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Saksbehandler: Jørn Eirik Seljeås
Telefon direkte: +47 98261658
Vår dato: 30.11.2020
Vår referanse: 20/06185-38

Deres dato
Deres referanse:

Flyplassoperatørene – kononaviruset – presiseringer i forbindelse med bruk av fleksibilitet - videreføring av kommentarer

Luftfartstilsynet registrerte at enkelte flyplassoperatører fikk noen utfordringer knyttet til situasjonen rundt bemanning på grunn av utbruddet av koronaviruset.

Luftfartstilsynet har tidligere sendt ut brev med kommentarer rundt hvordan situasjonen kunne håndteres den 13.03.2020 (vår ref. 20/06185-3) og 28.05.2020 (vår ref. 20/06185-18).

I sistnevnte brev hadde Luftfartstilsynet gitt kommentarene gyldighet frem til 30. november 2020. Da pandemisituasjonen er mer eller mindre uforandret, forlenger Luftfartstilsynet gyldigheten av våre kommentarer til og med **31. mai 2021.**

I vårt brev av 28.05.2020 hadde vi referert til EASA Safety Information Bulletin (SIB) 2020-07. Denne finnes nå i en revidert utgave 2020-07-R1.

EASA har også publisert SIB 2020-13 Provisjon of Groundhandling Services at Aerodromes.

Vårt brev av 28.05.2020, samt begge Safety Information Bulletins følger vedlagt.

Med vennlig hilsen

Wenche Olsen
avdelingsdirektør
Fagavdelingen

Henning R. Tennes
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Dokumentet er elektronisk godkjent og krever derfor ikke signatur.

Kopi til: Luftoperativt inspektorat



Adresseinformasjon fylles inn ved ekspedering. Se mottakerliste nedenfor.

Saksbehandler: Jørn Eirik Seljeås
Telefon direkte: +47 98261658
Vår dato: 28.05.2020
Vår referanse: 20/06185-18

Deres dato:
Deres referanse:

Flyplassoperatørene – kononaviruset – presisieringer i forbindelse med bruk av fleksibilitet og tilbakeføring til normal drift

Bakgrunn

Luftfartstilsynet registrerte at enkelte flyplassoperatører fikk noen utfordringer knyttet til bemannings situasjonen på grunn av utbruddet av koronaviruset.

Da dette åpenbart var en uforutsett situasjon, vurderte Luftfartstilsynet hvordan de forhold vi var blitt gjort kjent med kunne håndteres, jf. vårt brev av 13.03.2020, vår ref. 20/06185-3.

Ovennevnte brev ble gitt gyldighet frem til og med **31.05.2020**.

Luftfartstilsynet har gjort en ny vurdering, basert på erfaringer og oppdatert informasjon og veiledning fra EASA.

Regelverk

Forskrift 25. august 2015 nr. 1000 om sertifisering av flyplasser mv., jf. forordning (EU) nr. 139/2014 (BSL E 3-1)

Vurdering

Disse vurderinger gjelder kun forhold relatert til BSL E 3-1, (EU) 139/2014 for sertifiserte flyplasser, og tilsvarende forhold relatert til BSL E 4-serien for flyplasser med Teknisk/Operativ godkjenning.

Utfordring - personell

Personell som blir omdisponert til en annen lufthavn, må igjennom et etablert opplæringsregime tilpasset den aktuelle lufthavn.

Luftfartstilsynets vurdering

Dette anses tilfredsstillende. Det forutsettes at opplæringsregimet dokumenteres og at det avsluttes med en faglig vurdering (Proficiency check) som også dokumenteres, jfr ADR.ORD.017.

Utfordring – vedlikehold av kvalifikasjonskrav

Vedlikehold av kvalifikasjonskrav vil kunne bli satt noe på hold.

Luftfartstilsynets vurdering

Det forutsettes at det lages lokale program for i størst mulig grad opprettholde kvalifikasjoner. Med hensyn til intervall for «proficiency check» er disse beskrevet i «Guidance Material», og

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7468 TRONDHEIM

konkretisert i «Aerdrome Manual». En midlertidig endring av «Aerdrome Manual» kan gjøres uten forhåndsgodkjenning fra Luftfartstilsynet

Utfordring – varme øvelser

Reiseaktivitet for å vedlikeholde krav til varme øvelser vil utsettes. DSB / Brannskolen melder at de stenger all sin virksomhet inntil videre som preventivt tiltak.

Luftfartstilsynets vurdering

Det forutsettes at det lages lokale program for i størst mulig grad opprettholde/kontrollere kvalifikasjoner, dvs sikre at IR kravet ADR.OPS.B.010(a)(3) kan opprettholdes. En midlertidig endring av «Aerdrome Manual» kan gjøres uten forhåndsgodkjenning fra Luftfartstilsynet. Endringene må dog registreres, slik oversikten beholdes og at det er lett å gå tilbake til normalsituasjonen

Utfordring - inspeksjoner

Inspeksjonsregime på lufthavn justeres til et minimum, iht. 139/2014

Luftfartstilsynets vurdering

Inspeksjoner og kontroll av ferdselsområdet, jfr. ADR.OPS.B.015, er et forebyggende sikkerhetstiltak og forutsettes opprettholdt iht normale rutiner. Det vil si at ekstra inspeksjoner må gjennomføres når forholdene tilsier det.

Utfordring – brann- og redningstjenesten

Kan bli noe økt bruk av «Temporary Downgrade» innen Brann & Redning.

Luftfartstilsynets vurdering:

Luftfartstilsynet har forståelse for at situasjonen som har oppstått kan medføre bruk av nedgradering i enkelte tilfeller.

Det forutsettes at:

- o Det registreres en oversikt over bruken.
- o Flyplassoperatøren forsikrer seg om rutinene for kommunikasjon om dette mot lufttrafikk-tjenesten og flyoperatørene (NOTAM) fungerer som de skal. Jf. GM4 ADR.OPS.B.010(a)(2) Rescue- and firefighting services.

Dette er vesentlig for å sikre at alle parter til enhver tid vet hvilken kategori som gjelder.

Utfordring -åpningstider

Justerte åpningstider kan bli nødvendig

Luftfartstilsynets vurdering

Det forutsettes at dette er tilpasset behovet for trafikkavvikling (koordineres med brukerne). Åpningstider har i utgangspunktet med samfunnsoppdrag og konsesjonsforpliktelser å gjøre

Utfordring - alternate

Alternate situasjonen kan endres i takt med justeringer åpningstider

Luftfartstilsynets vurdering

Det forutsettes at dette er tilpasset behovet for trafikkavvikling (koordineres med brukerne).

Utfordring - vaktordninger

Det må iverksettes tilpassede vaktordninger ut fra situasjonsbildet

Luftfartstilsynets vurdering

Dette synes å bli en konsekvens av de momenter som er behandlet ovenfor.

Utfordring – omdisponering av personell

Stabsfunksjoner må benytte sin kapasitet til arbeidsoppdrag relatert til koronaviruset, og derfor nedprioritere annet arbeid

Luftfartstilsynets vurdering

Luftfartstilsynet har forståelse for dette, og vil vurdere å gi utsettelse på svarfrister etter søknad. Her vil en kort enkel e-post være tilstrekkelig og adresseres til postmottak@caa.no.

Parkering av luftfartøy

EASA sendte fredag 27.3.2020 ut en veiledning til myndighetene som Luftfartstilsynet finner hensiktsmessig å videreformidle til flyplassoperatørene.

«Following the outbreak of COVID-19, the majority of European air operators decided to ground their fleets. This has created an excessive demand of parking places at aerodromes and in many cases taxiways and/or runways have been used for accommodating the grounded aircraft.

In order to ensure the safety of the flights which are still operating, EASA is recommending the following actions to the aerodrome operators and Air Navigation Service Providers, as appropriate and in coordination between them:

1. Priority should be given to park aircraft on aprons. (including isolated parking positions and deicing stands if not required).
2. In case that there is no space available for aircraft parking at aprons, taxiways could be used.

Nevertheless, the following should be considered:

- a. Parked aircraft should not infringe obstacle limitation surfaces, critical and sensitive areas of radio navigation aids and line of sight of air traffic control, for operational runways;
- b. A free route should be ensured between the operational runway(s) and apron(s);
- c. Access of rescue and firefighting vehicles to the operational runway(s) should be ensured.

3. In case that parking of aircraft on runways cannot be avoided, then:

- a. Closure of the runway should be announced by NOTAM and through ATIS;
- b. Radio navigation aids associated with the closed runway(s) should be switched off;
- c. Runway lighting and approach runway lighting system should not be operated.

4. Closed areas of the aerodrome should be promulgated with NOTAM.»

Tilbakeføring til normal operasjon

Luftfartstilsynet viser til EASA SIB 2020-07 publisert 04.05.2020, vedlagt, men kan også lastes ned fra <https://www.easa.europa.eu/sites/default/files/dfu/SIB-2020-07.pdf>

Luftfartstilsynets kommentar og presisering.

Luftfartstilsynet mener denne kan gi et godt utgangspunkt for å lage en plan for å tilbakeføre driften til normal operasjon, uten at den må ses på som komplett eller utfyllende.

Det antas også at en tilbakeføring vil kunne skje stegvis, og det bør reflekteres i planen.

Med hensyn på punkt 12 angående trening, forutsettes det at dette i størst mulig grad gjennomføres slik at formelle krav er oppfylt.

Flyplassoperatøren må vurdere behov for oppfriskingstrening for personell basert på lengden av fravær fra tjeneste.

For øvrig vises til kommentarene i avsnitt **Utfordring – vedlikehold av kvalifikasjonskrav**

Vår dato
28.05.2020

Vår referanse
20/06185-18

ovenfor.

Luftfartstilsynet ber om at flyplassoperatørene lager en plan for tilbakeføring til normalsituasjon. Eksempler på momenter:

- Tidsaspekt og eventuell faseinndeling.
- Eventuelle positive erfaringer fra midlertidige iverksatte tiltak under krisen som vil evalueres og videreføres i forhold til kvalifikasjonskrav og «Proficiency Checks»
- Eventuelle forhold som flyplassoperatørene ser krever godkjenning av Luftfartstilsynet.

Luftfartstilsynet ber om at plan for tilbakeføring oversendes oss innen **20.08.2020**

Luftfartstilsynets avsluttende kommentar

De kommentarer som er gitt ovenfor er basert det vi vet pr i dag om situasjonen rundt koronaviruset.

Denne situasjonen endrer seg fort og det kan komme direktiv fra andre myndigheter som har innvirkning på innholdet i dette brevet.

Luftfartstilsynet gir disse kommentarer en gyldighet frem **til og med 30 november 2020** med mindre annet blir medelt.

Innen den tid har situasjonen antagelig endret seg, og både utfordring og løsninger bør vurderes på nytt før den tid. Luftfartstilsynet ønsker løpende dialog med flyplassoperatørene for å kunne avdekke utfordringer så tidlig som mulig.

Dette brev erstatter våre brev av 13.03.2020, vår ref 20/06185-3 og 31.03.2020, vår ref 20/06185-14

Med vennlig hilsen

Wenche Olsen
avdelingsdirektør
Fagavdelingen

Henning R Tennes
seksjonssjef
Flyplass og flysikring

Dokumentet er elektronisk godkjent og krever derfor ikke signatur.

Kopi til: Luftoperativt inspektorat



Safety Information Bulletin

Aerodromes

SIB No.: 2020-07R1

Issued: 17 July 2020

Subject: Preparation of Aerodromes to Resume Operations

Note: This SIB is issued in the context of a project undertaken to provide guidance to allow the return to normal operations and it is part of several anticipated communications from EASA related to this project across various aviation domains.

Revision:

This SIB revises EASA SIB 2020-07 dated 04 May 2020.

Ref. Publications:

Commission Regulation (EU) [No 139/2014](#) dated 12 February 2014.

Applicability:

Competent authorities, aerodrome operators and air navigation service providers.

Description:

Following the outbreak of COVID-19 and due to the limitations imposed by individual States, the majority of flights have been suspended. Aerodromes have been forced to scale down or suspend their operations until flights resume. Furthermore, in many aerodromes across Europe, operational areas such as runways and taxiways are used for the long-term parking of grounded aircraft; aerodrome systems such as airfield lighting and radio navigation aids have been switched-off and regular inspections and maintenance of aerodrome infrastructure may not always be performed according to schedule. In addition, a number of staff may have been made redundant or may have not completed the required training, thereby limiting capability of the aerodrome to cope with increasing traffic.

For this reason, the aerodrome operators under their safety management system should establish a plan that ensures the safe gradual return to operations.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [139/2014](#), Annex II, ADR.AR.A.040.

Recommendation(s):

The following recommendations aim to support the safe operation of aircraft at an aerodrome, and should be considered along with any other instructions related to health and security issues, as well as the provision of ground handling services.

This is information only. Recommendations are not mandatory.



Aerodrome operators are responsible for ensuring the safety of operations at the aerodromes. This should be done in close cooperation and coordination with the air navigation service providers, air operators, ground handling service providers under the supervision of the competent authorities, taking into consideration also the instructions of the public health authorities.

Aerodrome operators should prepare a plan to support the return to normal operations which should include at least the following:

1. Overall inspection of the paved and unpaved surfaces, paying attention to:
 - General cleanliness, presence of foreign object debris (FOD) and any signs of damage to the pavement surface which could pose a risk to the aircraft operations;
 - Leakages and depressions due to long-term parked aircraft;
 - Drainage systems and storm water collection systems, in order to ensure that they are unobstructed.
2. Electrical power supply systems:
 - The status of the primary and secondary power supply systems, in particular those supporting the approach, runway and taxiway lighting, apron floodlighting, visual docking guidance systems, non-visual aids, Meteorology (MET) equipment, Air Traffic Services (ATS) installations (e.g. the air traffic control or aerodrome flight information services tower), rescue and firefighting station and every alerting and communication system;
 - Scheduled maintenance, if not performed, should be completed.
3. Non-visual aids for navigation check:
 - The status of non-visual aids for navigation, especially of those which were not in use during the lockdown period;
 - The issuance of a Notice to Airmen (NOTAM) downgrading the status of the non-visual aids if scheduled flight checks have not been conducted;
 - Aircraft parked on taxiways do not infringe the critical and sensitive areas of non-visual aids;
 - The condition and height of grass and other vegetation around the non-visual aids.
4. Visual aids for navigation check:
 - The status of all lights, markings and signs, particularly when frequency of inspections has been reduced. Any inspection reports available should be reviewed and open items should be closed;
 - Lights, signs and markings are not obstructed by vegetation;
 - When the regular checks and the calibration of Precision Approach Path Indicators (PAPI) have not been conducted according to the schedule, a new calibration should be arranged before restoring operations;
 - Any temporary markings and signs which have been installed on runways, taxiways and aprons to accommodate overflow parking of aircraft should be removed prior to their use;
 - The status of the obstacle lights at the aerodrome should be verified and failed lights should be replaced.

This is information only. Recommendations are not mandatory.



5. Rescue and firefighting:

- The status of rescue and firefighting equipment and vehicles should be checked.
- Availability of extinguishing agents appropriate to the rescue and firefighting level of protection should be ensured;
- The maintenance of rescue and firefighting vehicles should be reviewed. Any scheduled maintenance that has not been performed should be completed as soon as possible;
- Attention should be given to the fire stations that were not in use during the lockdown period;
- Communication and alerting systems should be checked for proper functioning;
- The status of the emergency access roads to the active runway(s) should be checked and special attention should be given to ensure that they have unobstructed access, particularly from parked aircraft;
- Staffing levels should be appropriate to the rescue and firefighting level of protection available. The rescue and firefighting level of protection should be adjusted to the most demanding aircraft in terms of rescue and firefighting aerodrome category. In this case, the information should be promulgated via NOTAM;
- Staff should be advised to always respect local rules for social distancing in the changing and social rooms. The safe distance to others should be adhered to also during off-duty periods, so as not to endanger themselves and other rescue and firefighting staff, and potentially setting off a spreading event that could affect the Rescue and Fire Fighting Services (RFFS) category.

6. Obstacle management:

- The obstacles in the aerodrome's surrounding should be reviewed. The check should focus on the lighting and marking of the authorized obstacles as well as the emergence of new structures. Any unauthorized obstacles should be brought to the attention of the competent authorities of the Member State without delay;
- Obstacle Free Zone(s), when established, should be thoroughly examined, especially when aircraft are parked on taxiways close to runways;
- Obstacle protection surfaces of visual approach slope indicator systems (VASIS/PAPI) should be checked for possible infringements, particularly from parked aircraft;
- ATS line of sight should be unobstructed, especially for the active runway(s) and taxiway(s) which are used for aircraft taxiing.

7. Wildlife hazard management:

- The status of vegetation, habitat and land use management at the aerodrome should be checked;
- In the case of increased bird activity at and around the aerodrome, a NOTAM should be issued to advise caution;
- The status of wildlife activity reporting should be checked. The latest available reports should be reviewed and special focus should be given to areas which are known for wildlife activity;
- The status of the aerodrome fences should be checked. Fences should be repaired, when necessary;
- Availability and functioning of repellent systems should be checked;

This is information only. Recommendations are not mandatory.



- Aircraft and other infrastructure, such as passenger boarding bridges, should be checked for possible nesting due to inactivity. Inform aircraft operators when wildlife activities are observed close to parked aircraft;
- Regular monitoring of wildlife activities should commence as soon as possible;
- Intensive use of active wildlife control methods before and right after the restart to disperse hazardous wildlife species from the aerodrome;
- A comparative analysis of wildlife monitoring and control data of all possible and confirmed wildlife strikes collected before and during the lockdown should be performed in order to identify possible new wildlife hazards raised during the lockdown.

8. Apron management:

- The effective functioning of passenger boarding bridges, visual docking guidance systems, if applicable, and FOD management should be checked;
- Depending on the size of the aerodrome and the expected traffic, a list of available aircraft stands and a stand allocation plan should be prepared. The plan should be communicated to the air traffic services and provider of apron management service, if applicable, as well as to ground handling service providers.

9. Aeronautical information management:

- Any NOTAMS/publications in regard to restrictions to aircraft operations or closure (partial or full) of the aerodrome should be reviewed and, if required, should be amended or cancelled;
- Any new restrictions, non-availability of infrastructure, services such as provision of ground handling services, fuel, obstacles and new procedures that may have an impact on flight operations should be published via NOTAM without delay.

10. Aerodrome emergency plan:

- Equipment and facilities required for emergencies are available and functioning;
- Participating organisations are available and capable to support in case of emergency;
- Table top emergency exercises should be conducted in case when during the lockdown period partial or full scale emergency exercises have been postponed or cancelled. However, the aerodrome operator should also conduct the planned emergency exercises as soon as possible following coordination with the competent authority.

11. Airside works:

- Work plans should be reviewed and revised accordingly and communicated to the contractors and aerodrome personnel;
- Construction or maintenance work sites are appropriately marked and lighted;
- For ongoing changes or when resuming construction works, it should be ensured that hypothesis and mitigating measures are still relevant and implemented;
- NOTAMs, Aeronautical Information Publication (AIP) Supplements and amendments related to airside works should be validated and updated if necessary.

This is information only. Recommendations are not mandatory.



12. Vehicle/equipment readiness:

- All the vehicles and equipment operating on the movement area, especially those which have not been used for an extensive period of time, should be maintained and functioning properly;
- Communication systems should be checked for proper functioning.

13. Disabled aircraft removal plan:

- The information published in the AIP should be reviewed and updated as necessary;
- The disabled aircraft removal plan, the availability of equipment, personnel and any other arrangements should be reviewed.

14. Availability and competence of personnel:

- Availability of a sufficient number of personnel should be ensured;
- Training records should be reviewed and, if necessary, refresher trainings should be conducted. E-Learning training courses may be used to facilitate theoretical training and physical distancing;
- The content of the aerodrome manual and, in particular, all the procedures contained therein, should be reviewed;
- Personnel should be briefed on the new or changed procedures, possible changes to the infrastructure that have taken place during the lockdown period and familiarize themselves with the new working environment.

15. Coordination and collaboration:

- Stakeholder preparedness:
 - i. The availability of staff and equipment should be ensured by the ground handling service providers;
 - ii. Specific procedures should be communicated in advance and a coordination team should be established to address issues that may emerge;
 - iii. It should be ensured that fuel suppliers have adequately trained staff and equipment to refuel the aircraft. Hydrant systems and fuel bowsers should be checked to mitigate the risk of fuel contamination.
- Air Traffic Services and Meteorology:
 - i. Coordination should be performed with air traffic services to ensure the readiness of aerodrome for return to operations and agree upon any operational restrictions;
 - ii. Coordination should be performed with local MET office to ensure the availability of meteorological services.

Competent authorities should monitor the effective implementation of the plan to return to normal operations.

Contact(s):

For further information contact the EASA Aerodromes Standards & Implementation Section, Flight Standards Directorate, E-mail: aerodromes@easa.europa.eu.

This is information only. Recommendations are not mandatory.



Subject: Provision of Groundhandling Services at Aerodromes**Ref. Publications:**

Regulation (EU) No 2018/1139

Regulation (EU) No 965/2012

Regulation (EU) No 139/2014

Applicability:

Competent authorities, aerodrome operators.

Description:

Following the outbreak of COVID-19, the majority of the flights have been suspended. This had a severe impact in groundhandling business due to the fact that the absence of clients forced many groundhandling services providers to scale down or cease operations completely. This resulted in a large number of personnel being unemployed and groundhandling equipment being abandoned at the aerodromes.

As aviation is recovering slowly and flights are resuming, the groundhandling sector is playing a vital role in the safe and efficient conduct of flight operations.

EASA has initiated the work on the development of rules in regard to the requirements of Regulation (EU) No 2018/1139 (EASA Basic Regulation) for the provision of groundhandling services under the EU Regulatory framework. However, such rules have not yet been published. Currently, Council Directive 96/67/EC, as transposed in the national regulatory framework of each Member State, regulates the access to the market and Article 17 of this Directive does not affect the rights and obligations of Member States with respect to safety at aerodromes. Nevertheless, since groundhandling services are provided to air operators and at aerodromes, which fall under the scope of Regulation (EU) No 2018/1139, it is considered important that the services are provided in a manner that ensures the safety and regularity of operations and in accordance with the essential requirements included in Annex VII of Regulation (EU) No 2018/1139.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Safety Directive (SD) action under Regulation (EU) [139/2014](#), Annex II, ADR.AR.A.040.

This is information only. Recommendations are not mandatory.



Recommendation(s):

An aerodrome operator, in order to ensure that the provision of groundhandling services at the aerodrome is available and does not affect the safety of aerodrome operations, is recommended to:

1. In case that a groundhandling service provider has ceased/ceases operation or specific services are not provided, make this information available to aircraft operators by using all the available means of communication, including the possibility of issuing NOTAM.
2. Depending on the State and in accordance with the National Regulatory framework in regard to the access to the groundhandling market, liaise with the National Aviation Authority to ensure continuity of the provision of groundhandling services taking into consideration the expected traffic demand.
3. Ensure that unused or inoperative ground support equipment (GSE) is removed from areas that affect flight operations and aircraft servicing, and stored in a manner that it does not pose a risk to persons or aircraft in the vicinity (e.g. collision, FOD, fire, etc.). Designation of specific areas may be required.
4. Coordinate and ensure the ground handling service provider has developed a return-to-operations plan.
5. Require that the groundhandling service providers have appropriately checked the GSE before it is returned to service by maintenance staff.
6. Ensure that persons who are allowed unescorted access to the apron have received the required refresher training in regard to the safety and operational procedures on the apron in accordance with ADR.OR.D.017. Personnel should be briefed on any new or amended procedures.
7. Not allow the operation of vehicles or equipment by any person who does not hold a valid apron driving authorisation or an equivalent in accordance with ADR.OPS.B.025.
8. Ensure that newly hired personnel who are operating centralized aerodrome infrastructure facilities, such as boarding bridges, visual docking guidance systems, etc. are trained to perform the assigned tasks.
9. Provide groundhandling service providers details of any operational limitations at the apron and the use of centralized aerodrome infrastructure.
10. Liaise with all groundhandling service providers to ensure the establishment and implementation of local staff wellbeing programme.

Contact(s):

For further information contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: ADs@easa.europa.eu.

This is information only. Recommendations are not mandatory.

