



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

Phone: +358 44 252 1012  
E-Mail: antti.kääriäinen@blueskies.fi

## EPFU News Flash No. 91, February 2021

### The Presidents Voice

Dear friends!

A new year is going really fast! Already a month has lapsed since it was 2020. I want to take a moment of your time and at first to thank you all for the successful eAGM! Hopefully next year we are able to see us each other in Denmark. As usual, find Renés composition of current EASA topics. I have also attached latests EAS newsletter for those who are not subscribed. you will also find Renés summary of past/current/upcoming/futuristic-electric/hybrid airplane(s) and concepts



“Blues sky” to everyone!

As discussed in our eAGM we will initiate a project to investigate how could we, as an organization, become a player in the field of hybrid and electric aviation. Environmentally friendly aviation is and will be relevant in the near future. We want to become part of the solution rather than be part of the problem.

At first we will start with more practical matters, such as email/website renewal process. As the project hopefully evolves, I will keep you informed initially through these newsflashes and hopefully in the future we could share more information through our websites.

In the meantime, let's hope that the vaccinations are effective and you all stay safe. Let's cross our fingers and hope for good and safe aviation year!

### European Plan for Aviation Safety 2021-2025 published

The European Union Aviation Safety Agency (EASA) published the 10th edition of the European Plan for Aviation Safety (EPAS) covering 2021 – 2025 on 15/1/2021.

The Agency's statement: “EPAS sets out the strategic priorities and enablers, and the main risks affecting the European aviation system, while also defining the necessary actions to mitigate the risks, with the paramount objective of further improving aviation safety. The Plan provides a coherent and transparent framework for safety management, both at the State and the regional level. EPAS is a key component of the Commission's European Aviation Safety Programme (EASP), supporting the goals and objectives of the ICAO Global Aviation Safety Plan (GASP) for the benefit of all 55 in the ICAO EUR Region.



The new edition includes 170 actions, among which the rulemaking actions have been revised to alleviate the stakeholder's burden during the unprecedented crisis the aviation sector is facing now. A new section has been included to provide more context on the COVID-19 impact on the European aviation sector. Furthermore, a new Volume III now reflects the key risk areas and the associated safety issues affecting the European aviation system”.

To study the 402 pages to get more information please go to

<https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2021-2025>



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There are

5 Evaluation Tasks, 3 important for General Aviation, no new task  
20 Member State Tasks, 7 important for General Aviation, 2 new tasks  
25 Research Tasks, 10 important for General Aviation, 3 new tasks  
97 Rulemaking Tasks, 51 important for General Aviation, 2 new tasks  
33 Safety Promotion Tasks, 18 important for General Aviation, 5 new tasks

Totally new: A Safety Promotion Task dealing with parachute jumping operations, and a new top priority: electronic conspicuity.

## EASA publishes updated Easy Access Rules for Part-26

This revision of 1/2/2021 updates the applicable rules resulting from Regulation (EU) 2020/1159 and ED Decision 2020/023/R, with the following three topics: the ageing aircraft, conversion of class D cargo compartments (of large aeroplanes), and the reduction of runway excursions.

Being generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to the content.

## Repetition BREXIT in place!

Please check the BREXIT-relevant Aeronautical Information Publications (AIP) and NOTAM when planning a flight to the United Kingdom. Here a EASA address to find answers to possible questions:

<https://www.easa.europa.eu/the-agency/faqs/brexit>

Below you find a UK CAA General Aviation-dedicated page with useful information:

<https://www.caa.co.uk/News/The-CAA-s-General-Aviation-Unit-finishes-2020-with-a-focus-on-life-after-EU-Exit/?catid=4294967430>

## EU Ramp Inspection Programme -Annual Report 2018 – 2019

was published on 27/1/2021, it is 119 pages strong. The Commission Regulation (EC) No 965/2012 puts an obligation on EASA to prepare for the Commission on a yearly basis a proposal for a public aggregated information report regarding the information collected from the Participating States. The aggregated report is published by EASA in the English language. The report covers the period 2018 - 2019 (1/1/2018 – 31/12/2019). This is the electronic address of the download:

<https://www.easa.europa.eu/sites/default/files/dfu/EU%20Ramp%20Inspection%20Programme%20-%20Annual%20Report%202018-2019.pdf>





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## EU-UK Trade and Cooperation Agreement

was concluded on 24/12/2020 and published here:

<https://www.easa.europa.eu/sites/default/files/dfu/EU-UK%20Trade%20and%20Cooperation%20Agreement.pdf>

Aviation Safety is covered by Part Two, Heading Two, Title II of the Agreement. The application of the agreement is currently limited to airworthiness and environment certification, covered by Annex AVSAF-1 to the Agreement. You find more information via this “link”:

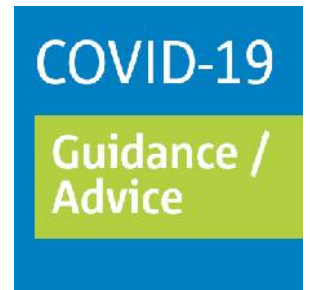
<https://www.easa.europa.eu/document-library/bilateral-agreements/eu-uk-trade-and-cooperation-agreement>

### Repetition

For latest COVID-19 Information available from EASA you may use this electronic address:

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

where EASA publishes a bunch of aviation-related information to continue safe flying.



**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 29/1/2021, titles or text parts in bold characters** means that the texts are at least partially important for our community:

ToR: 05/1/2021, One continuing airworthiness management organisation for airline business groups (ToR RMT.0734)

### NPA: Repetition

17/11/2020, **NPA 2020-10, Regular update of aerodromes rules.**

Our intermediate remarks: There will be some new definitions, arresting systems are included in the proposals, at least a standardised taxiway nomenclature to avoid confusion with e.g. aircraft stand designation are proposed as well as stringent no-entry bar requirements. Pre-flight altimeter check positions are mentioned, regulations for the removal of disabled aircraft are proposed, and throughout the document “aeroplane” is used when fixed-wing aircraft are meant, the word “airplane” is replaced. We further have to check what exactly will be proposed as regards the sufficient supply of electric power: the electric/hybrid aircraft is nowhere included in the proposed provisions. As per today we shall send in time EPFU comments to Cologne addressing proposals relevant to our community as indicated above. **Deadline for our comments: 17/2/2021.**

The electronic address of the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-10>

### Repetition

1/12/2020, **NPA 2020-12, Review of Part-66 (RMT.0255)**, important for aircraft maintainers. **Deadline for comments: 31/3/2021.** And the electronic address:



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<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-12>

## Repetition

14/12/2020, NPA 2020-13, Regular update of CS-22 Sailplanes and **powered sailplanes** (RMT.0037). **Deadline for comments: 14/3/2021.** This is the electronic address for more details, if you are interested in the topic:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-13>

## Repetition

**14/12/2020, NPA 2020-14, Simpler, lighter and better Part-FCL requirements for general aviation (RMT.0678).** EASA's introduction to the proposals:

"With RMT.0678 Subtask 2, the objective of this Notice of Proposed Amendment (NPA) is to address miscellaneous efficiency and proportionality issues in Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 with regard to GA. The existing Part-FCL requirements and the related acceptable means of compliance (AMC) and guidance material (GM) have been revised, and new requirements as well as new AMC and GM have been introduced in order to address several topics and issues, such as:

- new flight crew licensing requirements for small single-pilot single-engine aeroplanes with electric propulsion;
- the possibility for student pilots to change from LAPL training to PPL training during the training course with credits;
- the optional integration of the night rating training in aeroplanes into the PPL(A) training course;
- the revision of the mountain rating revalidation requirements;
- clarifications in the training syllabi for the LAPL(A) and the PPL(A) related to spin avoidance training;
- the revision of the requirements for revalidation training flights for the LAPL(A) and for single-pilot single-engine class ratings;
- the revision of the revalidation requirements for helicopter type ratings;
- the deletion of text from the AMC and GM to Part-FCL related to flight crew licensing for balloons and sailplanes;
- text clarifications, improvements, and corrections.

The proposed amendments are expected to increase the efficiency and proportionality of numerous Part-FCL requirements and to update Part-FCL in the context of electric-propulsion aeroplanes used in GA."

Today's comment: "new flight crew licensing requirements for small **single-pilot single-engine aeroplanes** with electric propulsion" requires our full attention to avoid surprises: several future "single pilot" electrically powered aircraft are hybrid types with in fact two or even more engines (e.g. one electric engine for operations in airport areas, and piston engine driving a generator to charge batteries). We shall also check what is mentioned in the draft provision for rotorcraft pilots. To the author it remains a secret why "single engine electric rotorcraft" are not considered: it took some 10 years after the publication of (EU) No 1178/2011 to come to the proposals of NPA 2020-14, with intermediate steps, we all know about progress achieved during this period, the regulator should be more open to further development.



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Our second comment: It becomes more and more difficult to find provisions and requirements as regards “electric flight”. We started creating a possible overview, we shall let you know in-time about the state of the art of this project.

**The NPA’s Comment period ends on 31/3/2021.** We invite you to send your own comments to the Agency in parallel to EPFU comments. The address of the NPA:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-14.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-14.pdf)

**Repetition, second-last sentence adjusted.**

**16/12/2020, NPA 2020-15, Update of the flight simulation training device requirements (RMT.0196).** The related rules: Part-FCL, Part-ARA and Part-ORA of the Aircrew Regulation and the associated AMC and GM; CS-FSTD(A); affected stakeholders are the competent authorities, approved training organisations (ATOs), air operators, organisations operating FSTDs, pilots, instructors; flight examiners, FSTD and aircraft original equipment manufacturers (OEMs), in other words: many members of EPFU. The document is 427 pages long, it contains a huge amount of descriptions of functions. We continue to study the parts of importance to our community. **Comment period ends on 31/3/2021.** This is the electronic address:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-15.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-15.pdf)

**Repetition**

**23/12/2020, NPA 2020-16, Helicopter ditching and water impact occupant survivability CS-27 and CS-29 (RMT.0120).** Design Approval JHolders and rotorcraft operators are affected, light rotorcraft are included in the proposed amendments. **Comment period ends on 31/5/2021.** The documents’ electronic address:

[https://www.easa.europa.eu/sites/default/files/dfu/npa\\_2020-16.pdf](https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-16.pdf)

CRD: None

Opinion: None

Agency Decisions: None

Public consultations:

EU Commission: None

EASA: The Agency published several product certification consultations on its dedicated webpage. If you are interested in such topics please go to

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



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Best wishes, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 1 February 2021

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