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## EHA NEWSLETTER

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### The grid

12.07

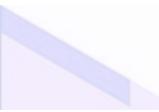
**EP TRAN Committee meeting.**

Items discussed covered:

- Presentation of the Study on the Future of transport in the context of the recovery plan
- General budget of the European Union for the financial year 2023 - all sections
- Harmonised rules on Artificial Intelligence (Artificial Intelligence Act) and amending certain Union Legislative Acts
- Meeting of the Tourism Task Force: Exchange of views on the Framework of Environmental, Social and Governance (ESG) in travel and tourism sectors

14.07

**The Council Working Party on Aviation discussed the following items:**

- The 226th ICAO Council Session
  - Declaration for the ICAO high-level meeting on long-term aspirational goals
  - SES 2+ package
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## Legislative Tracker

22.06

### **Proposal for a Regulation of the European Parliament and of the Council establishing a carbon border adjustment mechanism** – [Decision](#) by Parliament, 1st reading.

MEPs called for a broader scope and faster implementation of the EU Carbon Border Adjustment Mechanism (CBAM) to raise global climate ambition.

Parliament agrees on the need for a CBAM to reduce global carbon emissions by incentivising non-EU countries to reduce their emissions and to prevent the risk of carbon leakage, i.e. production being moved to outside the EU to countries with laxer climate policies.

Broadening the scope of CBAM: In addition to the products proposed by the Commission (iron and steel, refineries, cement, organic basic chemicals and fertilisers), Parliament wants CBAM to also cover organic chemicals, plastics, hydrogen and ammonia. To ensure a smooth implementation, organic chemicals and polymers shall be subject to a Commission assessment of their technical specificities. MEPs also want to extend CBAM to include indirect emissions, i.e. emissions deriving from the electricity used by manufacturers, to better reflect CO2 costs for European industry.

The CBAM would apply from 1 January 2023 with a transitional period until the end of 2026 and Parliament believes it must be fully implemented for the above listed sectors of the EU Emissions Trading System (ETS) by 2032 - three years earlier than proposed by the Commission. Until 2032, exporters should receive free allocations - 100% in the period 2023-2026, 93% in 2027, 84% in 2028, 69% in 2029, 50% in 2030 and 25% in 2031.

Parliament is now ready to start negotiations with member states.

24.06

### **Directive of the European Parliament and of The Council on energy efficiency (recast)** - [General Approach](#)

27.06

### **"Fit for 55": Council agrees on higher targets for renewables and energy efficiency**

The Council adopted its negotiating positions (general approaches) on two legislative proposals that tackle the energy aspects of the EU's climate transition under the 'Fit for 55' package: the renewable energies directive and the energy efficiency directive. The agreements pave the way for the Council to start negotiations with the European Parliament.

The Council agreed to set a binding EU-level target of 40% of energy from renewable sources in the overall energy mix by 2030. The current EU-level target is at least 32 %. Member states will need to increase their national contributions set in their integrated national energy and climate plans (NECPs), to be updated in 2023 and 2024, in order to collectively achieve the new target. Regarding the sub-targets for transport, the Council introduced the possibility for member states to choose between: a binding target of 13% greenhouse gas intensity reduction in transport by 2030. More options will be available for member states to reach this objective, such as a possibility to set a differentiated goal for maritime transport as long as the overall goal is met; or a binding target of at least 29 % renewable energy within the final consumption of energy in the transport sector by 2030 The Council set a binding sub-target for advanced biofuels in the share of renewable energies supplied to the transport sector at 0.2% in 2022, 1% in 2025 and 4.4 % in 2030, integrating the addition of a double counting for these fuels. Regarding renewable fuels of non-biological origin in transport (mostly renewable hydrogen and hydrogen-based synthetic fuels), the Council agreed on an indicative sub-target of 2.6%, which corresponds to 5.2% also with the addition of a multiplier.

The Council and the Parliament will now enter interinstitutional negotiations to agree on the final text of the two directives.

## 30.06

**Proposal for a Directive of the European Parliament and of The Council amending Directive 2003/87/EC as regards aviation's contribution to the Union's economy-wide emission reduction target and appropriately implementing a global market-based measure** – Council Adoption of [General Approach](#).

## 01.07

**European Commission – Notice - DG GROW - Amendment to the 2005 Civil Aircraft Permissible Noise Levels Ordinance (Austria)**

Please click [here](#) to access the notification by Austria to the European Commission concerning the Ordinance issued by the Federal Minister for Climate Action, Environment, Energy, Mobility, Innovation and Technology amending the 2005 Civil Aircraft Permissible Noise Levels Ordinance. Noise limits are being laid down for aerodynamically and gravity-controlled ultralight aircraft with a MTOM of 475 kg in accordance with point (e) of Annex I to Regulation (EU) 2018/1139, for ultralight aircraft in accordance with point (a) of Article 2(8) of Regulation (EU) 2018/1139, for ultralight helicopters in accordance with point (e) of Annex I to Regulation (EU) 2018/1139 and point (b) of Article 2(8) of Regulation (EU) 2018/1139, and for gyroplanes in accordance with point (f) of Annex I to Regulation (EU) 2018/1139 and over 600 kg to the extent that they are covered by Annex I to Regulation (EU) 2018/1139. Furthermore, noise limits are being laid down for unmanned aircraft that are not used in military service and are not subject to Union law and are operated without visual contact. A mutual recognition clause is provided in § 5. Finally, motorised operation of aircraft with a MTOM up to 2 000 kg at uncontrolled aerodromes where more than 20 000 flight movements take place a year is being prohibited before 8 a.m. and after 7 p.m. local time on Saturdays.

### **Brief Statement of Grounds**

Due to the partial recasting of Annex I to Regulation (EU) 2018/1139 concerning ultralight aircraft and the application in Austria of the 'opt out' for ultralight aircraft pursuant to points (a) and (b) of Article 2(8) of Regulation (EU) 2018/1139 up to a MTOM of 600 kg, there are gaps in the regulations that fall under Austrian responsibility as regards the noise certification of the above-mentioned categories of ultralight aircraft. These gaps are to be closed. The aim is also to clarify the types of unmanned aircraft for which noise certification is to be carried out.

## 04.07

**EP TRAN - General budget of the European Union for the financial year 2023**

Please click [here](#) to access the draft opinion of the Committee on Transport and Tourism for the Committee on Budgets on General budget of the European Union for the financial year 2023 - all sections.

## 07.07

**EP Plenary – Debate and Vote: ReFuelEU Aviation**

On July 7, the European Parliament plenary held a debate and vote on the ReFuelEU Aviation report. The ReFuelEU initiative is part of the "Fit for 55" package and aims to clean up the air transport sector. Søren Gade (RE, DK), rapporteur, recognised the need for aviation to play its part in the aim of an overall reduction of transport greenhouse gas emissions by 90% in 2050. However, in his report, he stressed that aviation needs a tailored approach since it is particularly difficult to decarbonise. The Parliament report, first adopted by the TRAN Committee, increased the minimum share of synthetic aviation fuels (SAFs) that should be made available in EU airports. The rapporteur also wanted to broaden the definition of SAF. In his report, he also underlined the need for better control and better transparency in order to address the non-CO2 emissions.

[Link](#) to the summary of the debate.

Supporting documents: [Report](#) | [text adopted by the European Parliament](#)



## Regulatory Tracker

**30.06**

### **EASA All-weather operations — AMC & GM to air operations rules**

Decision 2022/012/R issues the following amendments to the AMC and GM to Commission Regulation (EU) No 965/2012:

- GM to Annex I (Definitions for terms used in Annexes II to VIII) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 16
- AMC and GM to Annex II (Part-ARO) to Commission Regulation (EU) No 965/2012 — Issue 3, Amendment 13
- AMC and GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 20
- AMC and GM to Annex IV (Part-CAT) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 21
- AMC and GM to Annex V (Part-SPA) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 12
- AMC and GM to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 16
- AMC and GM to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 13
- AMC and GM to Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 16

The objective of this Decision is to facilitate the implementation of the new requirements introduced into Regulation (EU) No 965/2012 (the 'Air OPS Regulation') related to all-weather operations (AWOs) by Commission Implementing Regulation (EU) 2021/2237 (the 'AWO Regulation').

The AWO Regulation, which will apply from 30 October 2022, includes elements from two different areas: all-weather operations and operator flight crew training.

The AWO Regulation introduced a performance-based, 'technology-neutral' approach to the regulation of AWOs, which aims at facilitating a better integration and use of new, advanced technology as well as new operational procedures to support AWOs and at ensuring the availability of aerodrome infrastructure, information, and procedures to support AWOs.

The amended AMC and GM shall apply from 30 October 2022. [Link](#) to the related webpage.

**05.07**

### **Implementation of Safety Management System for the EASA Part-145 Maintenance Organisations**

EASA has published a transition guide supporting Part-145 approved maintenance organisations and competent authorities in the implementation of the requirements, including Safety Management System (SMS), as introduced in Regulation (EU) 2021/1963. The guide includes milestones of the SMS transition process and highlight of the novelties introduced by this Regulation. [Link](#) to the webpage.

**14.07**

### **IANPA 2022-05 Environmental protection requirements for supersonic transport aeroplanes (RMT. 0733) (Consultation information can be found in the newsletter 03-2022)**

EASA deadline is 25th July

[Link](#) to the ANPA 2022-05; [link](#) to ref. RMT. 0733

**14.07**

### **EASA Special Condition for VTOL and Means of Compliance (Consultation information can be found in the newsletter 04-2022) [Link](#) to the document**

EASA deadline is 12th August

EHA members can submit their comments to [secretary@eha-heli.eu](mailto:secretary@eha-heli.eu) by 5th August.



## Briefings and press releases

05.07

### **ICAO - Elevating ICAO implementation support to accelerate aviation's safe, secure and sustainable recovery**

Montréal and Istanbul, 4 July 2022 – Significant progress towards heightening the governments' implementation of ICAO's safety, security and sustainability global plans, international standards and guidance was achieved at the ICAO Global Implementation Support Symposium, held last week.

Hosted by the Directorate General of Civil Aviation of Türkiye, the event focussed on identifying means to globally align governments' aviation recovery policies, strategies, initiatives and activities by means of enhanced partnership through and with ICAO. This is key to assuring the inclusiveness, sustainability, and resilience of the recovery of air services and the vital sustainable development benefits delivered by air transport.

The Deputy Minister of Transport and Infrastructure of Türkiye, Enver İskurt, and ICAO Secretary General Juan Carlos Salazar, provided opening remarks. The event was also addressed by the Ministers of Transport of Angola, Ricardo Viegas D'Abreu; and of Singapore, S Iswaran. Ministers and Deputy Ministers from Nigeria, Iraq and Zimbabwe were also present at the Symposium.

"Where previously this agency had pursued standards development, and related assistance and capacity building, as quite distinct priorities, ICAO is now driving a much more integrated approach that will see implementation support aspects holistically informing new standards, practices and policies from the moment they begin being researched," declared Secretary General Salazar.

Many ICAO Member States lack the basic funding needed to develop and sustain their civil aviation organizations, infrastructure and skilled human resources. In this context, the Secretary General further presented the organization's key priorities as it undertakes this implementation support focused transformation: achieving a needs-based approach, expanding funding and expertise resource partnerships, and fostering innovation.

A number of agreements were reached between ICAO and aviation stakeholders during the event that will contribute towards these objectives. Memoranda of Understanding on cooperation with Airports Council International and the United Kingdom Civil Aviation Authority International will contribute to the deployment of implementation support activities, including [ICAO's implementation packages \(iPacks\)](#).

A focus on results-oriented programmes, projects, products and other activities, and the optimization of all resource mobilization opportunities to benefit States will call upon ICAO to further strengthen its partnership endeavours.

## 06.07

### **A4E - A4E comment on the plenary vote on ReFuel EU aviation (7 July)**

On Thursday 7 July, the European Parliament voted on a key piece of the future regulatory landscape that will enable airlines to meet their decarbonisation pledges.

The upscaling of sustainable aviation fuels (SAFs) is a pivotal measure to decarbonise aviation in the short to medium term. For this reason, A4E supports large parts of the ReFuel-EU Aviation initiative. Once finalised, the Regulation will send important signals to the market and to the public regarding efforts needed to decarbonise air transport.

Ahead of the vote however, A4E is concerned about several aspects of the European Parliament's position:

**- Classification of sustainable aviation fuel:** A4E urges MEPs to revert to the European Commission-proposed definition of 'sustainable aviation fuel'. A4E is concerned that the compromise reached at the Committee level to expand the eligibility criteria to include unsustainable feedstock until the middle of the next decade could put further pressure on food/feed production and exacerbate deforestation. It is essential that passengers trust that the ramp up of sustainable fuels in the coming years will not occur at the expense of food supplies for people or animals, nor damage our environment. SAFs must be truly sustainable without any compromise.

**- Supply flexibility mechanism:** A4E urges MEPs to support the possible introduction of a flexibility mechanism to supply SAF in a cost-efficient way across the Union in the spirit of a book and claim system. Such a system would avoid unnecessary logistics and bureaucracy, thereby ensuring a sustainable and efficient supply chain, without the need for physical supply at all airports.

**- Blending targets:** To reduce the pressure on a limited pool of sustainable feedstock, A4E recommends focusing on quality instead of quantity in the early years of the mandate and aim at an overall SAF ambition of 5% in 2030, as proposed by the European Commission.

## 12.07

### **EP TRAN - Presentation of the study on the future of transport in the context of the Recovery Plan**

The European Parliament's TRAN Committee held a public hearing with the representatives of the Central and Southern Europe Centre of Excellence (CSE COE) and Panteia to discuss the study on the future of transport in the context of the Recovery Plan. The study provides an overview of the EU's 29 transport sector priorities and the National Recovery and Resilience Plan's funding to achieve those priorities.

Documents: [Meeting documents \(item 4\)](#)

## 12.07

### **EP TRAN - General budget of the European Union for the financial year 2023**

The European Parliament's TRAN Committee discussed the [draft opinion](#) prepared by MEP Vlad Gheorghe (RE, RO) on the general budget of the European Union for the financial year 2023. The draft text recognises that the transport sector is essential for the Union's economic, social and environmental development. The draft also notes that the transport and tourism sectors were among the hardest hit by the COVID-19 crisis and are now affected by the Russian war against Ukraine. Mr Gheorghe calls to use the available financial tools in a comprehensive way and ensure adequate long-term funding of Union transport projects.

#### **Timeline:**

- July 19, 2022: 12:00 - Deadline for amendments

## 12.07

### **EP TRAN - Visit of Czech Presidency: Ivan Bartoš, Deputy Prime Minister for Digitisation and Minister of Regional Development, in charge of tourism, and Martin Kupka, Minister of Transport**

The European Parliament TRAN Committee met to for an exchange of views with Ivan Bartoš, Czech Deputy Prime Minister for Digitisation and Minister of Regional Development, in charge of tourism, and Martin Kupka, Czech Minister of Transport. During their introductory interventions, the ministers noted that the Russian war of aggression had heavily impacted the transport and tourism sectors, with the tourism sector in particular having already been very negatively affected by COVID-19. The ministers outlined that these crises showed the importance of cooperation at a European level, in addition to the need to cooperate with friendly third countries, such as through the expansion of the TEN-T network to Ukraine and Moldova. Mr Kupka, Minister for Tourism, stated that decarbonisation of the sector must remain a priority, regardless of the challenges faced, and that investment in key infrastructure was also required. For his part, Deputy Prime Minister Bartoš underlined that tourism should be promoted to become safer, more responsible and more sustainable. Please see below for a full summary of the discussion.

**Martin Kupka, Czech Minister of Transport**, stated that focus would also be put on transport sustainability, particularly in the context of the Fit for 55 package. In this regard, reducing emissions and promoting alternate sources of fuel would be key. The Alternative Fuels Infrastructure Regulation was very important in this context. Greening aviation fuel would be worked on via the ReFuelEU Aviation initiative. He hoped commitment to CORSIA would also soon be shown with adoption of the necessary decision for the notification of operators and the objective was to reduce congestion in the area of aviation. The Presidency would work on the Single European Sky (SES) 2+ package to this end and he hoped progress would be made on the slot relief proposal too. The revised Single European Sky should also be advanced.

**Marian-Jean Marinescu (EPP, RO)** noted that SES 2 was agreed during the first Czech Presidency in 2009 and he said it was good to now focus on SES 2+. On CORSIA, he said this was extremely urgent.

**Jan-Christoph Oetjen (RE, DE)** said, regarding the Fit for 55 package, attention must be paid to ensuring a level playing field, especially when it came to operators from third countries in areas such as aviation. Rules must apply to all companies. The Committee was ready to work on SES II+ and every compromise found in this regard must be better than the legislation in place. He wished the Presidency the best of luck for upcoming ICAO talks.

**Ciarán Cuffe (Greens/EFA, IE)**, on files stuck at Council level, such as the Single European Sky, asked whether the Presidency intended to advance these files? Would work be undertaken on files that would soon be proposed, such as in the area of cross-border driving licence recognition.



## Other news

22.06

### **World Energy Investment 2022**

This year's edition of the World Energy Investment report provides a full update on the investment picture in 2021 and full-year estimates of the outlook for 2022, [link](#) to the document.

24.06

### **WATMC 2022: SESAR SAFIR-Med project completes "first BVLOS delivery between two urban hospitals"**

"Three years development work in cooperation with the European Aviation Safety Agency (EASA) and Belgian regulator, SAFIR-Med brought the first beyond visual line of sight (BVLOS) transportation flight between two hospitals in urban airspace," Mikael Shamim, CEO of Helicus, told delegates attending World ATM Congress 2022 in Madrid. "We have a full ecosystem that combines many different actors in the game to operate successfully."

The SESAR U-space research project SAFIR-Med completed a SORA (safety occurrence reporting and analysis) compliant beyond visual line of sight (BVLOS) transportation flight over a populated area, under the new EASA UAS regulations. The flight took place between two hospitals located in the city of Antwerp on 21 June 2022. [Link](#) to the press release.

29.06

**The second International Sustainability & Carbon Certification (ISCC) Impact Report**, covering the years 2019 to 2021 is now available [here](#).

30.06

### **SESAR publications: Demonstrating the everyday benefits of U-space**

The SJU completed a first wave of 19 U-space projects in 2019, which demonstrated U-space services from U1 to U3 in a variety of environments. It concluded that U1 and U2 services were essentially ready for use in rural areas, segregated airspace and low-density airspace. This included the delivery of an initial concept of operations for U-space2. In 2020, a second wave of industrial and exploratory research projects and very large-scale demonstrations got underway to extend the scope of U-space to address more advanced services, including addressing the requirements for urban air mobility (UAM). This has created an innovation pipeline for U-space, supporting the delivery of exciting new opportunities, such as medical services, goods delivery, air taxis and emergency response. The pipeline can demonstrate a host of new capabilities including avoiding no-go areas, giving way to other airspace users and cross border operations. All projects work closely with regulatory and standardisation bodies. This brochure covers the outcomes of the industrial research and demonstration projects (please see pages 15-21 for an overview of each the projects). [Link](#) to the document.

### **Consolidated annual activity report 2021**

It provides comprehensive information on the implementation of the Joint Undertaking work programme, budget, staff policy plan, and management and internal control systems in 2021. [Link](#) to the document.

**30.06**

### **Save the date: SESAR 3 JU annual conference**

On 12 October, the SESAR 3 JU is organising a conference to discuss the role the new partnership and disruptive technologies can play in tackling the challenges facing air transport in Europe today.

The conference will bring together representatives from the European Commission, the European Parliament, Member States, as well as industry leaders, research centres, SMEs, and universities. The event will also feature the 2022 Digital Sky Awards.

More details are available [here](#).

**04.07**

### **David Solar on EASA's regulatory framework for eVTOL certification**

David Solar, Head of general aviation and the vertical take-off and landing department at EASA, gave an interview to Alex Scerri for eVTOL.com online. He provided more information on the documents related to eVTOL aircraft certification and advanced air mobility (AAM) operations which have been recently published by the Agency. He also discussed about the origins and future for EASA's VTOL regulations.

[Link](#) to the interview

**11.07**

### **EASA to deepen partnership with European Universities and academia**

EASA has launched a new initiative to develop partnerships between the Agency and European Universities and academia, calling the next generation of aviation scientists to submit and present their papers at the first edition of the [European Academia@EASA conference](#) in March 2023.

PhD students from European universities and research entities are invited to submit abstracts of their PhD thesis covering the following areas:

- Artificial intelligence (AI) in aviation
- Impact of climate change and extreme weather phenomena on the air transport system
- Environmental sustainability (emissions, noise, air quality, other nuisance,..)
- New approaches and methods for safety risk management

Abstracts will be reviewed by the EASA Scientific Committee, composed of leading members of European academia and institutions in aeronautical and related research. Students whose abstracts have been selected will be invited to the [European Academia@EASA conference 2023](#) and have the opportunity to present their work.

More information on the event is available on the following [webpage](#).

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**IF YOU HAVE ANY QUESTIONS OR COMMENTS, PLEASE FEEL FREE TO CONTACT US AT : SECRETARY@EHA-HELLI.EU**

**EUROPEAN HELICOPTER ASSOCIATION (EHA)  
ALTENBERGERSTR. 23  
50668 COLOGNE  
GERMANY  
M: +39 347 842 2016  
LINKEDIN: EUROPEAN-HELICOPTER-ASSOCIATION  
TWITTER: @EHA\_HELI  
WEBSITE:WWW.EHA-HELLI.EU**