



European Powered Flying Union

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EPFU News Flash No. 115, February 2023

Dear friends

In this News Flash you find preliminary information on our AGM 2023 in Copenhagen! The exact program will be delivered to you as soon as I have got the confirmations from our guest speakers and after clarification as regards minor technical details. Nevertheless, the date of the this years' AGM's official part is 22/4. For 23/4 we are working on an arrangement to visit the "Dieselhouse" to see (and listen to) big diesel engines running. Please reserve the dates 21-23/4 in your calendars already now. At this point the opening hours of the museum are still uncertain. This letter does contain some info that is a bit more urgent if somebody wishes to attend to Ecological and Electric Aviation conference already kept on 8th of this month. More info further down.

So the official programme, registration form and agenda will be sent in a separate E-Mail before the end of this month. Anyway, now you know when and where the AGM held. The hotel will be Scandic Spectrum, Kalvebod Brygge 10, DK-1560, København V, Denmark

scandichotels.dk/spectrum

Room will be single Kr 1.200,- and double kr 1.400,- pr. Night

Walking distance to Main railway station 500 m Walking distance to the center 800 m Walking distance to Dieselhouse 1700 m.

There will be elections this year, according to our statutes 3 positions are listed, these are:

- Treasurer,
- Com Expert
- Vice President

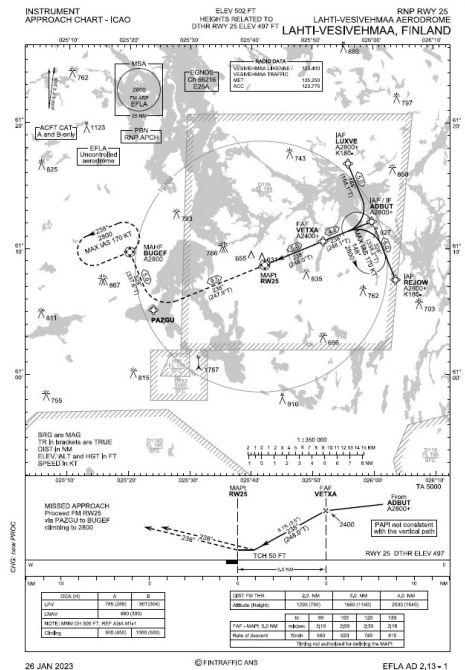
Treasurer has been Manfred Kunschitz(AUT). He is willing to continue in this post

Com Expert (board member) has been André Heurtevant (FRA). He is also willing to continue

Vice president has been Jean Birgen (LUX). He is unfortunately not anymore in a position to participate. Martin Ryff (SUI) has expressed his willingness to act as a vice president and stands for election.

Of course all our members are welcome to participate to the elections. Please send your candidacy to me and I will forward these prososals to everybody.

Now to the next topic:



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At the top to the right of this text you find the RNP approach chart to Lahti (EFLA). It has been a long and expensive project, but now it is finally completed and published in the Finnish AIP. There is, in fact, nothing special about the chart itself, but it is noticeable that it is the first aerodrome in class G airspace with a non-instrument runway implementing an EGNOS based procedure across Europe. To our surprise the project got and ATM Award. Now, due to the importance of the project, EUSPA and ESSP are interested in promoting it in different medias such as: EGNOS bulletin, ESSP web site, participation in EUSPA's GA working group, EGNOS User Support web site, inter alia. So if you wish to know more about this project you can be in direct contact with me.

Third thing for those how are interested:

5th Ecological and electric Aviation Congerence will be held in Helsinki 8th of March. Speakers are for example Minister of transportation of Finland, Finnair, Wideroe, Nordic Innovation, Neste, Zeroavia and Green Flight Academy. More information on <https://eeac.fi/>

So quite a lot this time, but I hope you managed this far. Now follow the standard topics composed by René:

Current & upcoming events

Via the address printed below

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



You will find useful information on different events organized by the Agency covering a multitude of topics, more than half a dozen this time. Please take a look at it.

Five new EASA research projects go live, funded by the European Union's Horizon Europe research and innovation programme

18/1/2023, from EASA's News and Events page: EASA awarded contracts for five new research projects, funded by the European

Union's Horizon Europe research and innovation programme. The contracts were concluded following calls for tender launched in 2022 and EASA, as contract manager, will work side by side with the appointed project leaders. The projects cover the following research topics:

1) New treatments and diagnostic measures for cardiovascular diseases (CaVD), to study the impact of the use of new equipment and treatments in inflight conditions. The study will lead to recommendations for updating the cardiovascular requirements in line with the latest medical developments.

2) Diabetes mellitus (DM), to assess the possibility of the safe use of new diagnostic measures and treatments in the aviation environment to alleviate fitness requirements for pilots/air traffic controllers with Diabetes mellitus.



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3) MODEL-SI (Digital Transformation - Case Studies for Aviation Safety Standards - Modelling and Simulation), to explore combinations of methodologies to deliver practical, reliable flight load envelopes and load distributions, for eVTOL (electric Vertical Take-Off and Landing) in support of airworthiness certification activities.

4) VIRTUA (Digital Transformation - Case Studies for Aviation Safety Standards - Virtualisation), to study potential benefits and constraints of the implementation of blockchain technologies, considering the different stakeholders involved in the management of aircraft parts and components.

5) DATAPP (Digital Transformation - Case Studies for Aviation Safety Standards – Data Science Applications), to develop case studies in the scope of: (1) the use of flight training data to support the application of evidence-based/competency-based training concepts and standards; (2) the application of new analytical methods and techniques for fuel management (pre-flight/ in-flight); (3) the development of data models for enhancing the use of flight data for safety.

The projects fall under the six research actions that address EASA's and European Member States' research needs and requirements related to civil aviation:

- Lessons-learned from recent accidents / incidents in air transport
- Safety standards for the introduction of key concepts and technologies
- Solutions for runway safety
- Standards supporting the digital transformation of aviation
- Development of new aviation health safety standards
- Impact of security measures on safety

More information on EASA's research activities can be found on EASA's website 'Research & Innovation' or here:

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

EASA publishes 12th edition of European Plan for Aviation Safety

17/1/2023: EASA writes: "In the European Plan for Aviation Safety (EPAS), EASA regularly identifies the main safety risks and other issues affecting the European aviation system and sets out the necessary actions to mitigate them.

This edition of the EPAS covers a shorter, three-year period from 2023 to 2025 and sets targeted priorities for that time. The intention is to create a better focus and therefore also faster, smoother implementation."

This is the electronic address to the full set of texts comes in 8 parts and consists of some 450 pages which we shall study in the very near future:

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-publishes->





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[12th-edition-european-plan-aviation-safety](#)

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 31/12/2022 and 2/2/2023, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR None

Notices of Proposed Amendment

20/12/2022 **NPA 2022-11 Regular update of the Air Operations rules: lessons learnt from standardisation inspections, helicopter operation issues, and transposition of several ICAO SARPs.**

The NPA proposes to:

- consider safety recommendation SR UNKG-2020-001 on rulemaking for the carriage or installation of carbon monoxide (CO) detectors on aircraft,
- transpose several Standards and Recommended Practices (SARPs) from ICAO Annex 6,
- improve the rules by considering the lessons learnt from standardisation inspections,
- update the rules on fuel planning and management to render them more performance based for aircraft that use engines running with electrical propulsion,
- update the rules on helicopter operations,
- update some rules on cabin crew and cabin safety, and
- improve the rules by updating references, aligning them with the regulations of other domains, and ensuring consistency among the different annexes to Regulation (EU) No 965/2012.

This is the electronic address to the texts:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2022-11>

Deadline for your personal comments: 20/03/2023

Agency Decisions None

CRD

31/1/2023, CRD 2022.09 Regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents (ATM/ANS equipment) for the safe and seamless operation of the European ATM network (RMT.0161). Not of direct interest us.

20/12/2022 , CRD 2021-14 Development of acceptable means of compliance and guidance material to support the **U-space regulation** (RMT.0230). **Deadline for comments: 20/3/2023.** The electronic address:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2021-14>

Opinion None

EU Decisions Will be checked later. A special News Flash will be published, if necessary.



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EU Consultations As above.

EU Regulations As above.

EU Publications As above.

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 for good luck and perfect health, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 2 February 2023

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