



European Powered Flying Union

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EPFU News Flash No. 85, August 2020

The Presidents Voice

Hi everyone! Hope you are fine and well. This time the voice is short. Even as an unemployed pilot, I'm extremely busy doing all other stuff Therefore excuse me for the late News Flash. René has composed a summary of relevant EU and EASA topics, nothing devastating at this time, although quite a bit to chew on..

Notice the invitation to **Electrify-In** at the end of this letter. Let hope the Corona situation makes it possible to participate.

The environmental survey at last letter wasn't a big success. Only one answer so far. 4 other did start, so if possible, could you participate. Our next News Flash will anyway introduce the results we have gathered

Here's the link to survey again

<https://epfu.typeform.com/to/CgR8bWPg>

Repetition from previous letter concerning corona situation: The matter is not dealt with yet. Seems that the worlds situation is not developing favorably. Let see and hope that it is possible to keep the next years AGM as planned. The place is still open.

Stay safe!

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

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

Repetition Rotorcraft and VTOL Symposium 2020

Location:
Hall 8, Koelnmesse
Messeplatz 1
D-50679 Cologne, Germany

Date & time:
The EASA Rotorcraft and VTOL Symposium 2020 will be an integral part of the new VTOL show EUROPEAN ROTORS.
Day 1, 10th November 2020 14:00 – 17:30
Day 2, 11th November 2020 14:00 – 17:30
Day 3, 12th November 2020 09:00 – 14:00



Somebody has a nice yard...





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Please have a look at the current conference programme, for more details. This is the “link”:

<https://www.europeanrotors.eu/programme/overall-conference-programme/>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 11/8/2020, titles in bold characters means texts are important for us:

ToR: None

NPA: No new NPA have been published.

CRD: 1/7/2020 CRD 2019-01 **Aircraft cybersecurity**, RMT.0648. This is the link to all comments and to the answers given by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2019-01.pdf

15/7/2020 CRD 2018-15 **Rescue and firefighting services at aerodromes**, RMT.0589.
This is the link to all comments and to the answers given by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/crd_to_npa_2018-15.pdf

23/7/2020 CRD 2018-09 Regular update of AMC-20: AMC 20-152 on Airborne Electronic Hardware and AMC 20-189 on Management of Open Problem Reports, RMT.0643, designer and/or manufacturer centric topic. This is the link to all comments and to the answers given by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2018-09.pdf

23/7/2020 CRD 2017-09 Update of AMC-20 — In-flight entertainment, lead-free soldering, harmonisation of safety assurance and software development criteria, RMT.0561. It concerns Aircraft and equipment designers and manufacturers; maintenance organisations; air Operators, and member states. This is the link to all comments and to the answers given by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2017-09.pdf

24/7/2020 CRD 2019-06 Regular update of CS-ETSO, RMT.0457. It is a topic for manufacturers. This is the link to all comments and to the answers given by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2019-06.pdf

Opinion: None

Agency Decisions: 01/07/2020 **Aircraft cybersecurity**, ED Decision 2020/006/R, CRD 2019-01, RMT.0648 as above under CRD. The objective of this Decision is to mitigate the potential effects of cybersecurity threats on safety. Such threats could be the consequences of intentional unauthorised acts of interaction with the aircraft on-board electronic networks and systems. This Decision issues amendments to CS-25, CS-27, CS-29, CS-APU, CS-E, CS-ETSO, CS-P, and to the related acceptable means of compliance (AMC)



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and/or guidance material (GM), together with AMC-20, AMC/GM to CS-23 and AMC/GM to Part 21. The aim of the amendments is to introduce cybersecurity provisions into the relevant certification specifications (CSs). The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020006r>

2/7/2020 Acceptable Means of Compliance and Guidance Material to the Annex to Commission Implementing Regulation (EU) No 923/2012 (SERA Regulation), ED Decision 2020/007/R. The objective of this Decision is to maintain a high level of safety for services and procedures in air navigation. Following the adoption of Commission implementing Regulation (EU) 2020/469 amending among others Commission Implementing Regulation (EU) No 923/2012 (SERA Regulation), this Decision amends the acceptable means of compliance (AMC) and guidance material (GM) to the rules of the air in order to facilitate the uniform implementation of the requirements by providing suitable tools for the regulated parties. The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020007r>

2/7/2020 Acceptable Means of Compliance and Guidance Material to Commission Implementing Regulation (EU) 2017/373, ED Decision 2020/008/R, AMC and GM to Commission Implementing Regulation (EU) 2017/373. This Decision shall maintain a high level of safety in the provision of air traffic management (ATM)/air navigation services (ANS), especially air traffic services (ATS), meteorological services (MET), AIS, and flight procedure design services (FPD). The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020008r>

The three Decisions mentioned above have been included in the July News Flash as Last Minute Change (LMC), they did in our view not require immediate reactions.

15/7/2020 AMC & GM to Authority, Organisation and Operations Requirements for Aerodromes, ED Decision 2020/009/R, see also CRD 2018-15 **Rescue and firefighting (RFF) services at aerodromes**, RMT.0589 in the CRD section above. The objective of this Decision is to maintain a high level of safety for aerodrome operations. The Decision provides guidance material to support aerodrome operators to verify the medical and physical fitness condition of the RFF personnel. The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020009r>

23/7/2020 General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20) — Amendment 19, ED Decision 2020/010/R. The objective is to provide state-of-the-art means for showing compliance with the applicable requirements with regard to the following:

- reporting, analysis and follow-up of occurrences in civil aviation;
- certification of products and parts equipped with electronic control systems;
- certification of in-flight entertainment (IFE) systems;
- certification of airborne electronic hardware (AEH);
- management of open problem reports (OPRs). The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020010r>



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24/7/2020 CS-ETSO — Amendment 16, ED Decision 2020/011/R. All these amendments are expected to reduce the regulatory burden for the validation of FAA TSO authorisations by the European Union Aviation Safety Agency (EASA) and vice versa, to increase cost-effectiveness of compliance demonstrations and to reflect in CS-ETSO the technical state of the art. It foremost a regulator's topic. The link:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020011r>

Commission Implementing Regulation (EU) 2020/1159 of 5 August 2020 amending Regulations (EU) No 1321/2014 and (EU) No 2015/640 as regards the **introduction of new additional airworthiness requirements** was published on 6/8/2020. You find it here

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2020.257.01.0014.01.ENG&toc=OJ:L:2020:257:TOC

Recital 1 says: "Pursuant to Article 76(3) of Regulation (EU) 2018/1139, the European Union Aviation Safety Agency (the 'Agency') issues certification specifications ('CS') and regularly updates them. However, an aircraft, the design of which has already been certified, is not required to comply with an updated version of CS when it is produced or while in service. Therefore, in order to maintain a high level of aviation safety and environmental requirements in the Union, compliance of such aircraft with additional airworthiness requirements that were not included in the initial CS at the time of certification of design should be introduced. Commission Regulation (EU) 2015/640 (2) sets out such additional airworthiness requirements. That Regulation should now be amended **to add new requirements on ageing aircraft.**"

We yet have to study the full text to get a clear picture.

Traffic solution or technical hype?

Representative population survey on delivery drones and air taxis in Germany

On the website www.skylimits.info you will find a very interesting overview on how delivery drones and air taxis are accepted by Germany's population. No comment from our side at this moment, we can imagine, however, that the promoters of such vehicles expected something different.



Public consultations:

EU Commission: We have studied the Commission's 4 transport related Consultations published on 1/7/2020, we are not among the concerned addressees.

EASA: 29/6/2020 **Proposed Certification Memorandum on display of attitude at night for VFR approval in rotorcraft, CM-FT-003. Deadline for comments 3/8/2020**, the "link":

https://www.easa.europa.eu/sites/default/files/dfu/proposed_cm-ft-003_issue_1.pdf

Repetition: The UK Government

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



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Visit

Electrifly-In Switzerland at Grenchen Airport (LSZG) on 12 and 13 September 2020. For more information:

<https://electrifly-in.ch>



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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 11 August 2020

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