



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

EPFU News Flash No. 138, January 2025

Dear Friends

In this first News Flash of the new year, you will again find a wide range of information from areas important to general aviation. In our view, the Notice of Proposed Amendment (NPA) 2024-08, which deals with electronic flight licenses, deserves special attention. Please report any special topics you would like to see covered in more detail in future issues to the Technical Officer.

I wish you all the best for the coming days.

René Meier, Technical Officer

EPFU 2025 Annual General Meeting

will be held at Grenchen (LSZG) starting in the evening of **Friday 25/4/2025, ending on Sunday 27/4/2025** around noon. All relevant information will follow shortly.



AURA AERO Integral E First Flight

3/12/2024 The battery-powered two-seater aircraft performed its first flight at Toulouse. For more information please go to the manufacturers website:

<https://aura-aero.com/en/medias/press-release/integral-e-maiden-flight/>



Repetition Business Jet Workshop 2025

On-site event held at Cologne, event dates
Day 1: 21/01/2025, 09:00 - 17:30 CET (UTC +1)
Day 2: 22/01/2025, 09:00 - 17:00 CET (UTC +1)



The workshop is an opportunity of exchange between the Aviation Authorities and Stakeholders in the “Biz-Jets” design and certification sector, in order to best address the ongoing and future challenges in the coming years. The Workshop will develop around certification aspects but with an eye on the global perspective and will have particular focus on Regulators developments and current and future challenges and activities (e.g.: new technologies, sustainable aviation) to support the sector in the coming years.

Registration is open for all interested parties, for relevant information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/business-jet-workshop-2025>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment



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Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/12/2024 and 31/12/2024. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR:

12/12/2024 Environmental protection requirements for products not covered by ICAO Annex 16 (ToR RMT.0733). The purpose of this rulemaking task (RMT) is to:

- develop detailed EPRs for products for which Volumes I, II and III of ICAO Annex 16 do not contain applicable Standards and Recommended Practices (SARPs). These detailed EPRs should be adopted in a Commission Delegated Regulation in accordance with Article 19(1)(a) of Regulation (EU) 2018/1139.
- develop the related acceptable means of compliance (AMC) and guidance material (GM).
- update Regulation (EU) No 748/2012 and the related AMC and GM to ensure the consistent implementation of the developed detailed EPRs for the product certification or declaration of compliance.
- update other Regulations to ensure consistency within the overall EU regulatory framework.

Interested parties may go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0733>

Focused Consultation: None.

Public Consultation: None.

Notices of Proposed Amendment: None.

NPA 2024-07 Regular update of CS-MMEL and CS-GEN-MMEL (ToR RMT.0499), published on 17/12/2024. This NPA proposes the update of the Certification Specifications for Master Minimum Equipment List (CS-MMEL) and of the Certification Specifications for Generic Master Minimum Equipment List (CS-GEN-MMEL) considering the principles of harmonisation and possible relief of items under special operating conditions, limitations or procedures for a specific aeroplane type or model. It comes in three parts:

Part A: Explanatory Note

Part B: CS-MMEL (title shortened)

Part C: CS-GEN-MMEL (title shortened)

Affected stakeholders are Design organisations of complex motor-powered aircraft and other design organisations dealing with changes or supplemental type certificates to these aircraft; design organisations of other than complex motor-powered aircraft. Our community is not directly addressed. Interested parties may take note that comment period ends on 17/3/2025. This address brings you to the full set of the six texts:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-07>



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NPA 2024-08 Enabling electronic personnel licensing in Europe, (ToR RMT.0737), published on 19/12/2024, comes in 6 parts. Copied from EASA:

The purpose of this rulemaking activity is to establish the requirements for the introduction and implementation of personnel licences in electronic format (electronic personnel licences (EPLs)) within the EU regulatory framework. The objectives are to:

1. enable the issuance, display, validation, and verification of EU EPLs on self-contained mobile electronic visual display devices, in addition to the traditional physical format (e.g. paper or plastic cards). EPLs will be optional, but national competent authorities (NCAs) shall recognise personnel licences issued in electronic format not only by other EU Member States (MSs) but also by all ICAO Contracting States;
2. ensure the security, confidentiality, data protection, integrity, authentication and accessibility of EPLs;
3. ensure the interoperability of electronic personnel licence systems (EPLSYS) used by different NCAs and stakeholders;
4. incorporate ICAO Annex 1 Standards and Recommended Practices (SARPs) related to implementing an EPLSYS into the relevant EU aviation regulations.

To enable the introduction of personnel licences issued in electronic format and the EPLSYS, amendments are proposed to several regulations. The main topics addressed through the new or amended requirements and associated AMC and GM include:

- new definitions related to the introduction of EPLs;
- new authority requirements on the establishment of EPLSYS enabling authorities to generate, manage and verify such licences;
- new technical specifications for the issuance of EPLs and the establishment of an EPLSYS, based on the ISO/IEC 18013-5:2021 International Standard and ICAO Doc 10190;
- new EASA Forms for EPLs;
- transitional measures related to the inclusion of medical certificate information in EPLs (for pilot and air traffic controller licences only), allowing authorities to start issuing EPLs while continuing to issue medical certificates in the traditional physical (paper) format;
- provisions permitting EPLs to include information on national privileges outside the scope of EU regulations (e.g. related to 'Annex I aircraft'), issued in accordance with national legislation and valid only within the territory of the issuing MS;

simplifications with regard to the current ICAO EPL format, removing the need to include the photograph of the holder, the script signature of the holder (except in the maintenance domain), and the seal or stamp of the issuing authority.

This address brings you to the full set of the six texts:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-08>

The NPA consists of

- Part A: Explanatory Note
- Part B: Air Crew (title shortend)
- Part C: ATCO's (title shortened)
- Part D: Continuing Airworthiness (title shortened)
- Part E: Sailplanes (title shortened)



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Part F: Balloons (title shortened)

Comment period ends on 19/3/2025! Please comment directly by using the Agency's Comment Response Tool (CRT).

Agency Decision:

16/12/2024 **Rotorcraft occupant safety** in the event of a bird strike, ED Decision 2024/011/R. Termination of RMT.0726 'Rotorcraft occupant safety in the event of a bird strike'. RMT.0726 Subtask 2 relates to the retroactive application of the currently applicable bird strike certification specifications contained in **CS 27 and CS 29** to both newly produced and in service rotorcraft. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024011r>

09/12/2024 'Helicopter crash-resistant fuel systems' and 'Information on cargo compartment fire protection capabilities', ED Decision 2024/010/R. This is manufacturers centric. For more information:

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024010r>

09/12/2024 Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems, ED Decision 2024/009/R. For helicopter operators. For more information please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024009r>

Opinion:

17/12/2024 Opinion No 08/2024 Airworthiness review process / Import of aircraft from other regulatory systems, and Part 21 Subpart H review / Alignment of the IRs of the EASA Basic Regulation with Regulation (EU) No 376/2014 (RMT.0521; RMT.0278; RMT.0681). Operators partly are directly affected. For all information interested parties may go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-082024>

Comment Response Documents (CRD):

9/12/2024 CRD 2022-03 Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems (ToR RMT.0711). For information only. For more information please go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2022-03>

EU Regulations:

2/12/2024 Implementing Regulation (EU) 2024/2954 of 29 November 2024 amending Regulation (EU) 2015/640 as regards the introduction of new additional airworthiness requirement, EU OJ L, 2024/2954. It is not operator-centric, it affects design approval holders and production approval holders, foremost as regards fire protection. Interested parties please go to

https://eur-lex.europa.eu/eli/reg_impl/2024/2954/oj



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EU Decisions: None.

EU Publications: None.

State of the EU SAF market in 2023

Fuel reference prices, SAF capacity assessments

5/12/ 2024 The European Union Aviation Safety Agency (EASA) has published the “State of the EU SAF market in 2023” report, which provides significant insights into the state of the Sustainable Aviation Fuels (SAF) market in the European Union (EU). The report includes:

- reference prices for the different fuel types eligible under Regulation (EU) 2023/2405 (the “ReFuelEU Aviation Regulation”);
- an assessment on the SAF production capacity for the EU; and
- an outline of emerging trends in the SAF production market.

For the full set of information please to

<https://www.easa.europa.eu/en/document-library/general-publications/state-eu-saf-market-2023>



Best of the Web: Taildragger Sim

2/12/2024 from AVweb via Martin Ryff: YouTuber Trent Palmer says his tailwheel “go cart” might help reduce groundloop training accidents. To get the full picture you have to read the many comments the author received. Here is the “link”:

<https://www.avweb.com/multimedia/votw/best-of-the-web-taildragger-sim/>



Textron Keeps G100UL Off Approved Fuel List, Wants More Testing

24/12/2024 Textron issues statements on unleaded fuel compatibility, by Russ Niles. For the full text please go to

https://www.avweb.com/aviation-news/textron-keeps-g100ul-off-approved-fuel-list-wants-more-testing/?MailingID=FLY241223018&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y



California Mechanic’s Tests Show G100UL Paint, Nitrile O-Ring Damage

24/12/2024 Under Some Circumstances Nitrile O-rings submerged in G100UL





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swelled beyond limits in tests by a California mechanic. By Russ Niles. For the full text please go to

https://www.avweb.com/aviation-news/california-mechanics-tests-show-g100ul-paint-nitrile-o-ring-damage-under-some-circumstances/?MailingID=FLY241223018&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y

Easy Access Rules (EAR) for Standardised European Rules of the Air (SERA), Revision from December 2024

On 3/12/2024 published what is mentioned above. Various Regulations are integrated in these EAR, e.g. adjusted procedures in case of communication

failure. The EAR are available in pdf, online & XML format.

To avoid the risk of making mistakes commenting texts we invite you to make use of the “link” presented below, bringing you directly to the publication:

https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-standardised-european-rules-air-sera?utm_campaign=d-20241204&utm_term=pro&mtm_source=notifications&mtm_medium=email&utm_content=title&mtm_placement=content&mtm_group=easy_access_rules



Europe unveils new plan to modernise critical infrastructure for aviation

12/12/2024, Brussels, from SESARJU. A new roadmap, endorsed by the EU and industry, lays the groundwork to transform air traffic management (ATM) and deliver more efficient, resilient and sustainable air transport.

Air traffic management (ATM) is at a crossroads. As a shared and interconnected infrastructure, ATM is under pressure to adapt better to fluctuating traffic, staff shortages and a rapidly evolving security context. At the same time, climate change is adding to the urgency for ATM to accelerate its transition to cleaner, more sustainable operations. Against this pressing backdrop, the SESAR Joint Undertaking has today released the European ATM Master Plan 2025, the roadmap for modernising air traffic management and making Europe the most efficient and environmentally friendly sky to fly in the world by 2045. To read it online please go to

<https://www.sesarju.eu/MasterPlan2025>



Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 21 we find “If anything can go wrong, it will”. And in the list of corollaries we read under number 6: “Whenever you set out to do something, something else must be done first”. That means: Drinking coffee will delay finalizing the News Flash.



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Happy New Year!
Best wishes, kind regards,

René Meier, Technical Officer
1/1/2025
CH-2540 Grenchen, Switzerland
Mobile +41 79 333 63 93
rene.meier2540@bluewin.ch

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