



European Powered Flying Union

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The Presidents Voice

Greetings!

When writing this glimpse of hope has been seen as some of the restrictions are being removed. We are anyway still far away from the normal and it is also yet to be seen how this current situation impacts on General Aviation.

I'd like to spend a few words on insurances. Maby you have noticed: it seems that getting an insurance for the aircraft has become more difficult and more expensive by the years. For this reason I'm reaching out for you, dear readers. This problem is real for Nordic countries, specifically for water flyers. I've heard that even in southern parts of Europe the floatplane owners have problems on getting hull insurances.

As you may know when an individual plane-owner reaches out for insurance company he/she is treaded as such. But when an organization does this, it usually has more leverage on negotiations. Therefore I have attached a short questionnaire that deals with insurances. The survey is especially about float insurances and its need. I plan to contact a broker that might offer hull insurance for float planes.

So here is the link, it only has few questions and is really fast to fill. Everybody can participate as this survey is also a reader survey. It measures number of our readers, so please go and tick a correct box:

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

As promised in the last News Flash, you will find the minutes of our AGM Bodø attached.

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

<https://www.easa.europa.eu/newsroom-and-events>

Pipistrel Alpha electro is now Velis electro

and inofficial sources made statements that this type of aircraft will become the first electric plane certificated by EASA.

We shall inform you ASAP when confirmed information are available.

The question of the day: how will this impact on Part-FCL? The abbreviation "SEP" requires a new definition, we think.



Getting ready for the float season. This year without hull insurance.





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The Official Journal of the European Union (C.124/5 of 17/4/2020) incorporated

Publication pursuant to Article 10(3) of Regulation (EC) No 1008/2008 of the European Parliament and of the Council on common rules for the operation of air services in the Community of decisions by Member States to grant, suspend or revoke operating licences

In accordance with Article 10 of Regulation (EC) No 1008/2008 of the European Parliament and of the Council of 24 September 2008 on common rules for the operation of air services in the Community (Recast) (1), the European Commission publishes the decisions to grant, suspend or revoke operating licences taken by Member States between the period of 1 January 2019 and 31 December 2019 (2). This is the electronic address:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C_.2020.124.01.0005.01.ENG&toc=OJ:C:2020:124:TOC

What should be done at EASA and at national level when the pandemic situation ends?

Here a few hints compiled from different sources and from own experience:

Aircraft technics

- Time limit extensions for parts and appliances when history permits, adding e.g. 50 hours to each check?

Flight crews

- Ratings renewal timeframe extension by at least 3 months.
- Medical renewals timeframe extensions by at least 3 months.
- Minimum number of required landings timeframe extension by at least 3 months.
- Use of FNPT for ratings renewals whenever/wherever it makes sense.

Aircraft administrative topics

- Prolonged insurance cover validity by the period the aircraft was not operated by at least 3 months.

Aerodromes

- Longer daily aerodrome opening hours.
- Reduced aerodrome fees and charges ("three for two"?) to generate more traffic.

Associations/Unions

- Collect information from individual members as regards planned or established local/regional/national recovery programmes at the "lockdown's end".

Level playing field

- Insist on uniform provisions applicable in all Member States.
- Question: do we need "hard law" to obtain best possible results?
- No "Sunny Swift" paper, please!

Hints as regards aircraft operational readiness inspection to adjust as per environmental conditions

- corrosion control/check
- nesting birds and/or other animals
- damaged cables/hydraulics hoses
- moving parts blocked by foreign objects



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- foreign objects damage in general
- drain fuel to check the quality and the absence of water
- battery/ies check

Our question today: Which is the outcome of the dedicated EASA discussion of mid-April?

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 30/4/2020, titles in bold characters means texts are important for us:

ToR: 20/4/2020 ToR RMT.0732, Repository of aviation-related information. Article 74 of Regulation (EU) 2018/1139 of the European Parliament and of the Council (the 'Basic Regulation') requires the Agency, in cooperation with the Commission and the national competent authorities, to establish and manage a repository of information necessary to ensure effective cooperation between EASA and the national competent authorities concerning the exercise of their tasks relating to certification, oversight and enforcement under this Regulation.

7/4/2020 ToR RMT.0725, Rotorcraft chip detection system

NPA: **16/4/2020 NPA 2020-07 "Unmanned aircraft system beyond visual line operations over populated areas or assemblies of people in the 'specific' category". Deadline: 15/5/2020!** The NPA is of good quality, it contains many valuable elements, only few adjustments are required. The main difficulty: The NPA and ED Decision 2019/021 have to be studied in parallel to obtain a useful result. However: We are again put under undue pressure, it is simply not acceptable that we only get one month to comment on a topic touching at our activities, as it is simply not acceptable that unmanned aviation gets repeated special treatment as regards timeframes to be respected. The electronic addresses:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-07>

<https://www.easa.europa.eu/sites/default/files/dfu/AMC%20%26%20GM%20to%20Commission%20Implementing%20Regulation%20%28EU%29%202019-947%20%E2%80%94%20Issue%201.pdf>

Related document: 13/3/2020, Opinion 01/2020, **High-level regulatory framework for the U-space**, available here:

<https://www.easa.europa.eu/document-library/opinions/opinion-012020>

Former NPA: **New end dates for**
NPA 2020-01 Regular update of CS-25 (RMT.0673) Comment period ends on ~~20/4/2020~~ **29/5/2020**

NPA 2020-03 Amendment of the requirements for flight recorders and underwater locating devices — Certification specifications, acceptable means of compliance, and guidance material for locating an aircraft in distress, deadline for comments: ~~17/4/2020~~ **29/5/2020**

NPA 2020-04 Regular update of the Acceptable Means of Compliance and



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Guidance Material to Annex I (Part 21) to Regulation (EU) No 748/2012 (RMT.0031), as a whole important, but not directly for our community of flight crews. Deadline for comments: ~~5/5/2020~~ **5/6/2020**

6/3/2020: NPA 2020-05 Tyre pressure monitoring for large aeroplanes (RMT.0586).
Deadline for comments: ~~6/6/2020~~ **26/6/2020**

CRD: None

Opinion: None

Agency Decisions: None

Public consultations:

EU Commission: European Climate Pact, consultation period ends on 27/5/2020, the "link":

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12219-European-Climate-Pact>

2030 Climate Target Plan, consultation period ends on 23/6/2020, the "link":

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12265-2030-Climate-Target-Plan>

EASA: None

Repetition The UK Government

published [The Future Relationship with the EU – The UK's Approach to Negotiations](#) recently. You may use this link for further information.

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Best wishes, kind regards,

Antti Kääriäinen, President
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