification Specifications for All-Weather Operations

https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-cs-awo-updated-issue-2-certification-specifications-all?utm_campaign=d-20220518&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 Issue 2 of the Easy Access Rules for the Certification Specifications for All-Weather Operations (EAR for CS-AWO Issue 2). CS-AWO Issue 2, as introduced by ED Decision 2022/007/R, updated the certification specifications for head-up displays and landing systems, enhanced flight vision systems, synthetic vision guidance systems, combined vision systems, special authorisation Category I landings, Category II and Category III landings, and automatic landing systems.

The EAR for CS-AWO Issue 2 are displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks. They are available for free download on the EASA website in pdf and now also as an online dynamic publication.

The EAR for CS-AWO Issue 2 are generated through the eRules platform and will be updated regularly to incorporate further changes and evolutions to their content.

6. EU Aviation Rule Structure

7. Regulatory Authorities

8. Third Country Operators

25th April 2022

Opinion No 02/2022 - Update of Commission Regulation (EU) No 452/2014 (Third-Country Operator (TCO) Regulation)

https://www.easa.europa.eu/document-library/opinions/opinion-no-022022?utm_campaign=d-20220426&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_opinion

The objective of the proposals in this Opinion is to foster a risk-based approach in the authorisation process of third-country operators and improve the efficiency of the European Union Aviation Safety Agency (EASA) as the authority being responsible for the implementation of the TCO Regulation. In addition, the proposals in this Opinion intend to clarify existing provisions, remove inconsistencies, and improve the coherence of the TCO Regulation with the EU Air Safety List.

The proposed amendments are expected to mostly maintain the level of safety, with some expected to provide a positive impact. In terms of impacts on operators, the proposed changes are mostly neutral. The main benefit expected from the proposed changes is in terms of the cost-effectiveness of the TCO authorisation process, with a positive impact on EASA's efficiency.

17th May 2022

Update on third country operator (TCO) exemptions for cargo transportation in passenger compartments

https://www.easa.europa.eu/newsroom-and-events/news/update-third-country-operator-tco-exemptions-cargo-transportation?utm_campaign=d-20220518&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easa_news

Following the global logistic disruption caused by COVID-19, some TCO authorisation holders were granted exemptions, issued by their competent authorities, that allow for the transportation of cargo in the passenger cabin of large aeroplanes. Based on the issued exemptions and a review of the related documentation, the European Union Aviation Safety Agency (EASA) did not object to this kind of operation to support the transportation of medical supplies and other important goods into, within, or out of EU territories as efficiently as possible.

After reviewing the operational context for transport of cargo in passenger cabins, EASA concluded that the logistical challenges that arose in 2020 due to the COVID-19 crisis, no longer exist to the same extent. Therefore, with the increasing traffic, cargo capacity in the holds of passenger aircraft is expected to increase by summer 2022, thus reducing the pressure on the logistic chain.

Under the current circumstances, EASA decided that the non-objections granted for cargo transportation in the passenger cabin will only be valid until July 31, 2022.

EASA will continue to issue non-objections to transport cargo in cabin operations until July 31, 2022, if operators are able to confirm that airworthiness aspects had been considered as part of the exemption process.

The following is considered as proper supporting evidence:

- Original Equipment Manufacturer (OEM) changes;
- Supplemental Type Certificate (STC);
- Airworthiness approval issued by State of Registry according to ICAO Annex 6;
- Evidence from the competent authority (e.g., circular, letter, guidance document) confirming that airworthiness aspects were taken into consideration;
- The Operator's approved operations manual covering airworthiness aspects linked to the exemption; or
- A risk assessment made by the operator confirming that airworthiness aspects have been taken into consideration.

The following limitations remain in force:

- Carriage of dangerous goods in the passenger cabin is not authorised, with the exception of vaccines cooled by ice;
- Carriage of mix passengers and cargo in the cabin at the same time is not authorised (except if the aircraft is certified as "combi" aircraft);
- Cargo shall only be transported by operators holding valid cargo transport approvals.

After July 31, 2022, as a matter of demonstrated urgency for the transportation of medical supplies only, TCO holders may exceptionally apply for a new or an extended EASA non-objection. In addition to the 'standard supporting evidence' as described above, the operator will need to demonstrate the 'urgent need' of such a request. Finally, the EASA non-objection will be limited to 'medical supply'. During SAFA/RAMP

inspections, TCO holders may be requested to provide proper justification of the nature of the cargo being 'medical supply', as well as of the urgent need.

Please note that in addition, the above-listed limitations will remain in force.

Additional information and guidance may be found in:

- EASA Guidelines for Transport of Cargo in Passenger Compartments, and
- Transportation of Vaccines Using Dry Ice

Should you need further clarifications, please contact TCO@easa.europa.eu.

EASA Air Operators Oversight Section

9. Unmanned Airborne Systems

6th May 2022

EASA publishes AMC for “enhanced containment” provisions

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-amc-enhanced-containment-provisions>

The European Union Aviation Safety Agency (EASA) published means to show compliance with the “enhanced containment” provisions for drones, allowing the applicant to simply declare compliance without the need to apply for a design verification report.

Drones operating close to densely populated areas or airports are required to be equipped with systems preventing the drone from flying into an unauthorised area unless the drone is already approved to operate in high-risk environments. This is referred to as “enhanced containment”.

This means of compliance is based on the best practice and experience collected in the field. EASA continues to simplify processes in support of stakeholders with the aim to foster innovation and growth in this sector, while ensuring the safety and security of drones’ operations.

The declarative process for enhanced containment is immediately applicable when operators and manufacturers apply this means of compliance. However, innovation is always welcome in this domain. Drone manufactures and operators may still decide to show compliance using a different approach. In this case a design verification report issued by EASA is required.

EASA is developing additional means of compliance for other topics that will further support proportionality and simplification. For example, EASA is working on means of compliance for technical mitigations for ground risk, allowing declarations and another means of compliance where manufacturers may demonstrate compliance of the design of the full drone by conducting functional test. Both means of compliance will be published soon on the EASA website for public consultation.

10. Ground Handling

11. Aerodromes

29th April 2022

Easy Access Rules for Aerodromes updated with Issue 6 of the Certification Specifications and Guidance Material for Aerodrome Design

https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-aerodromes-updated-issue-6-certification-specifications?utm_campaign=d-20220430&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 a new revision of the Easy Access Rules (EAR) for Aerodromes (ADR).

This Revision from April 2022 incorporates Issue 6 of the Certification Specifications and Guidance Material for Aerodromes Design (CS-ADR-DSN — ED Decision 2022/006/R), as well as the Corrigendum to Commission Delegated Regulation (EU) 2020/2148 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data.

12. ATM/ANS

2nd May 2022

NPA 2022-02 (A) and NPA 2022-02 (B) – Remote aerodrome air traffic services

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-02-and-npa-2022-02-b>

The concept of remote provision of aerodrome air traffic services (ATS) (commonly known as ‘remote towers’ or ‘remote tower operations’, sometimes referred to as ‘digital towers’) enables the provision of aerodrome ATS from locations/facilities where direct visual observation is not available. Instead, the provision of aerodrome ATS is based on a view of the aerodrome and its vicinity through means of technology. The term that is used to describe this is ‘remote aerodrome ATS’.

This Notice of Proposed Amendment (NPA) addresses the evolving technological, procedural, and operational aspects of remote aerodrome ATS, with the aim of facilitating its safe and uniform implementation by the EASA Member States, in accordance with the objectives of ATS, and of promoting the development and deployment of new digital technologies. The proposal is intended to support the stakeholders involved, in particular air navigation service providers (ANSPs), aerodrome operators, and national competent authorities (NCAs) in the decision-making and implementation activities. The NPA proposes revised and comprehensive guidance on remote aerodrome ATS, further developing that issued by the European Union Aviation Safety Agency (EASA) in 2019 with ED Decision 2019/004/R; it still relates to the existing regulatory framework, in particular but not limited to Regulation (EU) 2018/1139 (the ‘Basic Regulation’), Regulation 2017/373 (the ‘ATM/ANS Common Requirements Regulation’), Regulation (EU) No 139/2014 (the ‘Aerodrome Regulation’) and Regulation (EU) No 923/2012 (the standardised European rules of the air (SERA) Regulation).

The amended guidance duly considers a variety of inputs, such as implementation experience, technological and operational developments and novelties, stakeholders’ feedback, such as results from an extensive survey issued by EASA and subsequent inputs received from the related Rulemaking Group Members.

With this NPA, stakeholders are invited to provide feedback also on specific issues of ATCO licensing nature related to remote aerodrome ATS provision.

NPA 2022-02 is divided in two parts. NPA 2022-02 (A) includes:

- the procedural information pertaining to the regulatory proposal; and
- the explanatory note to the proposed amendments.

NPA 2022-02 (B) includes the proposed Guidance Material.

13. Balloons & Sailplanes

14. SERA

25th May 2022

NPA 2022-04 - Regular update of the SERA regulatory framework (IRs and AMC & GM)

https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-04?utm_campaign=d-20220526&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) addresses safety and regulatory coordination issues related to the standardised European rules of the air (SERA). Its main objective is to maintain a high level of safety and environmental protection of the European Union (EU) air navigation system, by ensuring the necessary maintenance and development of the SERA regulatory framework.

In order to achieve this objective, this NPA includes proposed amendments to Regulation (EU) No 923/2012 (the SERA Regulation) and to the related acceptable means of compliance (AMC) & guidance material (GM), which:

- ensure synchronisation between the SERA regulatory framework and the originating transposed International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, in particular in relation to new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature;
- introduce changes to the existing radio communication failure procedure in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;
- remove the Supplement to the Annex to the SERA Regulation, containing the commonly agreed differences to ICAO Standards and Recommended Practices (SARPs), and introduce regulatory references to Regulation (EU) 2018/1139 on the notification of differences;
- introduce speed restrictions to prevent supersonic flights over the territory of the EU, with the objective of protecting citizens from unacceptable sonic booms generated by supersonic transport (SST) aircraft, in order to maintain a high level of environmental protection in Europe;
- address issues in the implementation of the SERA Regulation as either identified by the European Union Aviation Safety Agency (EASA) through its standardisation activities or raised by stakeholders; and

- remove editorial mistakes and identified consistency issues.

The NPA also includes minor proposed amendments to GM related to Annex IV 'Part-AIS to Regulation (EU) 2017/373, for consistency purposes.

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