



European Powered Flying Union

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EPFU News Flash No. 103, February 2022

Dear friends

The year is rushing onwards with normal pace and shortly we are facing hopefully a new wonderful flying season. Great news is that we have had a volunteer mission officer Jérémy Henches recruited by Xavier Barral. We welcome him very warmly to participate in EPFU activities, we hope to meet him in the near future!

Find the attached summary of current technical and administrative topics. I picked from this News Flashes' content NPA 2021-14 presenting AMC and GM for the U-space regulation which is now open for consultation. This NPA includes proposals for mandatory electronic conspicuity for manned aircraft in uncontrolled U-space airspace. The NPA is about U-Space and requirements if flying in U-Space so **it will have impact on General Aviation!**

It is important to understand that NPA 2021-14 is a draft that proposes AMC&GM to last year's EU-regulations 2021/664, 665 and 666 about U-Space usage (I call it «Drone Airspace»).

It is essential to understand that regulation 2021/666 includes a paragraph that changes SERA so that manned aircraft flying in U-Space (if not otherwise under ATC) are obliged to make themselves visible to U-Space service providers.

These regulations 2021/664, 665, and 666 will be in force 23/1/2023. In other words if flying in Airspace G/U-Space, manned aircraft must carry and operate an "electronic conspicuity"-transmitter. NPA 2021-14 proposes in paragraph 3.3 solutions to fulfil this requirement:

- 1) Approved ADS-B Out-Transmitter,
- 2) SRD860-band transmitter, [no idea what this means but it is probable that EASA means Flarm / OGN]
- 3) "standardised mobile telecommunication network services coordinated for aerial use in Europe [Again no idea what this means but probably EASA means 4G/5G-mobile device + application].

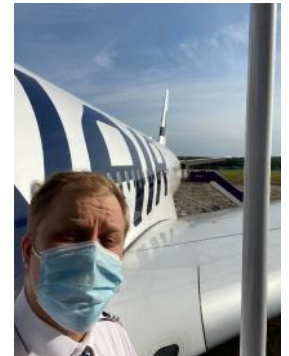
EPFU will work together with EAS to generate the best possible outcome from all of this.

Meanwhile stay safe, healthy, and hope to see you soon!

GEN-FUT - Future Mobile Data Links in Aviation, Webinar to be held on 2/2/2022

This webinar will discuss future mobile data link communications including the L-Band Digital Aeronautical Communication System (LDACS), satellite communications, AeroMACS and multilink over Internet Protocol. Optimal use of the radio spectrum, a key and scarce common resource, will be the red thread, leading to the concept of integrated CNS and Spectrum (iCNSS).

At the end of this webinar, participants will have an understanding of iCNSS, and an overview of the future aviation mobile data links. Communication, Navigation, Surveillance (CNS) is a key technical enabler for all current and future ATM operational concepts.



"Me and my flying machine..."

(This comment to the picture of our president comes from René)



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WebinarDate and time: Wednesday 2/2/2022 - 14:00 h CET (UTC +1)
Duration: 90 minutes
Presenter: Philippe SACRE (Communication Expert @ EUROCONTROL)

URGENT ACTION IS REQUIRED, CONSIDERING THE DATE OF THE WEBINAR!

To register please go to

https://eurocontrol-int.zoom.us/webinar/register/WN_YljUgyuFST6nXaz8uem7IA



ASTM International: Small Aircraft Structure Evaluation

formerly known as American Society for Testing and Materials, is an international standards organization that develops and publishes voluntary consensus technical standards for a wide range of materials, products, systems, and services. Some 12,575 ASTM voluntary consensus standards operate globally. The organization's headquarters is in West Conshohocken, Pennsylvania, founded in 1902 as the American Section of the International Association for Testing Materials. In 2001, ASTM officially changed its name to "ASTM International" and added the tagline "Standards Worldwide".



ASTM F44 Committee on General Aviation Aircraft was created to produce the Means of Compliance library for the European CS-23 Amdt 5 / FAA Part 23 Amdt 64 aircraft. A new standard (WK61232) would bring alleviations to those involved in structural durability assessments covering small aeroplanes. To get involved, if you are interested in such activities, please get in touch with

Joe Koury
Phone +1 610 832 9804
koury@astm.org

And please take a look at the ASTM web sites, you will find useful information concerning general aviation aircraft, here is the address:

<http://about.astm.org/>

European Plan for Aviation Safety 2022-2026 published

On 17/1/2022 the European Union Aviation Safety Agency (EASA) published the 11th edition of the European Plan for Aviation Safety (EPAS). EPAS sets out the strategic priorities and main risks affecting the European aviation system, and defines the necessary actions to mitigate them, with the primary objective of further improving aviation safety. The Plan consists of 7 parts. This is the electronic address of the document:

<https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2022-2026>





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Help future of aviation decision making – EASA/ GAMA/ AOPA General Aviation Survey



On 18/1/2022 this has been published by EASA: When EASA make decisions on the safety of General Aviation, it is important to take a data driven approach that brings together both accident/ occurrence data as well as other sources such as flight hours and other information about the type of flying taking place in the GA Community. The collection of this type of activity data in GA is a big challenge. To help collect the best possible information EASA, the General Aviation Manufacturers Association (GAMA) and the Aircraft Owners and Pilots Association (AOPA) team up every year to carry out a survey of GA aircraft owners/ operators to allow accurate and representative estimates to be made about aircraft operation in Europe. This supports the safety and economic analysis of the sector. For example, the flight hours are used to estimate total flight hours per type of operation in Europe, which EASA uses to calculate accident rates reported in the Annual Safety Review. This address brings you to the set of documents:

https://www.easa.europa.eu/newsroom-and-events/news/help-future-aviation-decision-making-easa-gama-aopa-general-aviation?utm_campaign=d-20220119&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_news

The opinion of our board: We should participate to make our voices heard, individually or as member organisations, to strengthen our position.

EASA publishes Guidance on Carriage of Electronic Documents



On 5/1/2022 the European Union Aviation Safety Agency has published a guidance document with respect to the carriage of electronic documents for aviation purposes.

Increased digitalisation has radically transformed many established processes and practices. The aviation sector is no exception to this and is already a big user of digital data and processes. With the advent of electronic solutions, such as the Electronic Flight Bag (EFB), many of the paper-based documents found in an aircraft, such as manuals or charts, are already carried in a digital format. Aircraft involved in international operations are additionally required to carry originals or copies of certificates and other legal documents. However, ensuring that the correct and updated documents are on board the aircraft can be handled considerably more efficiently with the usage of digital rather than traditional, paper-based documents.

This guidance from EASA is addressed to the Member States and clarifies that there are no obstacles in EU law preventing the carriage of electronic documents for these purposes. The Guidance also provides clarification with respect to the EU legal framework for the issuance of electronic certificates, as well as examples of good practical implementation in Spain.

EASA hopes that this guidance will help the EU Member States and industry to accelerate their uptake of digitalisation. As aviation obviously goes beyond the borders of the European Union, the Agency is also actively cooperating with ICAO and major international regulators to promote the same level of acceptance of digital certificates. This is the electronic address:

<https://www.easa.europa.eu/document-library/general-publications/carriage-electronic-documents-board-aircraft>



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Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 25/2/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

NPA: 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>

Repetition, please see also our presidents text on page 1!

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>

Repetition
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: None

CRD: None

Opinions: None

EU Consultations: None of relevance to our community.

EU Regulations: 4/1/2022 COMMISSION IMPLEMENTING REGULATION (EU) 2022/2 correcting the French language version of Implementing Regulation (EU) No 1207/2011 laying down requirements for the performance and the interoperability of surveillance for the single European sky. The Commission writes: "...The **French language version** of Commission Implementing Regulation (EU) No 1207/2011 (2) contains errors in Article 5(5), second subparagraph, point (iii) and in Article 8(8) that alter the meaning of the text. The French language version of Implementing Regulation (EU) No 1207/2011 should therefore be corrected accordingly. **The other language versions are not affected**.... This is the electronic address of the full document:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2022.001.01.0001.01.ENG&toc=OJ%3AL%3A2022%3A001%3ATOC

4/1/2022 COMMISSION IMPLEMENTING REGULATION (EU) 2022/3 correcting certain language versions of Annex II to Implementing Regulation (EU) 2015/1018 laying down a list **classifying occurrences in civil aviation** to be mandatorily reported according to Regulation (EU) No 376/2014 of the European Parliament and of the Council. The Commission writes: "... Having regard to Regulation (EU) No 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation amending Regulation (EU) No 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No 1321/2007 and (EC) No 1330/2007 (1), and in particular Article 4(5) thereof, the **Bulgarian, Estonian and Slovenian language versions** of Annex II to Commission Implementing Regulation (EU) 2015/1018 (2) contain an error in section 3, point 17 as regards the scope of the provision. **The Bulgarian, Estonian and Slovenian language versions** of Annex II to Implementing Regulation (EU) 2015/1018 should therefore be corrected accordingly. The other language versions are not affected....". This is the address of the full document:



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https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2022.001.01.0003.01.ENG&toc=OJ%3AL%3A2022%3A001%3ATOC

EU Publications: None of relevance to us for the moment.

Improved website notification service gives you more control

24/1/2022, EASA has upgraded its personalisation and notification service in response to the feedback and requests received from our subscribers.



More than 40,000 people have registered on the EASA website since we launched this service in June 2020. Registration allows you to be notified of publications in categories such as Aircraft and Product, and to follow specific pages such as the Easy Access Rules for Air Operations. For more details please go to

<https://www.easa.europa.eu/newsroom-and-events/news/improved-website-notification-service-gives-you-more-control>

EASA publishes FAQs on PBN Airspace Usage Requirements

24/1/2022, the European Union Aviation Safety Agency has published FAQs on PBN Airspace Usage Requirements.



The single European sky is transitioning to a performance-based navigation (PBN) environment thanks to common airspace usage requirements. These requirements stipulate the implementation of ATS routes and approach procedures based on a set of ICAO PBN navigation specifications. The implementation will contribute to obtaining significant safety, capacity, flight efficiency and environmental gains. For more details please go to

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-faqs-pbn-airspace-usage-requirements>

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>



Workshop on NPA 2021-14 - AMC/GM to support the U-space regulatory framework

EASA will host a workshop where the content of the NPA will be presented. This workshop will give stakeholders the opportunity to better understand the content of EASA's proposed AMC/GM prior to the end of the commenting period. The agenda will be published closer to the event.





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Date & time: 15/02/2022, 10:00 - 16:30 CET (UTC +1)

For more information please go to

<https://www.easa.europa.eu/newsroom-and-events/events/workshop-npa-2021-14-amcgm-support-u-space-regulatory-framework>

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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 27 January 2022

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