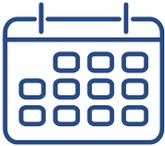


EHA NEWSLETTER 07-2022



The grid

01.09

Council Register - WP on Aviation

The Working Party on Aviation recently met, items on the [agenda](#) included:

- SES2+ package – Discussion on the basis of a non-paper prepared by the Presidency
- Debrief of the ICAO Council 226th session
- Preparation of ICAO 41st Assembly
- Examination of Working papers submitted to ICAO by third countries, proposed for co-sponsorship by the EU and its Member States
- Examination of two information papers proposed for submission to ICAO
- Proposal for a Regulation of the European Parliament and of the Council on ensuring a level playing field for sustainable air transport
- Proposal for a Regulation of the European Parliament and of the Council amending Council Regulation (EEC) No 95/93 as regards temporary relief from the slot utilisation rules at Community airports due to the COVID-19 pandemic



Upcoming events

06.09

EURACTIV Hybrid Conference 'Accelerating energy independence and emission reductions: The role of advanced biofuels in transport'

This event is organised by EURACTIV with the support of the Advanced Biofuels Coalition, it will cover commercial aviation as well. They will discuss the role of low-carbon liquid fuels and especially advanced biofuels in the energy transition. Questions to be discussed include: How can the EU's energy independence be increased at affordable prices while reducing fossil consumption and at the same time accelerating climate change mitigation efforts? How can this be done especially in the transport sector? How can the sustainable potential of domestic feedstock for advanced biofuels be increased? How can sustainability be ensured at every step of the value chain? What kind of regulatory framework is needed to boost green growth investments?

Further details can be found [here](#).



Legislative Tracker

05.08

Official Journal of the European Union, Commission Implementing and Delegated Regulations concerning aircrafts used for sport and recreational aviation

- Please click [here](#) to access the *Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No 748/2012 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.*
- Please click [here](#) to access the *Commission Implementing Regulation (EU) 2022/1360 of 28 July 2022 amending Regulation (EU) No 1321/2014 as regards the implementation of more proportionate requirements for aircraft used for sport and recreational aviation.*
- Please click [here](#) to access the *Commission Implementing Regulation (EU) 2022/1361 of 28 July 2022 amending Regulation (EU) No 748/2012 as regards the certification, oversight and enforcement tasks of the competent authorities in the implementation of the rules concerning the organisations involved in the design and production of aircraft used for sport and recreational aviation.*

25.08

Council EP PETI - Petitions on introduction of an aviation fuel tax (kerosene tax)

European Parliament notices

Please click [here](#) to access the following petitions and the Commission feedback:

- *Petition No 0560/2019* by Timothée Galvaire (French) on behalf of Fairose on the introduction of a tax on aviation fuel (kerosene) for flights within the Union.
- *Petition No 0621/2019* by I. L. (German) on an EU-wide kerosene tax
- *Petition No 0756/2021* by K.K (Polish) on the introduction of an aviation fuel tax (kerosene tax)

Summary of petition 0560/2019: The petitioner requests that the European Union consider the application of a tax on aviation fuel for flights within the EU. The petitioner states that the aviation sector enjoys numerous tax advantages despite being one of the largest contributors to greenhouse gas emissions. The petitioner points out that other more environmentally friendly alternatives are subject to high taxes while Member States do not charge VAT on airline tickets.

Summary of petition 0621/2019: The petitioner takes the view that, for reasons of climate change in particular, Member States must take appropriate action and increase the cost of especially harmful means of transport such air transport. According to the petitioner, the impact of air transport on the climate is particularly alarming, given the constant increase in the number of air passengers, and it is receiving more favourable treatment than other modes of transport such as car, coach or rail, even in Germany, where an air transport tax is levied. The petitioner is therefore seeking European Union support for the introduction of a tax or similar levy on kerosene for both cargo and passenger transport.

Summary of petition 0756/2021: The petitioner asks for the introduction of an aviation fuel tax within the EU in order to compensate the impact on the environment and climate caused by air transport, such as air pollution, global warming, the risk of spreading COVID-19, health damage from aircraft noise and the waste produced during flights. Furthermore, he states that the aviation fuel tax exemption is a discrimination against other forms of transport, especially those which are considered the most sustainable ones. Therefore, aviation fuel should be taxed at the same rates of VAT and additional tax components. Due to the fact that aviation fuel is responsible for an increasing amount of the global CO2 emissions, it has to be regulated by the EU for all Members States

31.08

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

On August 31, the European Parliament TRAN Committee voted on the [budget amendments](#) to the report on the general budget of the European Union for the financial year 2023.

31.08

Guide to the EU's Policy Priorities for Autumn

On Europe faces a period of huge uncertainty. Russia's invasion of Ukraine has driven up the price of energy and other goods, fuelled fears about gas supplies, and cast a cloud over the economic outlook and recovery from the Covid-19 crisis.

Against this challenging backdrop, the European Union's institutions, the European Commission, Council and Parliament, have set themselves a busy schedule for the coming months to advance policy across a wide range of areas, from the green transition to budget discussions and regulations for digital and health. Check out [the Dods EU Political Intelligence report](#), which provides a one-stop guide to the policy plans of the EU's institutions for the autumn and winter period.



Regulatory Tracker

31.08

****From newsletter 04-2022** - EASA publishes world's first rules for operation of air taxis in cities**

EASA published rules for the operation of air taxis in cities, the first comprehensive proposal for such regulations to be issued world-wide.

The public Consultation on the proposed new regulatory framework is open until 30th September 2022, it includes the technical domains of airworthiness, air operations, flight crew licensing and rules of the air. The Agency complement existing EU regulatory material for operations of Unmanned Aircraft Systems (UAS), the unmanned traffic management system in Europe as U-space and the certification of aircraft capable of Vertical Take-Off and Landing (VTOL), as well as EASA guidance on the design of vertiports. The overall objective is to foster the development of a new ecosystem for urban air mobility (UAM), to achieve the safe and secure integration of certified UAS and VTOL-capable aircraft operations in the EU, and to enable operators to safely operate VTOL-capable aircraft in the single European sky.

Comments to be submitted to EHA (secretary@eha-heli.eu) by 22nd September

02.08

EASA Draft EBT Manual

Please click [here](#) to access EASA draft EBT manual.

It aims at supporting the operators/ATO's in designing and conducting the EBT program by complying with EASA regulation and facilitating the spirit of competency-based training. It is designed as support and guidance for the implementation of EBT mixed (ED decision 2015/027/R) and for EBT baseline (following the adoption of Commission Implementing Regulation (EU) 2020/2036 and the ED decision 2020). The content of the manual will be expanded in future editions to become a living document that helps in the development and implementation of EBT across the European Aviation Community.

Comments to be submitted to EHA (secretary@eha-heli.eu) by 23rd September (EASA deadline is 30th September)

Please let us know if you are interested in submitting your candidacy for the participation in the EASA SPT.012 task force. The Group is tasked to organise additional webinars and workshops, improve the existing EASA EBT checklists and complete the EBT manual. The task force will be composed by experts from Member states and Industry with a balanced representation of NAAs, air operators and pilot associations.

19.08

EASA ED Decision 2022/014/R Update of ORO.FC — review of crew training provisions

The [AMC and GM to ORO.FC](#) have been published with date of application 30th October for parts of it and 26th March for the following AMC and GM: AMC2 ORO.FC.105(b)(2);(c) - GM2 ORO.FC.105(b)(2) - AMC1 ORO.FC.105(b)(3) - AMC1 ORO.FC.115 - AMC1 ORO.FC.120 - AMC3 ORO.FC.120 - AMC1 ORO.FC.125(b) - AMC1 ORO.FC.130 - AMC1 ORO.FC.135 - AMC1 ORO.FC.145(a) - GM1 ORO.FC.145(a) - AMC2 ORO.FC.145(d) - GM1 ORO.FC.145(d) - AMC2 ORO.FC.146 - AMC1 ORO.FC.215 - AMC1 ORO.FC.220 - AMC3 ORO.FC.220 - AMC1 ORO.FC.230 - AMC3 ORO.FC.230 - GM1 ORO.FC.230 - AMC1 ORO.FC.A.245 - AMC1 ORO.FC.A.245(d);(e)(2) - AMC1 ORO.FC.320 - AMC1 ORO.FC.325 - AMC1 ORO.FC.330 - GM1 ORO.FC.330 - AMC1 ORO.FC.115(e).

They will be next consolidated in e-Rules format.

Those Regulations and this ED Decision amend the operator's flight crew training and checking provisions to better reflect the increased complexity in the aviation system. The updates cover aeroplanes and helicopters that carry out commercial air transport (CAT) operations, specialised operations (SPO) and non-commercial operations with complex motor-powered aircraft (NCC).

31.08

EASA Annual Safety Review 2022

Please click [here](#) to access EASA Annual Safety Review 2022.

The document provides both a statistical summary of aviation safety in the EASA Member States and identifies the most important safety challenges faced by European aviation today. This analysis drives the development of safety data portfolios, which are prioritised using the experience of EASA Member States and Industry so as to connect the data with the current and future priorities of the Agency and the safety priorities contained in the EPAS.

Click [here](#) to access Annual Safety Review 2022 Appendix 1 on fatal accidents.

02.09

EASA European Plan for Aviation Safety (EPAS) 2023-2025

The [draft European Plan for Aviation Safety \(EPAS\) 2023-2025 Volume II](#) is now open for consultation.

This edition builds upon the updated EPAS Volume I, setting out the strategic priorities centred around 'Systemic Safety & Resilience', 'Competence of Personnel', 'Operational Safety', 'Safe and Sustainable Integration of New Technologies and Concepts' and 'Environment' which was already consulted with the MAB and SAB between 25th May and 22nd June. There was overall support for the new strategic priorities and the other changes proposed, including:

- the shorter reference period & keeping EPAS Volume I stable over the reference period, while allowing for an intermediate review,
- the phasing out of 'safe Return to Normal Operations' as a distinct focus area,
- the inclusion of a strategic goal for managing the risks stemming from climate change,
- the extension of operational safety priorities to consider all safety risk portfolios,
- the upgrading of competence of personnel to become a level 1 strategic priority, and
- a stronger focus on implementation support.

Draft EPAS Volume II provides 170 active EPAS actions, including 76 Rulemaking Tasks (RMTs), 29 Safety Promotion Tasks (SPTs), 21 Member State Tasks (MSTs), 37 Research projects (RES), 1 Implementation Support Task (IST) and 6 Evaluations (EVT). 6 new actions are proposed. It also includes information on 20 actions that are completed or expected to be completed by year end (these are kept for your information and will be removed for the final EPAS).

Other changes made in this draft EPAS Volume II:

- The chapter numbering was changed considering that EPAS Volume I will no longer be updated concurrently with Volume II:
 - o EPAS Volume II now consists of Chapters 1 to 12
 - o Competence of Personnel is included as a distinct Chapter (Ch. 2)
 - o Aerodromes and Ground handling are merged into a single Chapter (Ch. 9)
 - Key Risk Areas were deleted as this information is now provided in Volume I
 - The references to Safety Issues were reviewed to better link EPAS actions with Safety Issues categorised as either 'mitigate' or 'monitor'
 - Accident statistics were updated to reflect the latest (draft) Annual Safety Review
 - The RMT template was reviewed in line with the new Rulemaking Procedure (MB Decision No 01-2022):
 - o The template now provides additional information on relevant ICAO references, applicable regulations as well as on the working method and impact assessment.
 - o The 'priority' field now provides a link to the strategic priorities in Volume I. An overview of Volume I priorities is provided in Appendix D.

Comments to be submitted to EHA (secretary@eha-heli.eu) by 1st October. [Link to download comment form.](#)



Briefings and press releases

19.08

President von der Leyen at the Baltic Sea Summit

Commission President Ursula von der Leyen and Commissioner for Energy, Kadri Simson, participated in the Baltic Sea Summit in Copenhagen, where Denmark, Germany, Estonia, Latvia, Lithuania, Poland, Finland and Sweden signed the [Marienborg Declaration](#) committing to multiplying by seven the current offshore wind capacity of the region, up to 20 gigawatts by 2030.

President von der Leyen speech: *Thank you so much, first of all, Mette, thank you so much for the invitation. I think that I speak in the name of all: It is a splendid place, a splendid weather and a fascinating topic you have invited us to. So thank you very much for that. And it is urgent, you just said it. We see energy prices breaking record after record. The consequences for households and companies are no longer sustainable. And what we see is, yes, an energy crisis, but it is mainly a fossil fuel energy crisis. So we need a green solution against this fossil fuel energy crisis. As you know, on the European level, REPowerEU is part of our answer. We are accelerating the clean energy transition with an interconnected system. And there are three main pillars. First of all, it requires that we are saving energy, mainly fossil fuel energy. At European level, we have agreed that all Member States jointly save 15% of energy between this August and March 2023. The second pillar is: We need to diversify away from Russian fossil fuels to reliable, like-minded sources, mainly also to fill our storages. And here is good news: We have reached now in the European Union an average storage filling of 80%. So we basically have reached already the amount that we have agreed on for this year. But we know that we will increase the storage filling. And the third pillar is the main pillar, that is the knowledge that our dependency on Russian fossil fuels will only be over if we invest massively into renewable energy. And that is why we are here today. So we need clean, we need cheaper and we need home-grown power. We need it big and we need it fast. That is why we propose to further increase our 2030 target for renewable energy to up to 45% now. This means a renewable energy capacity of around 1,250 gigawatts by 2030. Just to put it in a frame: Today, we have 340 gigawatts of wind and solar in the European Union – or 500 gigawatts if you take biomass into the calculation. So it is thanks to you, today, too, that the European Union goals are totally within reach.*

The Declaration that you will sign today here commits to multiply by seven the current offshore wind capacity in the Baltic Sea region – that is amazing – to up to 20 gigawatts by 2030. This is already one-third of the overall EU ambition for offshore wind by 2030 – one-third. So it is evident: By working together, we can achieve more and quicker, that is the task of the day. The benefits of regional cooperation are immense. When offshore wind turbines are connected to multiple countries, the costs are reduced, the impact on the environment is minimised, and the energy production never goes to waste because it can flow towards different markets at different times. This is where solidarity meets sustainability and security of supply. Now, we, at the European Commission, will be supporting your work in every possible way – from planning, to permitting, to financing. We back with full support the regional cooperation initiatives like this.

Since 2008, we have worked closely together through the Baltic Energy Market Interconnection Plan – you all know it as BEMIP high-level group. This exemplary cooperation is on track to fully integrate the electricity systems of the Baltic states with the rest of the European Union by 2025 already. I know, we have to accelerate.

That is also the goal, to be faster there. So we did a lot of smart brains and, of course, of financing to accelerate that goal. This Baltic electricity system integration has received continuous support from the European budget, with more than EUR 1.2 billion in financing. Here in Copenhagen, today, we are just building on that momentum. I want to highlight, at the very end, three specific points where we can accelerate the investment in offshore wind. First, let us agree to make hybrid projects a priority when planning interconnectors and offshore generation. Hybrid projects, which connect wind farms to more than one Member State, save up to 10% of the total project costs.

The Commission is ready to work with you to identify the incentives and, of course, to overcome the possible bottlenecks – there are always bottlenecks. So let us know so that we work on that. A great example of cross-border cooperation is the ELWIND offshore wind project between Estonia and Latvia. And I have good news: Today, the Commission selected ELWIND as a so-called important cross-border project, so a PCI. And you know, this is good news because this makes it eligible for EU funding.

Secondly, let us make rapid progress with grid network development plans, based on common offshore commitments. The Commission, with ENTSO-E, will prepare by September technical guidance to support you in this work. And finally, let us provide the political backing to accelerate the permitting. We all know that this is one of the biggest bottlenecks. We have put forward a proposal on the table with REPowerEU. You, the Member States, define the go-to areas. And if you have done that, then the deployment of renewables and their connection to the grid is an overriding public interest. That is important because then we can fast-forward the permitting within one year. So this should qualify for the most favourable procedures available in your country.

Let us make it real, let us do it fast.



Other news

05.08

MIT Aerial Work Research & Firefighting Case Study

Please find here the [link](#) to the White Paper Executive Summary on the MIT Aerial Work Research & Firefighting Case Study.

EHA members can provide their feedback on the research to isabella.abbate@eha-heli.eu

10.08

EURACTIV - Diplomats limber up for 'Fit for 55' transport laws negotiations

With positions on the EU's 'Fit for 55' climate laws mostly defined, the coming months will see the European Parliament and Council enter negotiations. The outcomes of this inter-institutional wrangling will shape transport policy across the EU for decades to come.

Below, EURACTIV looks at the most important elements in the upcoming discussions for the aviation, maritime, and road transport sectors: What was proposed, where the various actors stand, and what the sticking points are likely to be.

[..]. Please find the full article [here](#)

19.08

ICAO - 2022 ICAO Safety Report presents positive results

ICAO has released its [2022 Safety Report](#), presenting a detailed analysis of global civil aviation safety performance for 2021 operations.

Report results reveal a 9.8% decrease in the global accident rate for last year vs. 2020, dropping from 2.14 to 1.93 per million departures.

Meanwhile 2021 fatalities fell by 66% against the number in 2020, though the number of accidents where fatalities occurred remained consistent at four.

"These outcomes are very positive and encouraging, and reconfirm that air transport is the safest mode of transport even during the current global circumstances," commented ICAO Secretary General Juan Carlos Salazar.

"Scheduled commercial flight departures in 2021 increased by almost 11%, but even despite these millions of more flights amidst restart and recovery resource shortages and the many other operational challenges facing airline and airport operators today, air transport's collective and longstanding commitment to the safety, security and health of passengers and crew remains unwavering."

"The positive safety performance being seen system-wide is recognized in the 2022 Safety Report as being due in part to the pandemic response and recovery recommendations set out by the ICAO Council's Aviation Recovery Task Force (CART)," added ICAO Council President Salvatore Sciacchitano, "and to the Safety Stream commitments adopted by States at the ICAO High-level Conference on COVID-19 (HLCC) held last October."

The 2022 Safety Report also stresses that in response to existing and emerging trends, ICAO is working in closer partnership today with the whole international aviation community to achieve future safety improvements.

Key emphasis is being placed on improving safety performance and reducing operational safety risk through improved standardization, implementation, and monitoring.

The 2022 edition of the ICAO Safety Report provides updates for the ICAO 2020-2022 Global Aviation Safety Plan (GASP) indicators linked to its 'Goal 1', which focuses on achieving a continuous global reduction of operational safety risks and related targets.

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