



# European Powered Flying Union

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## EPFU News Flash No. 90, January 2021

### The Presidents Voice

Dear friends!

An exceptional year has come to its end. This president's voice will now cover mostly concerns of our upcoming AGM that is held as teleconference /eAGM. Please read the instruction carefully and we hopefully have a successful eAGM on 16/1/2020 starting at 0900 UTC. The platform will be MS TEAMS. No installation of any programme will be required, TEAMS can be used via the web browser

So as for the AGM itself: we will address in our AGM a first the formal part and then we have two guest speakers, EAS programme manager Nils Rostedt and Julien Scarfe from EAS as well.

You should have received along with the November News Flash a registration form and preliminary agenda information and financial matters. you will also find the same documents attached:

1. the financial figures up to date until 16th of December. final figures are to be send 5th of January 2021
2. Finalized Agenda or the eAGM
3. Registration answersheet to be returned after you have read the final financial matters. Please fill it out and send it to our tresurer, Manfred, to [kunschitz.manfred@aeroclub.at](mailto:kunschitz.manfred@aeroclub.at)  
End date for this: 10/1/2021 please, many thanks.
4. Board rotation schedule

The auditor's report will most probably not be available until our meeting takes place, this matter is then covered by the agenda.

Our treasurer will send you the participation link so you can log in to our eAGM. The registration will open 08:45. **Please take note of the fact that all times presented are UTC!**

You should pay attention that the due to COVID19 pandemic the board has decided to postpone the elections of those who were to either resign or re-elect by one year. This is possible in accordance with French association laws. You can see this in the attached Board rotation schedule. Fill out the answersheet and tell your "vote" wether to postpone or not

Yet another important thing that you may have noticed from the documents is that since travelling has basically seized and we've been trapped in our households, the expenses of EPFU have been next to nothing. Therefore it is proposed that for 2021 a one time rebate of 80% on the subscription fees is presented. The matter is as well dealt with at our eAGM

I ask you all to think that where are heading next year for the AGM. Good suggestions are taken and the final decision is made during our eAGM. We were to be in Denmark this year, so maby we go there 2022?. We could also think for year 2023. Item is open for debate/suggestions



Summer is coming and days are getting longer every day.



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So that's that for the official part. Find the next interesting part of Renés composition of EASA, EU, and BREXIT topics. There are few new NPA's that are quite close to us. One is for flight crew licencing NPA 2020-13 and other is for flight training devices, NPA 2020-14. If you wish to comment on the texts, relay your message to René or to me so we can include all relevant ideas into one paper

See you soon via MS TEAMS!

### BREXIT in place!

Please check the BREXIT-relevant Aeronautical Information Publications (AIP) and NOTAM when planning a flight to the United Kingdom. Here a EASA address to find answers to possible questions:

<https://www.easa.europa.eu/the-agency/faqs/brexit>

And below you find a UK CAA General Aviation-dedicated page with useful information:

<https://www.caa.co.uk/News/The-CAA-s-General-Aviation-Unit-finishes-2020-with-a-focus-on-life-after-EU-Exit/?catid=4294967430>



### Repetition

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

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

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



**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 24/12/2020, titles or text parts in bold characters** means that the texts are at least partially important for our community:

ToR: No new publication.

NPA: **Repetition**

17/11/2020, **NPA 2020-10 Regular update of aerodromes rules**. EASA writes:

"In particular, the proposed changes concern the following:

- the implementation of the safety programmes and the establishment of safety committees by the aerodrome operator, by creating a runway safety team and assigning clear responsibilities and tasks;
- the provision of certain aerodrome data by the aerodrome operator, aligning with Commission Implementing Regulation (EU) 2020/469, and transposition of the relevant SARPS in ICAO Annex 14, Volume I, including the introduction of the new methodology for evaluation of the pavement strength (ACR/PCR);
- establishment of provisions regarding disabled aircraft removal and overload operations, to address ICAO USOAP findings to EASA;
- establishment of certain provisions regarding aerodrome works safety and suspension or closure of runway operations in accordance with ICAO Doc 9981



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‘PANS-Aerodromes’;

- provisions for the identification of (a) hot spot(s) at the aerodrome; and
- revision of the rule related to the operation of higher code letter aircraft following the changes to the methodology of the aerodrome reference code.”

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. As per today we shall send in time EPFU comments to Cologne addressing proposals relevant to our community.

**Deadline for our comments: 17/2/2021.**

The electronic address of the NPA:

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

**Repetition**

26/11/2020, NPA 2020-11 Regular update of CS-25, for the “heavy metals” (or fibres...) (RMT.0673). Comment period ends on 1/3/2021. The electronic address is here If you are interested in the topic:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-11.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-11.pdf)

**Repetition**

1/12/2020, **NPA 2020-12 Review of Part-66** (RMT.0255), important for aircraft maintainers. EASA writes: “In particular, the objective of the amendments proposed with this NPA is to:

- facilitate the type-rating endorsement for aircraft without a Part-147 type training, referred to as well as ‘legacy aircraft’;
- enhance the efficiency of the on-the-job training (OJT) that is affected by the lack of its mutual recognition between licensing authorities which, consequently, creates duplication of administrative efforts;
- reduce the deficit of the practical skills of maintenance staff; and
- update the basic knowledge syllabus.

In addition, this NPA provides a suitable solution for maintenance licences with regard to new products that are certified by EASA without adding a new licence type.”

**Deadline for comments: 31/3/2021.** And the electronic address:

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

**New**

14/12/2020, NPA 2020-13 Regular update of CS-22 Sailplanes and **powered sailplanes** (RMT.0037). EASA writes: “The objective of this NPA is to reflect the state of the art of the certification of **sailplanes and powered sailplanes**. To that end it proposes amendments to CS-22 following the selection of non-complex, non-



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controversial, mature subjects, and it also includes editorial corrections. The subjects have been selected in coordination with the Sailplane Development Panel (SDP)".

**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>

### New

#### **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, such as:

- new flight crew licensing requirements for small single-pilot single-engine aeroplanes with electric propulsion;
- the possibility for student pilots to change from LAPL training to PPL training during the training course with credits;
- the optional integration of the night rating training in aeroplanes into the PPL(A) training course;
- the revision of the mountain rating revalidation requirements;
- clarifications in the training syllabi for the LAPL(A) and the PPL(A) related to spin avoidance training;
- the revision of the requirements for revalidation training flights for the LAPL(A) and for single-pilot single-engine class ratings;
- the revision of the revalidation requirements for helicopter type ratings;
- the deletion of text from the AMC and GM to Part-FCL related to flight crew licensing for balloons and sailplanes;
- text clarifications, improvements, and corrections.

The proposed amendments are expected to increase the efficiency and proportionality of numerous Part-FCL requirements and to update Part-FCL in the context of electric-propulsion aeroplanes used in GA."

One intermediate comment now already: "new flight crew licensing requirements for small **single-pilot single-engine aeroplanes** with electric propulsion" requires our full attention to avoid surprises: several future "single pilot" electrically powered aircraft are hybrid types with in fact two or even more engines (e.g. one electric engine for operations in airport areas, and piston engine driving a generator to charge batteries). We shall also check what is mentioned in the draft provision for rotorcraft pilots. **Comment period ends on 31/3/2021.** We invite you to send your own comments to the Agency in parallel to EPFU comments. The address of the NPA:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-14.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-14.pdf)

### New

#### **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



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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. **Comment period ends on 31/3/2021.** This is the electronic address:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-15.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-15.pdf)

### New

**23/12/2020 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 31/5/2021.** The documents' electronic address:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-16.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-16.pdf)

CRD: 21/12/2020, CRD 2019-05 Embodiment of the safety management system (SMS) requirements into Part-145 and Part 21 (RMT.0586). See also Opinion 04/2020 a bit further down. Here you will find the comments sent to the Agency:

[https://www.easa.europa.eu/sites/default/files/dfu/crd\\_2019-05.pdf](https://www.easa.europa.eu/sites/default/files/dfu/crd_2019-05.pdf)

22/12/2020, CRD 2020-01, Regular update of CS-25 Large Aircraft. The electronic address for interested parties:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-01>

22/12/2020, CRD 2019-12 Installation and maintenance of recorders – certification aspect (RMT.0249) Affected rules: CS-25 Large Aeroplanes, CS-29 Large Rotorcraft, affected stakeholders: design organisations and operators for the aircraft concerned, accident investigation bodies. We integrate this CRD for those interested in the topic, with the electronic address:

[https://www.easa.europa.eu/sites/default/files/dfu/crd\\_2019-12.pdf](https://www.easa.europa.eu/sites/default/files/dfu/crd_2019-12.pdf)

Opinion: 21/12/2020, Opinion No 04/2020 Embodiment of the SMS requirements into Annex II (Part-145) to Regulation (EU) No 1321/2014 and into Annex I (Part 21) to Regulation (EU) No 748/2012 (RMT.0251). This is foremost a design, production and maintenance topic. The electronic address bringing you to the Opinion:

[https://www.easa.europa.eu/sites/default/files/dfu/opinion\\_no\\_04-2020.pdf](https://www.easa.europa.eu/sites/default/files/dfu/opinion_no_04-2020.pdf)

Agency Decisions: Actually René faces problems with the page, it is not accessible for the moment. We shall inform you about important changes as quickly as possible.

Public consultations:

EU Commission: None



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EASA:

10/12/2020, **Easy Access Rules now available as dynamic online publications.** The Agency's statement: "In our continuous effort to improve access to our regulatory material, as part of the EASA eRules project we are producing consolidated publications under the name of 'Easy Access Rules' in PDF format. Many of you already know them as they are amongst our most downloaded documents. Now these 'Easy Access Rules' are also available as dynamic online publications! To improve navigation, we have mapped all the paragraphs to the relevant regulatory material, which allows you to filter through the material and provide a view tailored to your needs. Additionally, you can look through the table of contents for quick access to the relevant sections. This new online format was also designed for tablets and mobile phones.

Currently we have 3 'Easy Access Rules' available in this new online format:

- Easy Access Rules for Air Operations (Online format)
- Easy Access Rules for Continuing Airworthiness (Online format)
- Easy Access Rules for Aerodromes (Online format)

### About eRules

EASA eRules is a comprehensive system for the drafting, sharing and storing of rules in a structured way. It offers consolidated easy access rules in the PDF format as well as online publications now. eRules has been developed and implemented in close cooperation with Member States and aviation industry to

ensure that all its capabilities are relevant and effective. EASA thanks all contributors that made this milestone possible. We welcome your feedback on this new format."



Here is the electronic address for your feedback:

<https://www.easa.europa.eu/contact-us-aviation?select=Aviation&aviation=eRules%20-%20Easy%20access%20rules>

### EASA publishes regulatory framework for drone service deliveries

On 17/12/2020 the European Union Aviation Safety Agency has published the full regulatory framework setting the parameters for drone services such as parcel delivery in urban areas, railway and power lines inspection, or delivery of essential supplies into crisis zones. The framework enables unmanned aircraft system (UAS) operations in urban environment categorised as medium risk in the specific category. It comprises the Agency Decision amending the risk assessment methodology with regard to flight over populated areas and assemblies of people, and the Airworthiness Standards known as Special Condition Light UAS Medium Risk. For more information about the framework text on our new partners' operations in our common airspace please go to:

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-regulatory-framework-drone-service-deliveries>





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### **Commission Delegated Regulation (EU) 2020/2148 of 8 October 2020 amending Regulation (EU) No 139/2014 as regards runway safety and aeronautical data**

was published on 18/12/2020 in the Official Journal of the European Union, OJ L 428, pages 10-37. This is the electronic address:

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2148>

It is an aerodrome operator centric regulation dealing with several aspects of runway safety, aeronautical data, and with aerodrome related aspects of NOTAM publications. The recitals present an overview allowing you to identify aspects of importance.

### **Commission Implementing Regulation (EU) 2020/2193 of 16 December 2020 amending Regulation (EU) No 1178/2011 as regards the requirements for flight crew competence and training methods, and as regards the reporting, analysis and follow-up of occurrences in civil aviation**

was published on 23/12/2020 in the Official Journal of the European Union, OJ L 434, pages 23-28. This is the electronic address:

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R2193>

Please take a look at the recitals to find out how the presented new texts are applicable to you as individuals or as organisations. Three key terms: "Evidence- based training", Occurrence Reporting", and "Hours flown on...aircraft"!

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Best wishes, kind regards,

Antti Kääriäinen, President  
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