



European Powered Flying Union

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EPFU News Flash No. 110, September 2022

Dear friends

First of all I am terribly sorry that I could issue this September News Flash only now. This is due to the fact that I have had a terrible “normal” flue for the past 1,5 weeks. Because I have just been able to get up from the bed with quite a strong cough I am keeping my intro quite short. As usual, you again receive the compilation of the current and relevant international topics in this News Flash. As you will find later on, remember the date 30.10.2022 since many changes will take place then.

In the meantime stay safe, enjoy rest of the summer and do not get a flu or any other nasty disease.



End of the summer season up here in Finland

Annual Safety Review 2022

Has been published on 31/8/2022. For all details please go to the two addresses listed below, for the report to

<https://www.easa.europa.eu/downloads/136977/en>

and for Appndix 1, the list of Fatal Accidents, please go to

<https://www.easa.europa.eu/downloads/136976/en>



FAA approves 100-octane unleaded aviation fuel

2/9/2022, by Jon Hemmerdinger, flightglobal, John wrote: **US regulators have approved the use of a 100-octane unleaded fuel in all spark-ignition aviation engines**, a move the general aviation industry says will help its transition away from leaded fuel.

The Federal Aviation Administration (FAA) has issued a supplemental type certificate (STC) for a fuel called G100UL, developed by Oklahoma company General Aviation Modifications (GAM), according to the Aircraft Owners and Pilots Association (AOPA) trade body.

GAM did not immediately respond to a request for comment. The FAA confirms the approval, saying the move follows a review of the company’s “test results and other documentation by an independent technical panel”.

Many high-compression, high-displacement aviation piston engines require high-octane fuel, which historically contains lead. “Octane is a measure of the performance of a fuel as it burns in an engine combustion chamber”, says the FAA. Octane levels also relate to a fuel’s ability to resist detonation, also known as “knock”. The aviation industry has long relied on gasoline treated with an organic compound called tetraethyl lead (TEL), which is used to boost octane ratings, the FAA says. “All forms of lead are toxic if



Flight
Global



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inhaled or ingested.”... For the full text of the article please go to

<https://www.flightglobal.com/engines/faa-approves-100-octane-unleaded-aviation-fuel-hastening-shift-from-leaded-gas/150065.article>

Current & upcoming events at EASA

For more details and exact dates please go to

<https://www.easa.europa.eu/newsroom-and-events/events/current-and-upcoming-events>

Of particular interest may be:

EASA Annual Safety Conference - November 30 – December 1, 2022 in Prague, for more information:

<https://www.easa.europa.eu/newsroom-and-events/news/save-date-easa-annual-safety-conference-november-30-december-1-2022-prague>

EASA writes: Registration will open shortly and more information about the agenda, the venue and recommended hotels will be published on our website shortly. Please note that there will be a small fee for the 1.5 day conference to cover the basic costs and refreshments.



Charles Bridge. Named after King Charles IV, for hundreds of years it was the only structure connecting the two banks of the Vltava River.

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 10/9/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR No new ToR.

NPA 16/8/2022 NPA 2022-09 Establishment of a regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment) (Subtask 1) (RMT.0161). Not directly for our community, deadline is:30/9/2022. Interested parties may, for the full text, go to

<https://www.easa.europa.eu/downloads/136920/en>

Repetition

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



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25/10/2022. The electronic address, for interested commenters:

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

Repetition

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

Agency Decisions 6/9/2022 ED Decision 2022/018/R Regular update of CS-ETSO and ETSO for electrical hoist equipment (RMT.0457 and RMT.0709), for helicopter operators. Interested parties please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2022018r>

2/9/2022 ED Decision 2022/017/R Continuing airworthiness management in a single air carrier business grouping (RMT.0734). Not for us, but one never knows... Here the electronic address to the full set of texts:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022017r>

29/8/2022 ED Decision 2022/016/R Aeronautical information publication — **AMC & GM to the Aerodromes rules** (RMT.0719). The objective of this Decision is to fully align the instructions for the origination of a SNOWTAM contained in the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Regulation (EU) No 139/2014 (the 'ADR Regulation') with the instructions for the publication of a SNOWTAM by aeronautical information service (AIS) providers, in accordance with Implementing Regulation (EU) 2022/938 of 26 July 2022. This alignment is necessary for the correct implementation of the ICAO global reporting format (GRF) for runway surface conditions. For more information please use these two addresses



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<https://www.easa.europa.eu/downloads/136963/en>

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022016r>

29/8/2022 ED Decision 2022/015/R Aeronautical information publication — AMC & GM to the ATM/ANS rules (RMT.0719), published to improve efficiency in the domain of aeronautical information services. For interested parties two addresses:

<https://www.easa.europa.eu/downloads/136969/en>

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022015r>

19/8/2022 **ED Decision 2022/014/R Update of ORO.FC — review of crew training provisions** (RMT.0599). This is the electronic address for all chapters of the decision:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022014r>

Supplementary information: Decision 2022/014/R issues the following amendments to the AMC and GM to Commission Regulation (EU) No 965/2012:

- AMC and GM to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 21
- AMC and GM to Annex IV (Part-CAT) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 22
- AMC and GM to Annex V (Part-SPA) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 13
- AMC and GM to Annex VI (Part-NCC) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 17
- **AMC and GM to Annex VII (Part-NCO) to Commission Regulation (EU) No 965/2012 — Issue 2, Amendment 14**
- AMC and GM to Annex VIII (Part-SPO) to Commission Regulation (EU) No 965/2012 — Issue 1, Amendment 17
- **AMC and GM to Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 — Issue 1, Amendment 12**

The objective of this Decision is to facilitate the implementation of the new requirements introduced into:

- Regulation (EU) No 965/2012 (the 'Air OPS Regulation') related to flight crew training by Commission Implementing Regulation (EU) 2021/2237 **which will apply from 30 October 2022**; and
- Regulation (EU) No 1178/2011 (the 'Aircrew Regulation') related to flight crew training by Commission Implementing Regulation (EU) 2021/2227 **which will apply from 30 October 2022**.

Those Regulations and this ED Decision amend the operator's flight crew training and checking provisions to better reflect the increased complexity in the aviation system. The updates cover aeroplanes and helicopters that carry out commercial air transport (CAT) operations, specialised operations (SPO) and non-commercial operations with



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complex motor-powered aircraft (NCC).

The most important items are:

- (a) new conditions for multi-pilot operations in single-pilot certified helicopters,
- (b) new provisions for initial training and checking under SPO,
- (c) new provisions for recurrent training and checking under CAT and SPO,
- (d) new conditions for the operation on different aircraft types or variants,
- (e) introduction of the option for NCC operators to accept previous training and checking, and
- (f) addressing other minor issues regarding flight crew training and checking.

Some changes are expected to increase safety in a cost-effective way, whereas others should reduce the training costs without an impact on safety. Several clarifications are also introduced to maintain a high level of safety for air operations by ensuring a harmonised implementation of the Air OPS Regulation and the Aircrew Regulation.

Commenting our points of view on the above publications is, for the moment, out of our range considering the sheer volume of the Decision.

CRD

6/9/2022 CRD 2021-10 Prevention of catastrophic accidents due to rotorcraft hoist (RMT.0709). Related: ED Decision 2022/018/R. For more information:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2021-10>

6/9/2022 CRD 2021-07 Regular Update of CS-ETSO (RMT.0457), related ED Decision is 2022/018/R, mentioned above. For more information:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2021-07>

2/9/2022 CRD 2021-08 Enhanced mobility options and streamlined qualifications for air traffic controllers (RMT.0688). A voluminous package containing a multitude of various chapters. It is ATC-centric, interested parties are invited to go to

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2021-08>

Opinions

6/9/2022 Opinion No 07/2022 Review of Part-66 and New training methods and new teaching technologies (RMT.0255 and RMT.0281). The main objectives of this aircraft maintainers centric Opinion are the following:

- facilitate the type rating endorsement of aircraft for which no Part-147 type training is available, maintaining the current level for safety and a level playing field;
- update the basic knowledge training syllabus in Part-66 since it contains some obsolete references;
- enhance the efficiency of the 'on-the-job training' (OJT) required for the first type rating endorsement in the maintenance licence category; and
- enhance the efficiency of the maintenance personnel training system with new training methods and new teaching technologies.

For more information please go to



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<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-072022>

2/9/2022 Opinion No 06/2022 Enhanced mobility options and streamlined qualifications for air traffic controllers (RMT.0668). Interested parties may, for the full text, go to

<https://www.easa.europa.eu/downloads/136988/en>

1/9/2022 Opinion No 05/2022 Regular update of air operation rules — Postponement of the requirements for locating an aircraft in distress (RMT.0392), a CAT centric topic. Interested parties may, for the full text, go to

<https://www.easa.europa.eu/downloads/136985/en>

EU Consultations No new Consultations affecting aviation.

EU Regulations 22/8/2022 Commission Implementing Decision (EU) 2022/1415 of 18 August 2022 on the partial approval...of modified traffic distribution rules for the airports Milan Malpensa, Milan Linate and Orio al Serio (Bergamo) (notified under document C(2022) 5783) (only the Italian text is authentic), OJ L 217, p 88–92, definitely not for us, but the text shows how much bureaucracy governs commercial aviation...

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022D1415&qid=1661346736853>

10/8/2022 Commission Implementing Regulation (EU) 2022/938 of 26 July 2022 amending Implementing Regulation (EU) 2017/373 as regards the requirements for aeronautical data catalogue and aeronautical information publication OJ L 209, p. 1–61

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R0938&qid=1661346832072>

5/8/2022 **Commission Implementing Regulation (EU) 2022/1361** of 28 July 2022 amending Regulation (EU) No 748/2012 as regards the certification, oversight and enforcement tasks of the competent authorities in **the implementation of the rules concerning the organisations involved in the design and production of aircraft used for sport and recreational aviation**. OJ L 205, p. 127–144. This text is published for designers and manufacturers, we, however, are their customers...

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1361&qid=1661346927698>

5/8/2022 **Commission Implementing Regulation (EU) 2022/1360** of 28 July 2022 amending Regulation (EU) No 1321/2014 as regards the implementation of **more proportionate requirements for aircraft used for sport and recreational aviation**, OJ L 205, p. 115–126.

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1360&qid=1661346986847>

5/8/2022 Commission Delegated Regulation (EU) 2022/1358 of 2 June 2022 amending Regulation (EU) No 748/2012 as regards the implementation of more



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proportionate requirements for aircraft used for sport and recreational aviation,
OJ L 205, p. 7–98.

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32022R1358&qid=1661347062916>

EU Publications None of relevance for the moment.

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

For pictures and for more information please go to

<https://electrify-in.ch/de/flying-machines/#start>



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,

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