



European Powered Flying Union

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Dear friends

While writing this the outside temperature is already at minus 15 degrees centigrade and falling rapidly. I intended to attach the invitation to our AGM to this News Flash. It will, however, be published either in “special edition” shortly or in the upcoming January 2022 edition of our News Flash. Reason for this is that the EPFU board could not yet finalize all the details an AGM requires to be finalized in a timely manner. Omikron variations with increasing restrictions do not make the mission any easier.

You will find attached the latest EAS Newsletter unless you’ve already received it as a subscriber. It also contains valuable information and is worth of checking out.

Last but not least you will find the compilation of current EASALand- topics, prepared by our technical officer René. Many thanks to him for that. Without further hassle I let you to dig in, as they say.

Stay safe and healthy! Avoid all variations of greek alphabets ☺

Oh! and Merry Christmas and Happy New Year today already!

Rolls-Royce’s Spirit of Innovation, the electric record breaker

Here a picture of Phill O’Dell on his record attempt of 16/11/2021, piloting Rolls Royce’s Spirit of Innovation. Please use this address to find the full text of the article.

https://www.flightglobal.com/aerospace/how-rolls-royces-spirit-of-innovation-went-from-flighty-thoroughbred-to-electric-record-breaker/146533.article?utm_campaign=FG-AEROSPACE-BAE-TEXTRON-251121-JM&utm_medium=email&utm_source=newsletter&utm_content=FG-AEROSPACE-BAE-TEXTRON-251121-JM

René’s favourite quotation: There are definite quirks though: “It is designed to go as fast as possible with **little consideration for anything else – including fitting a pilot inside,**” says Mr. Parr (customer director of Rolls Royce Electric).

How to Maintain Electrically Powered Aircraft?

René’s opinion: considering progress achieved in the past few months, considering the number of projects presented, and considering the multitude of proposed electrically powered light aircraft we at EPFU should launch an initiative tackling open questions, proposing solutions. René believes that many aircraft maintainers are not yet ready to accept these future challenges. Should EPFU initiate a contest, organize a workshop? “Something” should be done quickly, proposed by operators and manufacturers in close cooperation.



Do I really have to wake up for this photo!?



Sources: Rolls Royce, via flightglobal.com



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EASA published Type Certification Data Sheet for the **Cessna 172 R and S** on 2/11/2021. If interested please go to

<https://www.easa.europa.eu/downloads/7423/en>



PED — Lithium Batteries Fire/Smoke Risks in Cabin, Call for tender

On 25/11/2021 a call for tender has been published by EASA which could be of interest to our community.



The subject matter of the contract is the provision of a research study on mitigating the risks posed by passengers lithium batteries in the aircraft cabin. The provisions for the transport of lithium batteries by passengers in the aircraft cabin do not currently establish limits in terms of number of items that can be brought aboard. In addition, the limits on the power of batteries are not based on any scientific data.

For all information and status on the call for tender related to the project, please visit EASA.2021.HVP.24:

<https://etendering.ted.europa.eu/cft/cft-display.html?cftId=9614>

AMC and GM to the rules of the air — Issue 1, Amendment 4

On 25/11/2021 the AMC- and GM to the rules of the air have been published. EASA writes: “The objective of this rulemaking task is to maintain a high level of safety as regards services and procedures in air navigation.



Common rules for the provision of **flight information service (FIS), which includes aerodrome flight information service (AFIS), have been established** with the adoption of Commission Implementing Regulation (EU) 2020/469, **applicable as of 27 January 2022**. The introduction of radiotelephony (RT) phraseologies for the provision of FIS/AFIS is necessary to ensure unambiguous air–ground voice communication between air traffic services (ATS) units and pilots, thus increasing safety.

A complete and explicit set of RT phraseologies for the provision of FIS and AFIS will provide safety benefits throughout the EU (please read EASALand! Remark by René), especially for cross-border flights which receive such services, by considerably reducing the possibility for misinterpretations in air–ground voice communications between ATS units and pilots. This is the link to the full set of published material:

<https://www.easa.europa.eu/document-library/acceptable-means-of-compliance-and-guidance-materials/amc-and-gm-rules-air-issue-1>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 6/12/2021, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

NPA: 22/11/2021 Notice of Proposed Amendment (NPA) 2021-13 Regular update of CS-E (RMT.0184). It addresses a safety recommendation involving the failure of engine fan blades, thus improving the certification of turbofan engines to better assess and mitigate the potential hazards from such failures. Comment period ends on 22/2/2022. For those interested in the subject: here is the address:



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<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-13>

15/11/2021 **Notice of Proposed Amendment (NPA) 2021-12 New air mobility | Subtask 2 — Gyroplanes: Flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night.** (RMT.0731)

EASA writes: The objective of this rulemaking task (RMT) is to support the development of new technologies and non-traditional aircraft, as well as the competitiveness of the EU industry in this regard. Subtask 2 of this RMT addresses gyroplanes. According to Article 2(1)(a) and (b) and Annex I point 1(f) of Regulation (EU) 2018/1139, gyroplanes with a maximum take-off mass (**MTOM**) of **more than 600 kg or with more than 2 seats fall within the scope of the common European rules in the field of civil aviation**. EASA has identified a lack of suitable European rules for the operation of such gyroplanes. This hinders both their introduction and operation, thus putting the competitiveness of the EU industry that is willing to develop such gyroplanes at a major disadvantage. **Deadline for our comments: 14/1/2022**. This address brings you to the texts:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-12>

Agency Decisions: 25/11/2021 **ED Decision 2021/014/R, Standardised European rules of the air — Introduction of radiotelephony phraseologies for the provision of aerodrome flight information service (RMT.0476 — Subtask 3)** as explained above. The “link” to the Decision:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021014r>

6/12/2021 ED Decision 2021/014/R, Review of aeroplane performance requirements for air operations and Regular update of CS-25 — CS-25 Amendment 27 (RMT.0673). The topic is also included in the CRD chapter below. The address of the Agency’s decision:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021015r>

CRD: 24/11/2021 **Comment-Response Document (CRD) 2021-05, please see ED Decision 2021/014/R above (FIS/AFIS)**. This address brings you to the set of documents:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2021-05>

And this is comment of Nils Rostedt, Programme Manager of Europe Air Sports (EAS) on the result: “Here is a short report about our activity regarding this newly published rule. EAS placed 8 comments during the NPA 2021-05 consultation in May. According to the CRD, EASA responded with 5 “Noted” answers and three “Not accepted” answers. In total, **EASA received 279 comments** from stakeholders and **responded “Not accepted” to 222 of them**”. Perhaps the most notable change (for light aircraft operators) resulting from the consultation was that EASA withdrew the proposal in Section 1.1.3 for accepting “Minimum Energy” in addition to “Minimum Fuel” as a standard phrase.



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Note: While this may seem a very desirable addition with electric airplanes entering the skies, a number of commentators (including EAS and IAOPA) commented that "energy" can actually mean several different things in the context of a flying aircraft. This might lead to confusion."

6/12/2021 Comment-Response Document (CRD) 2020-11, CS-25 topics (RMT.0673), not directly for us but for the "heavy metals", and friends... This is the electronic address of the package:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-11>

Opinions: None

EU Consultations: 19/11/2021 Count your transport emissions – 'CountEmissions EU'. Within the frame of "Have your say" the Commission published an initiative which sets out a common framework to calculate and report transport-related greenhouse gas emissions. It can be applied by both the passenger and freight sector. Transparent information will allow service providers to monitor and reduce their emissions and improve the efficiency of their transport services, and will enable users to choose the most sustainable option. Comment period ends on 17/12/2021. The address:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13217-Count-your-transportemissions-%E2%80%98CountEmissions-EU%E2%80%99_en

30/11/2021 Aviation security – updated list of non-EU countries applying security standards equivalent to EU common basic standards. It tackles aerodrome security checks issues as regards screenings. The address, for interested parties:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13289-Aviation-security-updated-list-of-non-EU-countries-applying-security-standards-equivalent-to-EU-common-basic-standards_en

Repetition:

A Drone strategy 2.0 for Europe to foster sustainable and smart mobility. "The EU needs to ensure the safe and efficient development of a drone ecosystem. In its Sustainable and Smart Mobility strategy, the Commission announced its plan to adopt a Drone strategy 2.0 in 2022 to develop drones into a vector for the smart and sustainable mobility of the future. This initiative aims to enable drones to contribute, through digitalisation and automation, to a new offer of sustainable services and transport, while accounting for possible civil/military technological synergies." **Also here this applies: probably we should send comments to Brussels to draw their attention to other airspace users! Comment period ends on 31/12/2021.** The "link":

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13046-A-Drone-strategy-20-for-Europe-to-foster-sustainable-and-smart-mobility_en

EU Regulations: 12/11/2021 Commission Implementing Regulation (EU) 2021/1963 of 8/11/2021 amending Regulation (EU) No 1321/2014 as regards safety management systems in maintenance organisations and correcting that Regulation (RMT.0251). It deals with SMS in Part-145 and Part-21 organisations, so not of direct relevance to our



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community. The electronic address for interested parties:

https://www.easa.europa.eu/document-library/regulations/commission-implementing-regulation-eu-20211963?utm_campaign=d-20211116&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_regulation

29/11/2021 **Commission Implementing Regulation (EU) 2021/2082 of 26 November 2021 laying down the arrangements for the implementation of Regulation (EU) No 376/2014 of the European Parliament and of the Council as regards the common European risk classification scheme, C/2021/8476**, published in the Official Journal of the European Union, OJ L 426, pages 32-40, with the remarks "Date of entry into force unknown (pending notification) or not yet in force" and "**Date of effect: 1/1/2023**". This brings you to the relevant texts, tables, and schemata:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.426.01.0032.01.ENG&toc=OJ%3AL%3A2021%3A426%3ATOC

"376/2014" mentioned above regulates occurrence reporting"

EU Publications: None of direct relevance to our community for the moment.

Airspace delegation solution passes maturity tests with flying colours

From SESAR Joint Undertaking we received what is mentioned above. Please go

<https://www.sesarju.eu/news/airspace-delegation-solution-passes-maturity-tests-flying-colours>

EASA High Level Conference on Drones

A hybrid event (partially online and partially physical meeting) will take place on 18/1/2022 to 19/1/2022. It will be organised by EASA. As "they" use "our airspace" we should be present... This is the event's title: "EASA HLC on drones - UAM Becoming a Reality". And this brings you to further information:

<https://www.amsterdamdroneweek.com/easa-high-level-conference/>

And for tickets please go to

<https://www.amsterdamdroneweek.com/easa-high-level-conference/#easaticket>

Repetition

For latest COVID-19 Information available from EASA you may use these electronic addresses:

<https://www.easa.europa.eu/document-library>

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



COVID-19

Guidance /
Advice



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<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-guidance-icao-targeted-exemptions-notification-process>

Hot News coming from the Cold

For 10/12/2021, 14:00-15:00: Join EASA for the final Conversation Aviation Live of 2021 where we talk about the main safety activities that you might have missed during 2021 and look ahead to the needs of the industry for the coming year. What topics should we be talking about as the New Year starts, join the discussion and let us know what your key safety challenges are for the months ahead.



For a registration please go to

https://easa-webmeetings.webex.com/webappng/sites/easa-webmeetings/meeting/register/bd117b6bb27f4ff29f5c18fbcf9b2cbe?ticket=4832534b0000000525cacb99ebf788a99d1bced245b4c15223c42ec7d1f83dd02d84495396896064×tamp=1638903497893&locale=en_US

Deeply sorry for being a bit late with this! The address of the page is

<https://www.easa.europa.eu/newsroom-and-events/events/conversation-aviation-live-summary-2021>

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Best wishes, kind regards,

Antti Kääriäinen, President
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