



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. 100, November 2021

Dear friends

Welcome to read the EPFU News Flash number 100!

I use this space to inform you about the upcoming AGM. Specific date, time and programme will follow, hopefully already in the next newsletter. However, it is now sure that the the time is either March or April in Copenhagen. For this, a plenary information is needed for the approximate number of hotel rooms. So if you could already answer this non-binding questionnaire so we have some sort of idea what will the need for number of hotel rooms. Link to the questionnaire:

<https://epfu.typeform.com/to/Y5Q67X>

So please fill in! only takes few seconds, while the survey has only 2 questions.

If the COVID situation does not change dramatically, the AGM will be in two days duration: Saturday, official part and guest speakers and Sunday to include most probably sightseeing to take ride by boat in the city harbour and canals But as said, the official invitation will follow with specific program, dates and place.

From below onwards find current and relevant international issues/topics composed by René.

Sunny Swift: Horizon visibility in Night VFR, Issue 33

was published on 12/10/2021 by EASA. Very positive indeed: Trans-lations are available, that is great. Many thanks to those who initiated this.



Sunny Swift's dog, Arka, near Piz Lungin,
Engadine, Switzerland.



Flight Examiners' Manual (FEM) published by EASA

On 2/11/2021 the FEM has been published by the Agency. It provides a reference companion to the Examiner standardisation requirements and guidance as set out in the Aircrew Regulation (Commission Regulation (EU) no 1178/2011). The manual contains 15 documents and covers the full range of licenses and rating, helps to explain the contents of the Aircrew Regulation and gives standardisation and best practice guidance to examiners for the conduct of tests. The electronic address bringing you to the publication:

<https://www.easa.europa.eu/document-library/general-publications/flight-examiners-manual-fem>



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

SESAR PJ05 Multiple Remote Towers Validation Open Day invitation

will take place on Tuesday 30/11/2021 at the INDRA offices, Hagaløkkveien 26, 1383 Asker, Norway

INDRA, the contractor, is, together with the partners HungaroControl and Avinor, participating in the SESAR project PJ05 evaluating use of Multi Remote Tower operations from a Remote Tower Centre (RTC) with the support of a supervisor. An INDRA statement: "We have run validation scenarios using Real Time Simulation in our offices in Asker, Norway. All was done using the Indra validation platform which includes the InNOVA Tower ATM system, the GAREX Voice Communication System, and the BEST 3D TWR simulator from Micro Nav."

Remote towers may reduce ATC costs and increase safety at the same time. Attending this event for more information on the technologies applied will increase General Aviations' understanding and its support of the innovations. This address brings you to more information:

<https://www.sesarju.eu/sites/default/files/documents/events/Open%20Day%20PJ05%2020211130.pdf>



Draft Agenda:

Time Topic
09:00 Registration and coffee
09:30 Welcome and introduction
09:45 Avinor and HungaroControl: Perspectives on Multiple Remote Towers
10:25 Automatic Speech Recognition (ASR) presentation
10:40 Coffee break
11:00 Validation platform
• INDRA / • Micro Nav
11:40 Validation results
• Avinor / • HungaroControl
12:45-14:15 LUNCH
Live demonstration in groups
Stands and other demonstrations
14:15 Coffee break
14:30 Q & A
15:30 End of session

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 5/11/2021, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

NPA: 26/10/2021, NPA 2021-11 Enhancement of the safety assessment processes for **rotorcraft designs** (RMT.0712). EASA writes: "The purpose of this NPA is to provide proportionate and cost-efficient rules in the field of the safety assessment provisions for equipment, systems and installations for rotorcraft that also maintain an overall high level of safety. In addition, the intent of this NPA is also to increase harmonisation of the safety assessment provisions for rotorcraft with their Federal Aviation Administration (FAA) equivalents. The application of stringent safety objectives to simpler small rotorcraft creates a barrier to innovation and the installation of systems and equipment, which could improve the overall safety of these aircraft. This is due **to the higher and sometimes prohibitive costs of developing systems and equipment to meet the stringent safety objectives and the costs of certification**. It is often the case that due to the high costs of certification the economic justification or business case would not support the introduction of safety-enhancing equipment." As you may see, it is a rotorcraft topic. The fixed-wing and the rotary-wing community have identical requirements as regards stringent safety objectives, one is **the reduction of costs of certification of all aircraft not used in commercial air transport**, both could also profit from a new definition of what



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

commercial air transport is... Expiration date for comments is 26/1/2022. This is the “link” to the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-11>

Agency Decisions: None

CRD: None

Opinions: 22/10/2021, Opinion 05/2021, **Part 21 Light — Certification and declaration of design compliance of aircraft used for sport and recreational aviation and related products and parts, and declaration of design and production capability of organisations (RMT.0727)** An EASA statement to this manufacturer-centric topic:

“The objective of the proposed ‘Part 21 Light’ is to provide cost-efficient and proportionate rules in the field of the initial airworthiness of aircraft used for sport and recreational aviation. Compared to Part 21, the proposed ‘Part 21 Light’ provides a lighter approach to the certification of those general aviation aircraft, and introduces the possibility for a declaration of design compliance to be submitted as an alternative to certification. The proposed ‘Part 21 Light’ also provides for the possibility to demonstrate design and production capabilities through a declaration, instead of an approval, and for certain low-risk production activities the demonstration of production capabilities is not required at all.

The Opinion captures the outcome of a series of focused consultation workshops that have been used by the Agency to develop this Opinion. Furthermore, following consultation of the draft Opinion with the Advisory Bodies, the regulatory text of ‘Part 21 Light’ has been further refined to accommodate concerns about proportionality (e.g. removal of safety management elements). With these new possibilities, it is expected that the barriers to the entry into the European regulatory system will be lowered while maintaining aviation safety. This is expected to invigorate and stimulate the general aviation sector and **permit the easier development of new aircraft types.**

The proposed ‘Part 21 Light’ and related amendments of existing Regulations are expected to reduce the regulatory burden for the designers and manufacturers of aircraft used for sport and recreational aviation while continuing to ensure a high level of safety”. This “link” brings you to the full set of prepared document:

<https://www.easa.europa.eu/document-library/opinions/opinion-no-052021>

EU Consultations: **Space traffic management – development of an EU strategy for safe and sustainable use of space.** About this initiative: “The number of satellites in space has increased greatly due to the development of reusable launchers and small satellites, and private investments that have lowered costs. Therefore, the risk of collisions and the number of collision avoidance manoeuvres will increase, requiring the EU to urgently develop an approach to space traffic management. This initiative aims to develop an EU strategy to ensure a safe and sustainable use of space while preserving the EU space industry’s competitiveness.” **Probably we should send comments to Brussels to draw their attention to other airspace users! Comment period ends on 19/11/2021.** Here



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

is the “link”:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13163-Space-traffic-management-development-of-an-EU-strategy-for-safe-and-sustainable-use-of-space_en

A Drone strategy 2.0 for Europe to foster sustainable and smart mobility. “The EU needs to ensure the safe and efficient development of a drone ecosystem. In its Sustainable and Smart Mobility strategy, the Commission announced its plan to adopt a Drone strategy 2.0 in 2022 to develop drones into a vector for the smart and sustainable mobility of the future. This initiative aims to enable drones to contribute, through digitalisation and automation, to a new offer of sustainable services and transport, while accounting for possible civil/military technological synergies.” **Also here this applies: probably we should send comments to Brussels to draw their attention to other airspace users! Comment period ends on 31/12/2021.** The “link”:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13046-A-Drone-strategy-20-for-Europe-to-foster-sustainable-and-smart-mobility_en

EU Regulations: None

EU Publications: None

Skyrise raises \$200m to allow ‘anyone to fly anywhere in any aircraft’

From flightglobal.com, 29/10/2021: US start-up Skyrise has raised a \$200 million in funding to develop a touchscreen tablet-based flight automation program that would allow “anyone to fly anywhere in any aircraft”.

Robinson Helicopters plans to integrate the firm’s “FlightOS” system into its single-engined R66 light helicopter, Skyrise adds on 27 October. The FlightOS software, combined with a touchscreen tablet, joystick and fly-by-wire hardware, can replace conventional aircraft cockpit controls, it says.



We wonder what the competent authorities think of it.

Repetition

2021 EASA Annual Safety Conference - Safety in Air Traffic Management (Virtual Event)

will take place on 10/11/2021. For more information and to register please go to

<https://www.easa.europa.eu/newsroom-and-events/events/2021-easa-annual-safety-conference-safety-air-traffic-management>



Prepare Your Winter Flying!

This is a picture of Samedan St. Moritz Engadine Airport of today. The “link” to relevant webcams:

<https://engadin-airport.roundshot.com/#/>





European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

Repetition

For latest COVID-19 Information available from EASA you may use these electronic addresses:

<https://www.easa.europa.eu/document-library>

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

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-guidance-icao-targeted-exemptions-notification-process>

COVID-19

Guidance /
Advice

European Powered Flying Union

Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 5 November 2021

Distribution:

EPFU Members
EPFU Friends
Individual subscribers