



European Powered Flying Union

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Dear friends

Winter has come at least to Finland. Hope you all reading this are and have been well. Regarding AVGAS and other topics little has happened since the last News Flash, or at least I have not heard of it. I always welcome hints and wishes that our members want to know. The AVGAS matter was indeed a good example of a topic initiated by our members. Europe Air Sports (EAS) has been dealing with it already and as mentioned in the last News Flash, EPFU will also pay attention to this topic, and will try to influence as much as possible the outcome of tangible solutions. As the entire General Aviation depends on an acceptable solution the main path for exercising influence is the one to the European Commission and to national governments, via EAS, as we are confronted with a supranational matter.



Well that is for the foreword. As usual find the summary of current General Aviation topics. Thanks once again for René of composing this. You'll find the text below as usual.

I just realized that I have forgotten to attach the EAS Newsletter to my previous News Flash. I correct the matter and attach it now. Hope I still remember these words before I press send button 😊

Hope to see you soon!

2022 EASA Aircraft Maintenance Workshop, 13...15/12/2022, Cologne at EASA

It is open for participation to National Competent Authorities (NCAs) of the EU Member States, Operators/ CAMOs and Aircraft/ Rotorcraft Manufacturers. For more information, including the proposed agenda please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/2022-easa-aircraft-maintenance-workshop#group-agenda>



European Union Agency for Railways (ERA) and EASA sign a Memorandum of Cooperation promoting inter-Agency cooperation

A message published on 22/11/2022: "Yesterday, Patrick Ky and Jean-Marc Cluzeau met with Josef Doppelbauer, Executive Director of the European Union Agency for Railways (ERA) and members of his team in Valenciennes, for the signature of a Memorandum of Cooperation (MoC).



The MoC promotes cooperation and establishes a regular structured dialogue between the Agencies, enhancing the sharing of information,



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knowledge and experience in three core areas of cooperation.

Core areas of cooperation refer to three essential domains:

- European Co-ordination centre for Accident and Incident Reporting Systems (ECCAIRS);
- Big data; and
- Sustainability.



Nasty question from our news compiler: why does the European Union Agency for Railways not carry the word “safety” in its name?

Machine Learning Application Approval (MLEAP)

Its opportunities, risks, and challenges remain to be carefully examined. The research objectives and expected outcome



The project deals with the approval of machine learning (ML) technology for systems intended for use in safety-related applications in all domains covered by the EASA Basic Regulation (Regulation (EU) 2018/1139).

Data-driven learning techniques are a major opportunity for the aviation industry but come also with a significant number of challenges with respect to the trustworthiness of ML and deep learning (DL) solutions.

At EASA Willy Sigl acts as project manager, if interested in the topic you may contact him via the address

willy.sigl@easa.europa.eu

or contact EASA’s MLEAP project page.

Repetition:

2022 EASA Aircraft Maintenance Workshop 13 Dec 2022 to 15 Dec 2022

Day 1: 13/12/2022, 14:00 - 17:00 CET (UTC +1)

Day 2: 14/12/2022, 09:00 - 17:00 CET (UTC +1)

Day 3: 15/12/2022, 09:00 - 12:00 CET (UTC +1)



The Aircraft Maintenance Workshop is an interactive forum to discuss MRB process, MSG-3 tool, AMP and other aircraft scheduled maintenance related topics. It is open for participation to National Competent Authorities (NCAs) of the **EU Member States**, Operators/ CAMOs and Aircraft/ Rotorcraft Manufacturers. Scope of this meeting will be (refer also to Preliminary Agenda) to:

- Keep our stakeholders up-to-date with the most recent EASA changes and goals;
- Provide feedback on International MRB Policy Board activities and achievements;
- Discuss about technical or procedural MRB items proposed by either EASA/NCAs and Industry;
- Discuss about other aircraft scheduled maintenance related items such as MPD, AMP, ICAs, Legacy Programs, etc.



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It is an “on invitation only” event. Nevertheless, for more information and for an eventual registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/2022-easa-aircraft-maintenance-workshop>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 6/11/2022 and 2/12/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR	None
NPA	11/11/2022 NPA 2022-10 Improvement in the survivability of rotorcraft occupants in the event of a crash — Phase 1 – Crash resistant fuel systems (RMT.0710). Comment period ends on 13/2/2023. This is the address of the NPA:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2022-10>

Agency Decisions	None
CRD	None
Opinion	None
EU Decisions	None
EU Consultations	None
EU Regulations	None
EU Publications	None

EASA updates Easy Access Rules for Air Operations Revision 19/11/2022

The European Union Aviation Safety Agency (EASA) has published Revision 19 of the Easy Access Rules for Air Operations (EAR for Air OPS).

This Revision incorporates the new and amended Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Regulation (EU) No 965/2012 on all-weather operations, flight crew training and checking, and continuing-airworthiness management in a single air carrier business grouping (ED Decisions 2022/012/R, 2022/014/R, and 2022/017/R), as well as Implementing Regulation (EU) 2022/2203 postponing the applicability of the requirements for locating an aircraft in distress.

The EAR for Air OPS are available for free download on the EASA website as pdf, online dynamic publications with filters and search functions for simple navigation with computers, tablets, and mobiles, as well as in xml format with machine-readable content. As they are generated through





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the eRules platform, they will be updated regularly to incorporate further changes and evolutions to their content. One of the possibilities to obtain the texts:

<https://www.easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-air-operations-regulation-eu-no-9652012>

Repetition

EASA recently published this message:

Dear CRT user, please note that the public consultation period of **Proposed Certification Memorandum EASA CM-21.A-K-001 issue 2 'Installation of new parts and appliances without an EASA Form 1'** has been **extended until 07/12/2022**.



To place comments, please use the automated Comment-Response Tool (CRT) available at

<http://hub.easa.europa.eu/crt>

From EASA: Welcome to the 2022 European Aviation Environmental Report!

The core aim of the report is to provide an objective, clear and accurate source of information on the environmental performance of the aviation sector at the European level. It also reports on actions being put in place to drive forward sustainability ambitions, and contains recommendations on how the level of environmental protection could be improved.



[EAER | EASA Eco \(europa.eu\)](#)

Brings you to much more information on environment-related topics, including, e.g., sustainable fuels.

New interactive Web list of the Aerodromes falling under Regulation (EU) 2018/1139

On 1/12/2022 the list mentioned above was published by the Agency. Please check information covering your particular needs, as many General Aviation aerodromes do not fall under the supranational competencies. This is the electronic address:



<https://www.easa.europa.eu/en/newsroom-and-events/news/new-interactive-web-list-aerodromes-falling-under-regulation-eu-20181139>

EASA publishes Research Agenda 2022-2024

On 29/11/2022 the Agenda mentioned above has been published. The Agenda covers a targeted research actions for execution in the short-term in order to respond to identified gaps or open issues in aviation standards, regulations or policies, and long-term research topics to prepare key





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changes in aviation, e.g. emerging risks or trends, new business models, disruptive technologies. To go to the document please use this address:

<https://www.easa.europa.eu/en/downloads/137291/en>

Possible repetition

If interested in air traffic control this is why should you attend:

- **Discover** innovative projects and hear what's new in aviation research and innovation
- **Meet and network** with fellow ATM and aviation professionals, academics and experts
- **Engage** in our technical sessions for in-depth insights into the most cutting edge aviation research and development
- **Meet** like-minded researchers at the on-site poster exhibition and meet the people behind the research and innovation on show
- **Get inspired** by panel discussions from leaders in the aviation industry.



And don't miss the chance to get together with your peers at the informal #SIDs2022 networking activity.

Still valid and helpful:

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

COVID-19

Guidance /
Advice

European Powered Flying Union

Best wishes, kind regards,

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

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