



# European Powered Flying Union

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## EPFU News Flash No. 108, July 2022

Dear friends

Midsummer is behind of us and the warm airmass has also reached the northern parts of Europe. Despite the picture on the right: the lakes have not yet been dried up here☺ but I have made an intentional landing on this field in order to put wheels on this aircraft.

I want to thank you all who participated in our (hopefully last) eAGM and I hope that we will be able to see each other in Denmark 2023 at last. I will wait for a few letters and then compose the minutes of our eAGM. In a few words: Nothing special on nominations or in finances. There are of course things we have to keep eye on, like renewable energies and other environmental issues, not forgetting EASA and other institutional organisations dealing with aviation in one way or another. These are the sources where the topics that follow originate. As usual, find relevant and current information, compiled by René. Many thanks to him for updating our community every month.



### Sunny Swift: Tactile warning episode, Issue 36

has been published on 21/6/2022 by EASA. This is the electronic address to get the publication:

<https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-tactile-warning-episode>



### Interoperability of Electronic Conspicuity Systems for General Aviation, Call for Tender

Airborne collision risk involving non-commercially exploited small aeroplanes represent a key priority in EASA annual safety review and for the development of safety actions at EU level in the European Plan for Aviation Safety (EPAS). Given the diversity of the so-called electronic conspicuity devices, these are not always interoperable with each other, meaning that aircraft may or may not be electronically visible to each other. Here the lack of harmonised technical standards addressing the performances of such devices, the data transmission protocols and formats as well as the radiocommunication spectrum usage is a major impediment to their widespread use in Europe. In addition, the requirements set for electronic conspicuity of manned aircraft for U-space operations (SERA 6005 (c)) will enter into force in 2023 and will impact on the possible choices for GA pilots regarding the installation of such devices. For all information and status on the call for tender related to the project, please visit EASA.2022.HVP.12. This address also brings you there:

<https://etendering.ted.europa.eu/cft/cft-display.html?cftId=11396>

For other EASA research projects please go to

<https://www.easa.europa.eu/newsroom-and-events/news/easa-launches-five-new-research-projects>





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**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 5/7/2022, titles or text parts in bold characters** means that the texts are at least partially important for our community:

ToR: Nothing new.

NPA: 30/6/2022 NPA 2022-06 Introduction of a regulatory framework for the operation of drones — **Enabling innovative air mobility with manned VTOL-capable aircraft**, the IAW of UAS subject to certification, and the CAW of those UAS operated in the 'specific' category (RMT.0230, Subtask C). It proposes amendments to existing EU aviation regulations and the creation of new ones to address:

- the initial airworthiness of UAS subject to certification in accordance with Article 40 of Commission Delegated Regulation (EU) 2019/945;
- the continuing airworthiness of UAS subject to certification and operated in the 'specific' category; and
- **the operational requirements applicable to manned VTOL-capable aircraft.**

We study the last bullet point in particular, we shall comment on this, if required. **Comment period ends on 30/9/2022.** For more information please go to

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-06>

25/6/2022 A-NPA 2022-05 Environmental protection requirements for supersonic transport aeroplanes (RMT.0733). For the records only, we think. End date for comments is 25/7/2022, shortened as normal is normal for A-NPA's. Those interested in the topic may go to

<https://www.easa.europa.eu/downloads/136561/en>

25/5/2022 **NPA 2022-04 Regular update of the SERA regulatory framework (IRs and AMC & GM)** (RMT.0476). This Notice of Proposed Amendment (NPA) addresses safety and regulatory coordination issues related to the standardised European rules of the air (SERA). Its main objective is to maintain a high level of safety and environmental protection of the European Union (EU) air navigation system, by ensuring the necessary maintenance and development of the SERA regulatory framework. In order to achieve this objective, this NPA includes proposed amendments to Regulation (EU) No 923/2012 (the SERA Regulation) and to the related acceptable means of compliance (AMC) & guidance material (GM), which:

- ensure synchronisation between the SERA regulatory framework and the originating transposed International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, in particular in relation to new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature;
- introduce changes to the existing **radio communication failure procedure** in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;



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- **remove** the Supplement to the Annex to the SERA Regulation, containing the **commonly agreed differences** to ICAO Standards and Recommended Practices (SARPs), and introduce regulatory references to Regulation (EU) 2018/1139 on the notification of differences;
- **introduce speed restrictions** to prevent supersonic flights over the territory of the EU, with the objective of protecting citizens from unacceptable sonic booms generated by **supersonic transport (SST)** aircraft, in order to maintain a high level of environmental protection in Europe;
- address issues in the implementation of the SERA Regulation as either identified by the European Union Aviation Safety Agency (EASA) through its standardisation activities or raised by stakeholders; and
- **remove editorial mistakes** and identified consistency issues.

The NPA also includes minor proposed amendments to GM related to Annex IV 'Part-AIS to Regulation (EU) 2017/373, for consistency purposes.

A safety recommendation addressed to EASA, related to the inclusion of information on ballistic parachutes on board in the flight plan, is also addressed by this proposal.

We are inclined to call it a "Müesli-NPA", as such mixtures are denominated in alpine areas... Nevertheless we shall take a careful look at the publication. **Comment period ends on 25/8/2022.** This is the address the download of the full text:

<https://www.easa.europa.eu/downloads/136558/en>

Repetition, **adjusted end of text in bold characters:**

2/5/2022 **NPA 2022-02 (A) and NPA 2022-02 (B) Remote aerodrome air traffic services** (RMT.0624). NPA 2022-02 is divided in two parts. NPA 2022-02 (A) includes:

- the procedural information pertaining to the regulatory proposal; and
- the explanatory note to the proposed amendments.

NPA 2022-02 (B) includes the proposed Guidance Material. The concept of **remote provision of aerodrome air traffic services (ATS)** (commonly known as 'remote towers' or 'remote tower operations', sometimes referred to as 'digital towers') enables the provision of aerodrome ATS from locations/facilities where direct visual observation is not available. Instead, the provision of aerodrome ATS is based on a view of the aerodrome and its vicinity through means of technology. The term that is used to describe this is 'remote aerodrome ATS'. **We shall coordinate our comments with Europe Air Sports. It is of utmost importance to us that (remote) ATC operating hours are not automatically linked with aerodrome opening hours. The rationale: not all flying machines require ATC for safe operations. . Comment period ends on 2/8/2022.**

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-02-and-npa-2022-02-b>



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Agency Decision: 30/6/2022 ED Decision 2022/012/R All-weather operations — AMC & GM to air operations rules (RMT.0379). This publication is divided in nine parts, it covers four CRD, there is something for everybody... For all these texts please go to

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022012r>

CRD: None

Opinions: None

EU Consultations: None of relevance to General Aviation.

EU Regulations: None of relevance to General Aviation.

EU Publications: None of relevance to General Aviation.

## Helicopter Flight Instructor Guide, Issue 4.0

was published on 21/6/2022, this probably is of interest to some readers. This is the fourth edition of the Rotorcraft Flight Instructor Guide.

The guide was initially developed by the European Helicopter Safety Team (EHST) based on the Australian Civil Aviation Safety Authority (CASA) Flight Instructor Manual (Helicopter). CASA has kindly made this manual freely available to the EHST for educational and safety promotion purposes. For more information please go to

<https://www.easa.europa.eu/document-library/general-publications/helicopter-flight-instructor-guide>

### Still valid:

For latest COVID-19 Information available from EASA you may use this electronic address, it brings you to a comprehensive set of information:

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

EASA/ECDC take first steps to relax COVID-19 measures for air travel, published on 11/5/2022 may be helpful as well:

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easaecdc-take-first-steps-relax-covid-19-measures-air-travel>



together4safety

For Helicopter Flight Instructors – Training Guide



Issue 3 December 2020

COVID-19  
Guidance /  
Advice



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Best wishes, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 5 July 2022

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