



European Powered Flying Union

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Dear friends

I hope you are well. Upcoming winter together with current world's situation surely troubles all of us, but let us try to stay positive. I am writing this text from almost the other side of the planet, in other words from hotel room quarantine in Hong Kong. Not all places are "Covid-19 free" as we are in Europe where life is "back to normal".



Simulator flying is also fun!

As usual, you find in this edition the summary of the current aeronautical topics of relevance to our community, compiled by René. Also check the Electrify-In contribution at the end of this News Flash.

While checking the latest Part-FCL texts, I have noticed that there will be some changes from 30/10/2022 onwards, some of them will have an impact on operations according to IFR. When looking for the Easy Access Rules please go to the EASA website:

<https://www.easa.europa.eu/newsroom-and-events/news/easa-updates-easy-access-rules-aircrew>

This address will directly bring you the online version of all relevant texts:

<https://www.easa.europa.eu/document-library/easy-access-rules/online-publications/easy-access-rules-aircrew-regulation-eu-no?page=0>

You will find that the text is already implemented as some portions already are applicable, some will enter into force on the date mentioned above. You will find two additional electronic addresses in the "Agency Decisions" paragraph of this edition.

This is my short text, giving you enough time to study what is important for you. Stay safe and fly!

The information on the Airworthiness Directives page and the site "rgl.faa.gov" will be decommissioned on August 16, 2022.

All information currently found in RGL is now accessible within the **Dynamic Regulatory System (DRS)** which will replace RGL. This address may be helpful:

<https://drs.faa.gov/browse>



FAA warns of tailpipe risk affecting 41,000 US-registered small aircraft

From Flightglobal, by Jon Hemmerdinger, 26/7/2022: US regulators have issued a sweeping directive to address a longstanding tailpipe problem potentially affecting 41,000 US-registered aircraft with turbocharged reciprocating engines.

A **proposed airworthiness directive (AD)** released by the Federal Aviation Administration on 25 July **applies mostly to general aviation aircraft.**





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It requires operators to replace “v-band couplings” in turbocharged engines because “spot welds” on those couplings are subject to fatigue failure... The proposed AD would apply to all aircraft powered by reciprocating turbocharged engines that have spot-welded v-bands. Such engines include

those made by Continental (including TSIO-360s and -550s) and Lycoming (including IO-540s and TO-360s). For more information please go to

<https://www.flightglobal.com/airframers/faa-warns-of-tailpipe-risk-affecting-41000-us-registered-small-aircraft/149601.article>

We found this on the Agency’s website:

27/7/2022 - PRODUCT CERTIFICATION CONSULTATIONS

Proposed Equivalent Safety Finding to CS 23.1549(b), Powerplant Instruments - Normal Operating Range Colour and Current Speed Control Authority Indication - Issue 01. Deadline for comments: 17/8/2022, see



<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-equivalent-safety-finding-cs-231549b>

27/7/2022 - PRODUCT CERTIFICATION CONSULTATIONS

Proposed Equivalent Safety Finding to CS 23.1549(b), Powerplant Instruments – Normal Operation Range Colour - Issue 01. Deadline for comments: 17/8/2022. For more information:

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-equivalent-safety-finding-cs-231549b>

And thirdly:

27/7/2022 - PRODUCT CERTIFICATION CONSULTATIONS

Proposed Equivalent Safety Finding to CS 23.779(b)(1) and 23.1143(c), Motion and Effect of Cockpit Controls - Issue 01. Comment period ends on 17/8/2022. The address for more information:

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-equivalent-safety-finding-cs-23779b1>

Unfortunately we were not in a position to study these publications in the timeframe 28/7/2022...4/8/2022. Please accept our apologies.

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/8/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: No new ToR’s.



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NPA: 25/7/2022 NPA 2022-08 Analysis of on-ground wing contamination effect on take-off performance degradation (RMT.0118) The objectives of this NPA are to:

- mitigate the risks of incidents and accidents caused by airframe ground icing contamination or inadequate de-icing/anti-icing operations; and
- align the requirements of CS-25 with the existing EASA AIR OPS regulations regarding allowed take-off with a determined level of contamination.

It concerns flight operations with CS-25 aeroplanes. Comment period ends on 25/10/2022. The electronic address, for interested commenters:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-08>

6/7/2022 NPA 2022-07 Regular update of CS-25 (RMT.0673), for large aircraft, thus for our records only. Deadline:06/10/2022, the electronic address for interested parties:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-07>

Repetition

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>

Repetition, end of text slightly modified.

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



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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;
- **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 "Muesli-NPA", as such mixtures are denominated in alpine areas... Nevertheless we shall take a careful look at the publication **and probably send comments directly to the Agency in-time. Comment period ends on 25/8/2022.** We invite you to send your comments to Cologne as well. This is the address the download of the full text:

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

Agency Decision: 6/7/2022 ED Decision /013/R Amendment 6 to the Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 139/2014 'AMC and GM to Authority, Organisation and Operations Requirements **for Aerodromes** — Issue 1, Amendment 6' — '**All-weather operations — AMC & GM to aerodrome rules**' (RMT.0379). Decision 2022/013/R issues the following amendment to the AMC and GM to Commission Regulation (EU) No 139/2014: AMC & GM to Authority, Organisation and Operations Requirements for Aerodromes — Issue 1, Amendment 6.

The objective of this Decision is to support the modernisation of the European Union (EU) aviation regulatory framework applicable to all-weather operations (AWOs) in accordance with Regulation (EU) 2022/208, to ensure the highest level of safety while enabling efficiency gains based on the latest technological advancements. The electronic address to the full set of texts:



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<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022013r>

30/6/2022 ED Decision 2022/012/R All-weather operations — **AMC & GM to air operations rules** (RMT.0379) we mentioned in our News Flash No. 108. This publication is divided in nine parts, it covers four CRD, there is something for

everybody. Both decisions the same rulemaking task number. For all these texts please go to

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

CRD: No new CRD.

Opinion: 14/7/2022 **Opinion No 04/2022 Repository of aviation-related information** (RMT.0732). The objective of this Opinion is to implement Article 74 of Regulation (EU) 2018/1139 of the European Parliament and of the Council, which requires EASA, in cooperation with the European Commission and the national competent authorities, to establish and manage a repository of information.

This Opinion proposes the necessary provisions as regards:

- the functioning and management of the repository;
- the management of the information, including the classification of information;
- the dissemination and update of the information included in the repository;
- the security management for the protection of the infrastructure and the data stored in the repository;
- data protection concerning the personal data stored in the repository.

This Opinion is expected to ensure an effective cooperation between EASA and the national competent authorities concerning the performance of their tasks relating to certification, oversight and enforcement pursuant to Regulation (EU) 2018/1139, and improve harmonisation among Member States.

The main benefit expected from the subject proposal is in terms of effective access, exchange and management of civil-aviation-related information and data that **will contribute to the overall safety and efficiency of the aviation system**. For the full text please go to

<https://www.easa.europa.eu/downloads/136834/en>

EU Consultations: None of relevance to our community.

EU Regulations: 20.7.2022 Council Decision (EU) 2022/1256 of 15 July 2022 on the **position to be taken on behalf of the European Union** at the 226th session of the Council of the International Civil Aviation Organization as regards the proposed adoption of Amendment 48 to Annex 6 Operation of Aircraft, Part I, to the Convention on International Civil Aviation, OJ L 191, , p. 61–62. For more please contact

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EU Publications: None of relevance to our community.

Electrify-In Switzerland on 10th & 11th September 2022 at Berne Airport (LSZB), Swiss Air Force Base (Bundesbasis)

The fly-in is from Friday afternoon 16:00LT to Sunday noon 12:00LT and the ranking ceremony will take place on Sunday afternoon at 14:00LT.

The opening hours for the Electrify-In Switzerland 2022 are as follows:

Sa, 10 September 2022: 09:30 - 18:00

Su, 11 September 2022: 09:30 - 15:00

The website: www.electrify-in.ch



Further information can be found also on Facebook and Instagram.



This Siemens project of a “Wing in Ground Effect” flying machine will unfortunately not be ready for the event mentioned above.

Thank you, FlugRevue, for this picture! We fully agree that this could become a convenient mode of transport for quite many regions of our planet.

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>

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Best wishes, kind regards,

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

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