



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

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

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Dear friends

In this News Flash you will find important information regarding our AGM 2022. As you may know we have decided in 2019 to keep our AGM in Copenhagen. Due to the present uncertainty we have decided to hold it as a virtual conference and if the COVID situation permits later to organise a physical event in Copenhagen. As French law applies we are obliged to respect the deadline 30/6/2022. The Board has fixed the date for our AGM to be 11 and 12.6.2022. Initially meant to be held virtually with MS TEAMS and if the situation allows, then go to Copenhagen. It is obvious that the notice to go there cannot come too late, therefore the latest time for this notice would be one month before the final AGM date. I believe we know much more by the mid May 2022. If the AGM is a video conference, then it will be only one day. In this case we could assemble informally at Copenhagen on some other occasion.

I am the President's assistant wishing you a prosperous 2022!



Now some other important information: In 2021 we decided that the two year rotation scheme is to extend to 3 years. Therefore, 3 posts are now either to be re-elected or new persons nominated. These posts are:

- President (Antti Kääriäinen)
- Secretary (Xavier Barral)
- Technical Officer (René Meier)

All three are willing to continue the presently held tasks. Now if you want to nominate new candidates to act in some post please send your suggestions to kunschitz.manfred@aeroclub.at

The deadline for your proposals is 27/5/2022.

I attach the minutes of our last AGM to this News Flash. And now follow, as usual, international aviation topics touching at general and at recreational aviation.

Happy New year!

Diamond Aircraft has announced plans for an all-electric version of its DA40 trainer.

On 12/10/2021 the manufacturer said the eDA40 model is expected to make a first flight during the second quarter of 2022 and complete type certification in 2023.

Source: Future Flight/Diamond Aircraft (Austria)



The eDA40 will be powered by the EPIC Ecosystem battery and motor technology developed by U.S.-based Electric Power Systems (EPS). This includes a DC fast-charging system that will take 20 minutes to recharge batteries installed in a belly pod and between the motor and the forward bulkhead.

According to Diamond, the four-seat aircraft will be able to fly for up to 90 minutes and will deliver a 40 percent reduction in operating costs compared with similar-sized piston-powered models. The eDA40 will



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compete with Bye Aerospace's new all-electric eFlyer 2 and eFlyer 4 aircraft, which have been securing significant preorders in the flight training market.

Repetition

AMC and GM to the rules of the air — Issue 1, Amendment 4



On 25/11/2021 the AMC- and GM to the rules of the air have been published. EASA writes: "The objective of this rulemaking task is to maintain a high level of safety as regards services and procedures in air navigation.

Common rules for the provision of **flight information service (FIS), which includes aerodrome flight information service (AFIS), have been established** with the adoption of Commission Implementing Regulation (EU) 2020/469, **applicable as of 27 January 2022**. The introduction of radiotelephony (RT) phraseologies for the provision of FIS/AFIS is necessary to ensure unambiguous air-ground voice communication between air traffic services (ATS) units and pilots, thus increasing safety.

A complete and explicit set of RT phraseologies for the provision of FIS and AFIS will provide safety benefits throughout the EU (please read EASALand! Remark by René), especially for cross-border flights which receive such services, by considerably reducing the possibility for misinterpretations in air-ground voice communications between ATS units and pilots. This is the link to the full set of published material:

<https://www.easa.europa.eu/document-library/acceptable-means-of-compliance-and-guidance-materials/amc-and-gm-rules-air-issue-1>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/1/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: 16/12/2021 Environmental protection requirements for supersonic transport aeroplanes (ToR RMT.0733), most probably not directly for us, but one never knows...
For more information please go to

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0733>

16/12/2021 Improvement in the survivability of rotorcraft occupants in the event of a crash (ToR RMT.0710). Interested readers please go to

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0710>

NPA: **Extension of the comment period: new is 28/1/2022**
15/11/2021 **Notice of Proposed Amendment (NPA) 2021-12 New air mobility | Subtask 2 — Gyroplanes: Flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night.** (RMT.0731)

EASA writes: The objective of this rulemaking task (RMT) is to support the development of new technologies and non-traditional aircraft, as well as the competitiveness of the EU industry in this regard. Subtask 2 of this RMT addresses gyroplanes. According to Article 2(1)(a) and (b) and Annex I point 1(f) of Regulation (EU) 2018/1139, gyroplanes with a maximum take-off mass **(MTOM) of more than 600 kg or with more than 2 seats fall within the scope of the common European**



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rules in the field of civil aviation. EASA has identified a lack of suitable European rules for the operation of such gyroplanes. This hinders both their introduction and operation, thus putting the competitiveness of the EU industry that is willing to develop such gyroplanes at a major disadvantage. **New deadline for our comments: 28/1/2022.** This address brings you to the texts:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-12>

Repetition

22/11/2021 Notice of Proposed Amendment (NPA) 2021-13 Regular update of CS-E (RMT.0184). It addresses a safety recommendation involving the failure of engine fan blades, thus improving the certification of turbofan engines to better assess and mitigate the potential hazards from such failures. Comment period ends on 22/2/2022. For those interested in the subject: here is the address:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-13>

16/12/2021 **Notice of Proposed Amendment (NPA) 2021-14 Development of acceptable means of compliance and guidance material to support the U-space regulation (RMT.0230).** These topics are proposed for discussion:

- the concept of a U-space airspace and its management by the Member States (MSs) in terms of risk assessment and responsibilities;
- the dynamic reconfiguration of the U-space airspace, when applied;
- the operational functioning of the common information service and the certification process for both the providers of this service and the U-space service providers (USSPs);
- the technical specifications and related performance requirements for the different U-space services;
- the exchange of all data and available information between the participants of the U-space airspace;
- the definition of relevant standard(s) for the connection to the common information service provider(s) to ensure interoperability and uniform implementation across the EU;
- detailed procedures and performance requirements for the flight authorisation services;
- **the acceptable means for manned aircraft to be conspicuous when entering the U-space airspace in uncontrolled airspace;**
- the expected coordination with local authorities, the security aspects to be covered in a specific U-space airspace, and the authorities' oversight programme as well as any other task related to the management of the U-space airspace under their responsibility.

Well, they operate in "our airspace", so please comment accordingly. **The deadline for comments:15/3/2022.** We shall coordinate with Europe Air Sports. Your organisational or individual comments will be helpful. This brings you to the documents:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-14>

21/12/2021 **Notice of Proposed Amendment (NPA) 2021-15, New air mobility | Subtask 1 — Continuing airworthiness (CAW) rules for electric and hybrid**



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propulsion aircraft and other non-conventional aircraft (RMT.0731) The objective of this Notice of Proposed Amendment (NPA) is to close the gaps that currently exist in Regulation (EU) No 1321/2014, which pose compliance difficulties in relation to the management of manned aircraft that are not conventional or have a powerplant other than a piston engine or a turbine. We invite interested parties to comment individually. At EPFU level we shall coordinate with Europe Air Sports and we shall discuss the topic with aircraft manufacturers and operator. **Comment period ends on 21/3/2022.** This is the electronic address bringing you to the texts:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-15>

Agency Decisions: 6/12/2021 Review of aeroplane performance requirements for air operations and Regular update of CS-25 — CS-25 Amendment 27, ED Decision 2021/015/R. This brings you to the document:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021015r>

17/12/2021 Rotorcraft chip detection systems and Rotorcraft occupant safety in the event of a bird strike, ED Decision 2021/016/R. Here the address of the document:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021016r>

CRD: 16/12/2021 CRD 2021-01 Rotorcraft chip detection systems. The address:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2021-01>

16/12/2021 CRD 2021-02 Rotorcraft occupant safety in the event of a bird strike. See also ED Decision 2021/016/R above. The address:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2021-02>

6/12/2021 CRD 2020-11 Regular update of CS-25 — CS-25 Amendment 27. See also ED Decision 2021/015/R above. The address:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-11>

Opinions: None

EU Consultations: None of relevance for the moment.

EU Regulations: 15/12/2021 Commission Implementing Regulation (EU) 2021/2227 of 14 December 2021 amending Regulation (EU) No 1178/2011 as regards the requirements for all-weather operations and for instrument and type rating training in helicopters (Text with EEA relevance) C/2021/8908, OJ L 448, p. 39–49. The electronic address:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.448.01.0039.01.ENG&toc=OJ%3AL%3A2021%3A448%3ATOC

16/12/2021 Commission Implementing Regulation (EU) 2021/2237 of 15 December 2021 amending Regulation (EU) No 965/2012 as regards the requirements for all-



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weather operations and for flight crew training and checking C/2021/9122,
OJ L 450, 16.12.2021, p. 21–56. The electronic address:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.450.01.0021.01.ENG&toc=OJ%3AL%3A2021%3A450%3ATOC

EU Publications: None of relevance for the moment.

A new EU Call for Tender published by EASA: Flight Control Laws and Air Data Monitors



On 3/1/2022 the Agency published a new EU tender. It addresses the further development methods for the two following subjects: the monitoring and real-time error detection of complex flight control laws (lot 1); and the enhancement of detection and tolerance to air data probe complex failure mechanisms (lot 2). For more details as regards both lots please go to eTendering site of the EU institutions (for maintenance reasons not available in the morning of 6/1/2022):

<https://etendering.ted.europa.eu/cft/cft-display.html?cftId=9764>

Repetition EASA High Level Conference on Drones

A hybrid event (partially online and partially physical meeting) will take place on 18/1/2022 to 19/1/2022. It will be organised by EASA. As “they” use “our airspace” we should be present... This is the event’s title: "EASA HLC on drones - UAM Becoming a Reality".



This brings you to further information:

<https://www.amsterdamdroneweek.com/easa-high-level-conference/>

And for tickets please go to

<https://www.amsterdamdroneweek.com/easa-high-level-conference/#easaticket>

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
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Picture of René's new assistance

After Arka's death René needed a new assistant with not too much delay. On Saturday, 18/12/2021 Linus, here presented by Renata, joined the EPFU News Flash crew. Linus was born near Lublin (PL) on 1/10/2021 where a family of Swiss origin is very active in the breeding of Labrador dogs. LPR level 5 licence entries in Polish and "Schwyzerdütsch" will be applied for. Linus' four sisters and three brothers live now in Switzerland as well.

Linus with Renata, picture by René



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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 2 January 2022

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