



# European Powered Flying Union

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## EPFU News Flash No. 112, November 2022

### Dear friends

Europe Air Sports Technical Conference was held in Vienna last weekend. This is the reason for the delay for this News Flash. I wanted to integrate a summary for you. EPFU was represented by René, since I was on a dury-trip to Las Vegas. Find the summary a bit further down.

There has been a question among our members what EPFU is doing as regards of the future of AVGAS 100LL. You will find that the future of this fuel grade does not look bright in the EU. This is due to environmental and political issues and. In many respect the aviation authorities are quite powerless to influence the topic. However, EPFU is working in coordination with Europe Air Sports (EAS) to influence the rulemaker to implement substitutional solutions, mainly trying to influence the approval process of already available substitutes like GAMI G100UL fuel. Remember that those aircraft that do not require 100 octane fuel can still fly with 91/96UL fuel. I was in contact with EAS' programme manager, Nils Rostedt, he stated that the will of EASA is to keep the 100LL available until substitutes are at hands, but he added that this might not be at the Agency's discretion. As soon as I get updates on the topic I will inform you accordingly. For today, here's link to GAMI G100UL website.



Good morning!

<https://gami.com/g100ul/g100ul.php>

After this introduction you find a variety of topics as usual. Despite the unpleasant news regarding the future of AVGAS 100LL I wish you a pleasant autumn. Have a good time!

### Europe Air Sports Technical Conference, Vienna, 29 October 2022

Europe Air Sports (EAS) invited all members to attend the Technical Conference mentioned above, René Meier represented our organisation. Here follows a short overview on the most relevant topics presented, prepared on his way back home in order to deliver first impressions.

#### Welcome, by Andrea Anesini:

The President of EAS welcomed the participants. He presented his thanks to the speakers and to the audience for supporting EAS and for today's presence at the event.

#### EASA Presentation, by Alain Leroy and Vladimir Foltin:

Both speakers emphasized General Aviation's (GA) importance as innovation driver, but reminded the audience of the necessity to become more active to obtain the desired results. Conspicuity of rotorcraft and GA aircraft are hot topics, both speakers highlighted GA's its role in this field of technology.

#### Working efficiently and in partnership with the EU at political level, by Timo Schubert:

Timo Schubert presented slides on how the EU works, explained the interactions between the top-level institutions and GA as stakeholder in many sectors where EU is the regulator.



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## **The future of leaded AVGAS 100LL, by Rudi Schuegraf:**

In one sentence: there is no future for AVGAS 100LL, **by 2025 no more AVGAS 100LL will be produced in Europe** we are told, many of us will be grounded if we do not take actions more or less immediately. We at EPFU have to intensify our efforts to promote sustainable flight operations, one possibility is to make use of unleaded fuels as soon as possible, or, within the frame of the technical possibilities, to change to electric flight, see below!

## **Fly electric, by Jean-Pierre Delmas:**

Already 6 Pipistrel Velis electric aircraft are operated flight training organisations in France without incidents. This aircraft is highly esteemed by those living near to the aerodromes. The endurance of the type fits the operational needs when careful planning of the flights is considered

## **Green Deal and Fit for 55, by Timo Schubert, Nils Rostedt, Mike Morr:**

Timo Schubert mentioned the shift we experienced after the last elections to the European Parliament in a direction which will emphasize sustainability and protection of the environment. Green Deal and Fit for 55 are direct results. The figure 55 means that by 2030 a reduction of 55 % of the known harmful emissions must be obtained. Nils Rostedt and Mike Morr presented additional aspects mentioning Part-66, Part-21 Light, All Weather Operations as well as the lack of comprehensive information as regards our other partners using airspace without transponders ect., the birds: all Aeronautical Information Publications (AIP) of all publishers should in fact contain such information, so we shall have to check if such information is officially distributed.

## **U-Space regulations, how U-Spaces should be implemented, by Michel Rocca:**

Integration or segregation of drone operations, that is the question. Integration is the answer, as any further fragmentation of air space available would add complexity to our operations. Drone operations will remain possible outside defined U-Spaces, so see and avoid/conspicuity remain key requirements for safe operations of both kinds of flying machines.

## **GA evolution, by Julian Scarfe:**

Less rulemaking, more own initiative, this will promote even further GA's evolution wherefrom a considerable number of new products had its origin. The so-called best intervention strategy will maintain our operations at the acceptable level of safety we are obliged to respect.

## **Electronic licences project, by Rudi Schuegraf:**

It is a project promoted by the People's Republic of China (PRC) to the International Civil Aviation Organisation (ICAO). This fact provokes my nasty question: has this project really to do with the aviation administration's bureaucracy or does the PRC try to find international legitimation for more political surveillance?

## **There have been more presentations by other speakers,**

their slides will be integrated in the full set of the presentations held which will be available soon, we shall keep you informed of its publication. This set mentioned will probably not follow the sequence of topics as shown above, the event agenda was adjusted during the event. The titles proposed in this article may vary as well.



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### Five more EASA research projects go live, funded from the European Union's Horizon Europe research and innovation programme



From the Agency's website from 28/10/2022: EASA signed contracts for five new research projects, all funded from the European Union's Horizon Europe research and innovation programme. The contracts were concluded following calls for tender and EASA as contract manager will work side by side with the appointed project leaders. These are the project titles:

- Enhanced fault detection and diagnosis solutions for air data systems, to propose and assess novel methods to detect and/or be robust to multiple consistent and possibly simultaneous air data probe failures.
- Monitoring of flight control laws, to investigate the introduction of flight control law monitors to detect errors and assess changes to certification standards.
- Impact of Security Measures on Safety, to understand the nature and extent of the interdependencies between safety and security in order to assess the impact of security measures on safety.
- **LOKI-PED — Lithium Batteries Fire/Smoke Risks in Cabin**, to fully characterise the hazards related to the carriage of lithium batteries and Portable electronics Device (PED) by passengers in the aircraft cabin.
- eMCO-SiPO - Extended Minimum Crew Operations – Single Pilot Operations – Safety Risk Assessment Framework, to assess the main safety hazards associated to extended minimum crew operations and single pilot operations, evaluate whether the compensation measures proposed by industry, in addition to the measures considered necessary by EASA, enable the eMCO and SiPO operational concepts to be implemented with level of safety equivalent to today's two-pilot operations.

Some of these projects are of interest to our community, the LOKI-PED — Lithium Batteries Fire/Smoke Risks in Cabin project, for instance, others are mentioned to keep you informed. For more information you may to

[https://www.easa.europa.eu/en/newsroom-and-events/news/five-more-easa-research-projects-go-live?utm\\_campaign=d-20221029&utm\\_term=pro&utm\\_source=notifications&utm\\_medium=email&utm\\_content=title&utm\\_placement=content&utm\\_group=easa\\_news](https://www.easa.europa.eu/en/newsroom-and-events/news/five-more-easa-research-projects-go-live?utm_campaign=d-20221029&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news)

#### Repetition:

#### 2022 EASA Aircraft Maintenance Workshop 13 Dec 2022 to 15 Dec 2022

Day 1: 13/12/2022, 14:00 - 17:00 CET (UTC +1)  
Day 2: 14/12/2022, 09:00 - 17:00 CET (UTC +1)  
Day 3: 15/12/2022, 09:00 - 12:00 CET (UTC +1)



The Aircraft Maintenance Workshop is an interactive forum to discuss MRB process, MSG-3 tool, AMP and other aircraft scheduled maintenance related topics. It is open for participation to National Competent Authorities (NCAs) of the **EU Member States**, Operators/ CAMOs and Aircraft/ Rotorcraft Manufacturers. Scope of this meeting will be (refer also to Preliminary Agenda) to:

- Keep our stakeholders up-to-date with the most recent EASA changes and goals;
- Provide feedback on International MRB Policy Board activities and achievements;



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- Discuss about technical or procedural MRB items proposed by either EASA/NCAs and Industry;
- Discuss about other aircraft scheduled maintenance related items such as MPD, AMP, ICAs, Legacy Programs, etc.

It is an “**on invitation only**” event. Nevertheless, for more information and for an eventual registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/2022-easa-aircraft-maintenance-workshop>

## Repetition

**EASA Rotorcraft and VTOL Symposium 08 Nov 2022 to 09 Nov 2022**

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-rotorcraft-and-vtol-symposium>



**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 6/10/2022 and 5/11/2022, titles or text parts in bold characters** means that the texts are at least partially important for our community:

## ToR

Repetition, it was a topic of the Technical Conference mentioned above: 20/9/2022 **Enabling electronic personnel licensing in Europe (RMT.0737)**. EASA writes: The objective of this rulemaking task is to develop and establish the requirements for the introduction and implementation of an electronic personnel licencing (EPL) system within the EU regulatory framework in order to:

- (1) enable the issue, display, validation and verification of EU electronic personnel licences (EPLs) on self-contained mobile electronic visual display devices in addition to the licences issued on high-quality paper or other suitable material, including plastic cards; EPLs shall be optional to the paper version — nevertheless, the Member States’ national competent authorities will have the obligation to recognise EPLs issued by all other Member States;
- (2) ensure the security, confidentiality, data protection, integrity, authentication, and accessibility as regards EPLs;
- (3) ensure EPL system interoperability between the different issuing and verifying national competent authorities and other affected stakeholders (e.g. examiners for pilot licences);
- (4) transpose ICAO Annex 1 SARPs related to EPLs (Amendment 178 to Annex 1) in the relevant EU regulations.

For the full text please go to

<https://www.easa.europa.eu/en/downloads/137067/en>



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**NPA** None

**Agency Decisions** 4/11/2022 ED Decision 2022/020/R, Amendments to the **SERA radiotelephony phraseologies for pilot–air traffic controller voice communications** | AMC and GM to the rules of the air — Issue 1, Amendment 5, see also the entry covering the topic under Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 923/2012 — Issue 1, Amendment 5 a few lines below.

EASA writes: This Decision issues amendments to the SERA radiotelephony (RT) phraseologies in order to ensure the necessary **harmonisation in the voice communications between pilots and air traffic controllers**, and to prevent any misunderstanding that would potentially result in safety issues, especially in a critical phase of the flight such as the approach.

The completion of this rulemaking task ensures the full and timely alignment of the SERA RT phraseologies with those applicable at global level, as recently amended by ICAO through Amendment 11 to Doc 4444 'PANS-ATM'.

For the full text of the Decision please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022020r>

**CRD** None

**Opinion** None

**EU Decisions** None of relevance for the moment.

**EU Consultations** No new Consultations affecting aviation.

**EU Regulations** 28/10/2022 Commission Delegated Regulation (EU) 2022/2074 of 20 July 2022 amending Regulation (EU) No 139/2014, as regards the **definition of SNOWTAM**, published in the Official Journal of the European Union, OJ L 280, pages 4-5.

**EU Publications** None of relevance for the moment.

## Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 923/2012 — Issue 1, Amendment 5

published on 4/11/2022 on radiotelephony, for more information:

<https://www.easa.europa.eu/en/downloads/137208/en>

## EASA just published this message:

Dear CRT user, please note that the public consultation period of **Proposed Certification Memorandum EASA CM-21.A-K-001 issue 2 'Installation of new parts and appliances without an EASA Form 1'** has been **extended until 07/12/2022**.





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To place comments, please use the automated Comment-Response Tool (CRT) available at <http://hub.easa.europa.eu/crt>

Thank you for your interest in and contribution to the European Union Aviation Safety Agency's rulemaking activities.

### Understanding how the new U-space will enable the safe integration of drones in the European airspace

On 20/10/2022 EASA published the information mentioned above. It consists of two pages only and presents mostly graphically how drones should safely be integrated in the European airspace we have to share. For more information please go to

<https://www.easa.europa.eu/en/downloads/137156/en>



### Notification of a Proposal to issue a Certification Memorandum, Eligibility for type certificate application

has been published by the Agency on 19/10/2022. To fully understand the scope of such texts we have to be aware of what follows:



“EASA Certification Memoranda clarify the European Aviation Safety Agency’s general course of action on specific certification items. They are intended to provide guidance on a particular subject and, as non-binding material, may provide complementary information and guidance for compliance demonstration with current standards. Certification Memoranda are provided for **information purposes only** and **must not be misconstrued as formally adopted Acceptable Means of Compliance (AMC) or as Guidance Material (GM). Certification Memoranda are not intended to introduce new certification requirements or to modify existing certification requirements and do not constitute any legal obligation.**

EASA Certification Memoranda are living documents into which either additional criteria or additional issues can be incorporated as soon as a need is identified by EASA.”

The Agency adds under 2.1. Problem statement: The Agency observes an increasing number of certification projects initiated at a development stage when the respective project has not an adequately defined concept of operations (CONOPS) or the product is not sufficiently mature to allow the type investigation to progress in an effective manner. This situation becomes even more evident when the applicant itself is a ‘newcomer’. Such applicants may have to deal with several challenges at the same time: the establishment of the CONOPS, the development of the product and the setup of an organization able to demonstrate its design capability and perform the product type certification. This situation can lead to inefficiencies and unnecessary delays in the certification activities. The purpose of this guidance is to support industry in their innovation efforts, by giving guidance on what is the optimum timing, from a technical and organisational readiness perspective, to apply for product certification.”

It is a Part 21 Design Organisation Approval topic, not directly linked with our operational needs. It shows, however, to which extent EASA is willing to support customer needs. For more information please go to

<https://www.easa.europa.eu/en/downloads/137151/en>



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### EASA publishes Easy Access Rules for Continuing Airworthiness (advance revision)

On 11/10/2022 EASA published what is mentioned above. It is an advance revision of Easy Access Rules for Continuing Airworthiness to help stakeholders to prepare for the introduction of SMS in Part-145.



This revision incorporates Regulation (EU) 2021/1963 and related ED Decision 2022/011/R. It is available as a PDF and in XML (machine-readable format). **It will formally become applicable on 2/12/2022.**

Important note: Easy Access Rules for Continuing Airworthiness as currently applicable are still accessible.

The address of the full texts:

<https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-continuing-airworthiness-0>

### If interested in air traffic control this is why should you attend:

- **Discover** innovative projects and hear what's new in aviation research and innovation
- **Meet and network** with fellow ATM and aviation professionals, academics and experts
- **Engage** in our technical sessions for in-depth insights into the most cutting edge aviation research and development
- **Meet** like-minded researchers at the on-site poster exhibition and meet the people behind the research and innovation on show
- **Get inspired** by panel discussions from leaders in the aviation industry.



And don't miss the chance to get together with your peers at the informal #SIDs2022 networking activity, more details of which will be shared shortly.

### Still valid and helpful:

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





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### European Powered Flying Union

Best wishes, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 6 November 2022

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