



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. 92, March 2021

Dear friends

Spring is crawling also to Nordic countries and the snow has started to melt also up here in Finland. I hope that you have stayed safe and healthy and continue to stay that way.

Since our last News Flash there has been no significant betterment of the situation of COVID 19, it seems that the situation goes in the opposite direction in many countries. We can now only hope that vaccinations alleviate the situation, AERO-Friedrichshafen takes place and that we all are able to attend! If so, I hope to see and meet many of you personally.

EPFU Board launched the project "Electric Flight Documentation". The aim is to create an addition to the EPFU website where all the relevant data could be found, we think of flight crew licensing, flight operations, aircraft maintenance, ongoing projects, future projects ect. Please let us know your requirements!

We want to see this as our very first steps towards our contribution to The European Green Deal, where at some point in the very near future we hope to operate environmentally sustainable aircraft.

As usual, you find the summary of current EU and EASA matters as well as first information on AERO Friedrichshafen (EDNY) and on the Grenchen (LSZG) Electrify-In LSZG! Lets hope the events will take place!

Information Session on implementation of Part-26 Ageing Aircraft Requirements OPERATORS/CAMO, Virtual Event via Webex

Date 19/4/2021, 14:00-17:00, organised by EASA

Description, by EASA: The scope of this info session is to provide an overview of the new ageing aircraft structures requirements affecting the continuing airworthiness domain and in particular the aircraft maintenance programme together with the relevant means of compliance published by EASA. In this context, the Agency will also describe the some typical cases, relevant best practices and possible difficulties that might be encountered by operators when preparing aircraft maintenance programmes embodying elements related to ageing aircraft structures. The overall objective is to help ensure effective and standardized implementation of these new requirements. The "link":

<https://www.easa.europa.eu/newsroom-and-events/events/information-session-implementation-part-26-ageing-aircraft-1> And for contacts: ageing-aircraft@easa.europa.eu

Electrify-In 2021

is planned to be held at Grenchen (LSZG) on 11 and 12 September 2021. The website will soon be ready.



Tigers also need a rest.





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AERO FRIEDRICHSHAFEN 2021

14. - 17. Juli 2021 | SUMMER EDITION 2021

The Leading Show for General Aviation is ahead!

#aerofriedrichshafen

To the website: <https://www.aero-expo.com/>



EASA releases the second package of Easy Access Rules as dynamic online publications

The Agency's statement on 9/2/2021: "In our continuous effort to improve access to our regulatory material, EASA eRules project has been producing consolidated publications under the name of 'Easy Access Rules' in PDF format. They are well-known among the stakeholders and belong to our most downloaded documents." The "link":

<https://www.easa.europa.eu/newsroom-and-events/news/easa-releases-second-package-easy-access-rules-dynamic-online-publications>

Repetition

For latest COVID-19 Information available from EASA you may use this electronic address:

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

where EASA publishes a bunch of aviation-related information to continue safe flying.

COVID-19

Guidance /
Advice

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 2/3/2021, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

NPA: **Repetition**

17/11/2020, **NPA 2020-10, Regular update of aerodromes rules.** Our intermediate remarks: There will be some new definitions, arresting systems are included in the proposals, at last a standardised taxiway nomenclature to avoid confusion with e.g. aircraft stand designation are proposed as well as stringent no-entry bar requirements. Pre-flight altimeter check positions are mentioned, regulations for the removal of disabled aircraft are proposed, and throughout the document "aeroplane" is used when fixed-wing aircraft are meant, the word "airplane" is replaced. We further have to check what exactly will be proposed as regards the sufficient supply of electric power: the electric/hybrid aircraft is nowhere included in the proposed provisions. As per today we shall send in time EPFU comments to Cologne addressing proposals relevant to our community as indicated above. **New deadline for our comments: 10/3/2021.** The electronic address of the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-10>



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26/11/2020, NPA 2020-11 Regular update of CS-25, for the records only. "The link":

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-11>

Repetition

1/12/2020, **NPA 2020-12, Review of Part-66** (RMT.0255), important for aircraft maintainers. **Deadline for comments: 31/3/2021**. And the electronic address:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-12>

Repetition

14/12/2020, **NPA 2020-13, Regular update of CS-22 Sailplanes and powered sailplanes** (RMT.0037). **Deadline for comments: 14/3/2021**. This is the electronic address for more details, if you are interested in the topic:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-13>

Repetition, new end date

14/12/2020, NPA 2020-14, Simpler, lighter and better Part-FCL requirements for general aviation (RMT.0678). EASA's introduction to the proposals:

"With RMT.0678 Subtask 2, the objective of this Notice of Proposed Amendment (NPA) is to address miscellaneous efficiency and proportionality issues in Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 with regard to GA. The existing Part-FCL requirements and the related acceptable means of compliance (AMC) and guidance material (GM) have been revised, and new requirements as well as new AMC and GM have been introduced in order to address several topics and issues. **The NPA's Comment period ends now on 31/3/2021**. We invite you to send your own comments to the Agency in parallel to EPFU comments. The address:NPA:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-14.pdf

Repetition, because of the new end date

16/12/2020, NPA 2020-15, Update of the flight simulation training device requirements (RMT.0196). The related rules: Part-FCL, Part-ARA and Part-ORA of the Aircrew Regulation and the associated AMC and GM; CS-FSTD(A); affected stakeholders are the competent authorities, approved training organisations (ATOs), air operators, organisations operating FSTDs, pilots, instructors; flight examiners, FSTD and aircraft original equipment manufacturers (OEMs), in other words: many members of EPFU. The document is 427 pages long, it contains a huge amount of descriptions of functions. We continue to study the parts of importance to our community. **Comment period ends now on 21/4/2021**. This is the electronic address:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-15.pdf

Repetition

23/12/2020, NPA 2020-16, Helicopter ditching and water impact occupant survivability CS-27 and CS-29 (RMT.0120). Design Approval JHolders and rotorcraft operators are affected, light rotorcraft are included in the proposed amendments. **Comment period ends on 31/5/2021**. The documents' electronic address:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-16.pdf



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New

29/1/2021, NPA 2021-01, Rotorcraft chip detection systems (RMT.0725 — Subtask 1) for interested parties. Comment period ends on 15/4/2021. The “link”:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-01>

New

25/2/2021, NPA 2021-02, Rotorcraft occupant safety in the event of a bird strike (RMT.0726 — Subtask 1) for interested parties. Comment period ends on 25/5/2021. This is the “link”:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-02>

CRD: None

Opinion: 22/2/2021, **Opinion No 01/2021 Occurrence-reporting requirements** and requirements for meteorological services. One of the objectives of this Opinion is to align Commission Implementing Regulation (EU) 2017/373 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight with Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation. Meteorological aspects cover other areas. The “link”:

<https://www.easa.europa.eu/document-library/opinions/opinion-no-012021>

Agency Decisions: None

EU regulations: 2/3/2021, Commission Implementing Regulation (EU) 2021/368 of 1 March 2021 granting a Union authorisation for the single biocidal product ‘**Aero-Sense Aircraft Insecticide ASD**’ (Text with EEA relevance) C/2021/1167, OJ L 71.

Public consultations:

EU Commission: None

EASA: 11/2/2021, Proposed Special condition “SC GAS” Gas Airships - Issue 01, the “link”:

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-special-condition-sc-gas-gas-airships>

26/2/2021, Air Ops Risk Review for 2020. The Air Ops Risk Review provides the EASA preliminary safety review for Air Ops in 2020. It should be considered in conjunction with the Review of Aviation Safety Issues Arising from the COVID-19 Pandemic. The two “links”:

<https://www.easa.europa.eu/document-library/general-publications/air-ops-risk-review-2020>

<https://www.easa.europa.eu/newsroom-and-events/news/easa-published-review-aviation-safety-issues-arising-covid-19-pandemic>



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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 2 March 2021

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