



European Powered Flying Union

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EPFU News Flash No. 88, November 2020

The Presidents Voice

Good day to you all! Hope you have been well and healthy. Since the COVID situation is worsening within and around Europe, I am convinced that the decision to keep our upcoming AGM as teleconference was the right one. Even we'd have the vaccine now, the distribution and results are not seen immediately and thus our physical AGM would be compromised.

Current situation is not yet over and next year will be also filled with challenges. With this rate we will most probably see more bankruptcies of the airline companies or at least lots and lots of unemployed pilots and other airline staff. The situation is something that the industry (or any of us) has never seen before and what will the future bring to us is unclear.

All these events will have at some level impact also on the GA section: Maby the pilots career is not what the youngsters want in the future and maby the opportunities are even not available at this extent as it has been. This will have impact for instance on powered flight ab-initio training and via support functions (like maintenance etc) indirectly affect GA.

So I challenge you all to think how to attract new people to the sports. We've done quite a journey from JAR-FCL to current EASA regulations. We've been able to lower the limit to start the hobby by lowering the cost with simpler regulations. Electric flying will most probably be one factor but that is not all. I'd encourage also flight simulation to attract people to sports and also the clubs to have at least FNPT level 1 to lower the costs of the training.. As for example 5 hours of PPL can be flown with FNPT 1 and 10 hours of CB-IR. At some point When I've had my own project certified, I will summarize "how to" approve FNPT device's with home PC's.

So; We already have some of the tools available but we should proactively seek new ones and utilize those that we already have.

As for the current situation, keep satying safe and healty



End of the water flying season in Finland.



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

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

2020 EASA Annual Safety Conference - The road to a safe and sustainable recovery 4/11/2020 to 5/11/2020

Date & time

Day 1: 4/11/2020, 14:00 - 17:00 (UTC+1)

Day 2: 5/11/2020, 09:30 - 12:30 (UTC+1)

EASA writes: "Modern aviation has never seen a year like 2020. This year's safety conference will seek to bring our industry together to help the collective healing and recovery process, so that we can unite our efforts on a common path towards a safe and sustainable recovery.

Many organisations will be asking themselves very difficult questions. This year's conference will provide a platform to discuss how we can maintain our excellent safety record while also embracing the environmental challenges that today's world demands of us.

Finally, with people in aviation going through so many personal challenges, we will also address the role of leadership to ensure that the workforce is looked after, despite the challenges that we face."

The event is "commercial air transport centric", but deals with passenger aspects, so we are concerned as well. For your registration and for further information please go to

events@easa.europa.eu

Change of date for EASA Rotorcraft and VTOL Symposium 2020

Virtual event moved to December 9, 2020, information published by EASA on 16/19/2020

The new date for the Rotorcraft and VTOL Symposium 2020 is December 9, 2020.



EASA had to make this adjustment to taken into account some enhancements of the technical set-up for the virtual event. We hope you will be able to join us on the new date and we look forward to seeing you. There is no registration fee for joining the virtual event. Please visit EASA's dedicated event page for more information and registration. For further questions, please contact

vtol@easa.europa.eu

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 24/10/2020, titles in bold characters means texts are at least partially important for us:

ToR: 7/10/2020 **Regular update of air operations rules**, ToR RMT.0392. The following topics will be included in this RMT:

- Required changes following the adoption of Regulation (EU) 2018/1139 ('the Basic Regulation');
- **Enable operations of electrically or hybrid powered aircraft (limited to**



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‘conventional’ aeroplanes and helicopters; multi-rotor electrical aircraft are not included in the scope of this task);

- Support digitalisation of air operations by removing potential regulatory barriers and updating rules where necessary;
- Lessons learned from the application of the current rules, e.g. feedback from standardisation inspections, use of flexibility provisions, use of alternative means of compliance;
- Feedback from stakeholders during stakeholder consultations and via advisory bodies, e.g. on operations performed by a group of aircraft operators sharing the same management system or belonging to the same ‘mother company’ (also called ‘group operations’);
- Implementation of recent ICAO Standards And Recommended Practices (SARPs) that are not subject of dedicated rulemaking tasks (e.g., extended diversion time operations (EDTO));
- Addressing safety issues stemming from safety recommendations that are not subject of dedicated rulemaking tasks.

For the download please go to

https://www.easa.europa.eu/sites/default/files/dfu/tor_rmt.0392_issue_1.pdf

NPA: Repetition: 2/10/2020 NPA 2020-09, Regular update of AMC-20 Part of this of this Notice of proposed Amendment (NPA) is a joint proposal by EASA and FAA to amend in harmonisation both the EASA AMC-20 and FAA AC-20 documents, by creating a new EASA AMC 20-193 and a new FAA AC 20-193 on the use of multi-core processors (MCPs). In addition, this NPA proposes the amendment of:

- EASA AMC 20-136 on aircraft electrical and electronic system lightning protection; and
- EASA AMC 20-158 on aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection.

Affected stakeholders: Aircraft and equipment designers and manufacturers, it is not directly our business. Expiration date for comments: 4/1/2021, the “link”:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-09_0.pdf

Repeated because of the extendend comment period which ends now on 23/11/2020:

28/9/2020: NPA 2020-08 Regular update of the Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data (CS-FCD) (RMT.0509)

The most important details, copied from the NPA, we find in SUBPART B — DETERMINATION OF A PILOT TYPE RATING CS FCD.200 Determination of a pilot type rating and a variant (a) The determination of whether a certain type of aircraft is subject to a pilot type rating is as follows:

(1) The following aircraft are subject to a pilot type rating:

(i) complex motor-powered aircraft aeroplanes:

- with a maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than 19, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine;



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(ii) helicopters except helicopters those certified in accordance with CS-VLR;

(iii) tilt rotors;

(iii) (iv) gas airships (end of the quote)

Which means: most of us are not affected, but for those who are affected: here is the

The electronic address of the document:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-08.pdf

CRD: 8/10/2020 CRD 2020-06, Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III (RMT0514) See also Opinion 03/2020 below. For the download please go to

https://www.easa.europa.eu/sites/default/files/dfu/crd_to_npa_2020-06.pdf

12/10/2020 CRD 2016-06 (A), **Fuel planning and management: Aeroplanes** - Annex I (Definitions), Part-ARO, Part-CAT (RMT.0573). For the download please go to

https://www.easa.europa.eu/sites/default/files/dfu/crd_2016-06_a.pdf

12/10/2020 CRD 2016-06 (B), **Fuel planning and management: Helicopters** - Annex I (Definitions), Part-CAT, Part-SPA, Part-NCC, Part-NCO & Part-SPO (RMT.0573). The electronic address is:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2016-06_b.pdf

12/10/2020 CRD 2016-06 (C), **Fuel planning and management: Aeroplanes/ helicopters** - Part-NCC, Part-NCO & Part-SPO (RMT.0573). The electronic address is:

https://www.easa.europa.eu/sites/default/files/dfu/crd_2016-06_c.pdf

See also Opinion 02/2020 for (A) (B) and (C) just below Opinion 03/2020.

Opinion: 9/10/2020, Opinion 03/2020, Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III (RMT0514). The objective of this Opinion is to align the European Union (EU) regulatory framework with the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) contained in Annex 16 to the Chicago Convention.

In February 2019 the ICAO Committee on Aviation Environmental Protection (CAEP) proposed improvements and updates to the existing noise, aircraft engine emissions, and aeroplane CO₂ emissions SARPs, including new non-volatile particulate matter (nvPM) emissions regulatory levels for aircraft engines. The ICAO Council adopted the final amendments at the fifth meeting of its 219th Session on 11 March 2020, text by EASA. This is the electronic address of the Opinion:

<https://www.easa.europa.eu/document-library/opinions/opinion-032020>

8/10/2020, Opinion 02/2020, **Fuel/energy planning and management** (RMT.0573). The objectives of this Opinion are:

- to improve efficiency in the field of fuel/energy planning and management for



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commercial air transport (**CAT**) aeroplanes, while maintaining a high level of safety in air operations;

- to incorporate into EU rules the latest International Civil Aviation Organization (ICAO), Annex 6, Parts I, II, and III amendments on fuel planning and management ; and
- **to clarify and simplify the rules for helicopter fuel energy planning and management, including helicopter refuelling with rotors turning, taking into account current industry best practice.**

The electronic address of the Opinion:

<https://www.easa.europa.eu/document-library/opinions/opinion-022020>

Agency Decisions: 9/10/2020, ED Decision 2020/015/R, Regular update of the Certification Specifications and Guidance Material for Cabin Crew Data (RMT.0508), not directly for our community.

Public consultations:

EU Commission: None EASA: None

EASA publishes Easy Access Rules on Occurrence Reporting published by EASA on 8/10/2020

EASA published the Easy Access Rules for Occurrence Reporting, composed of Regulation (EU) No 376/2014, Regulation (EU) 2015/1018, as well as Commission Guidance Material on Regulation (EU) No 376/2014 and its implementing rules. This document on the reporting, analysis and follow-up of occurrences in civil aviation will be updated regularly to incorporate further changes and evolutions to the content. We are invited to send comments to

erules@easa.europa.eu



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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 3 November 2020

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Hydrogen power ante portas, that means on take-off, in the UK, installed in a Piper PA-46, first flight at Cranfield on 27/9/2020.