



# 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. 93, April 2021

### Dear friends

I am a bit late with this News Flash but better late than never. I try to enhance my habits. Depending a lot on the COVID situation we'll see what events we have will have and to where we can attend to this summer. Lets keep our fingers crossed and hope for the best.

You will find the reminder of "AERO summer edition" as well as a reminder of the "Electrify-in-2021". Lets hope we get these events and that many of us can attend to these. Also a virtual event held by EASA in just couple of weeks takes place concerning the aging aircraft maintenance programmes. Registration is required, and the duration is 3 hours. You find the link below.

Those who have or are considering an FSTD or flight simulator, notice that the comment period of NPA 2020-15 ends soon. Basically this an update of CS-FTSD issue 2 to issue 3. Some significant changes are included. You will find the link below.

As usual big thanks to René for composing the latest EASA publications. Some repetition because of April and/or May end-dates, nothing devastating at this point that should worry us. We do anyway keep close look at the development and keep you posted as usual.

You will find an "aerotow consultation" in tis edition regarding "supported aerotow". An interesting option that could be more relevant in future If we have sailplanes equipped with appropriate engines. I recommend to check it out, an interesting aspect that had never before attracted my attention.

Now I wish you very happy spring days and good health. Have a pleasant season, stay safe!

### Repetition

#### **Information Session on implementation of Part-26 Ageing Aircraft Requirements OPERATORS/CAMO, Virtual Event via Webex**

**Date 19/4/2021, 14:00-17:00, organised by EASA, as mentioned above:**

Description, by EASA: The scope of this info session is to provide an overview of the new ageing aircraft structures requirements affecting the continuing airworthiness domain and in particular the aircraft maintenance programme together with the relevant means of compliance published by EASA. In this context, the Agency will also describe the some typical cases, relevant best practices and possible difficulties that might be encountered by operators when preparing aircraft maintenance programmes embodying elements related to ageing aircraft structures. The overall objective is to help ensure effective and standardized implementation of these new requirements. The "link":

<https://www.easa.europa.eu/newsroom-and-events/events/information-session-implementation-part-26-ageing-aircraft-1>

And for contacts: [ageing-aircraft@easa.europa.eu](mailto:ageing-aircraft@easa.europa.eu)





# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

## Electrify-In 2021

is planned to be held at Grenchen (LSZG) on 11 and 12 September 2021. The website will soon be ready.



## AERO FRIEDRICHSHAFEN 2021

14. - 17. Juli 2021 | SUMMER EDITION 2021

The Leading Show for General Aviation is ahead!

#aerofriedrichshafen

To the website: <https://www.aero-expo.com/>



## Vulnerability of manned aircraft to drone strikes (RESEARCH PROJECT EASA.2020.C04)

was published recently by the Agency. This is the electronic address to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/collision-envelope-specification-and-justification-report-d2.1.pdf>

## 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.



The electronic address just here below

<https://www.easa.europa.eu/document-library/general-publications/guidelines-continued-granting-exemptions-accordance-article>

brings you to a new document providing guidelines for **national competent authorities (NCAs)** in using Article 71 BR for extending the exemption regime for pilots that still face significant issues when seeking compliance with requirements of the **Aircrew Regulation, the Balloon Regulation or the Sailplane Regulation**, in the course of the continuing COVID-19 pandemic.

The revised guidelines emphasise the additional consideration and necessary changes to address the ICAO target exemptions framework that will become applicable after March 31, 2021 and the specific timeline considerations on the extension of the theoretical knowledge examinations validity period.

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/4/2021, titles or text parts in bold characters** means that the texts are at least partially important for our community:



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

ToR: 12/3/2021, Improvement of operating information provided to rotorcraft flight crew (RMT.0724) The current means of compliance for the preparation of rotorcraft flight manuals is based on an FAA advisory circular (AC) that was last amended in 1999... This is the “link”:

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0724>

NPA: **Repetition, because of the new end date 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 now on 21/4/2021**. 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)

### Repetition

29/1/2021, NPA 2021-01, Rotorcraft chip detection systems (RMT.0725 — Subtask 1) for interested parties. **Comment period ends on 15/4/2021**. The “link”:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-01>

### Repetition

25/2/2021, NPA 2021-02, Rotorcraft occupant safety in the event of a bird strike (RMT.0726 — Subtask 1) for interested parties. **Comment period ends on 25/5/2021**. This is the “link”:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-02>

### New

2/3/2021, NPA 2021-03, Regular update of the Certification Specifications for Simulator Data — CS-SIMD, with a newly extended end-date of 30/4/2021. For those readers interested in the topic: The objective of this NPA is to provide stakeholders with additional guidance on the processes, procedures, and requirements related to operational suitability data (OSD) for simulator data. The guidance is based on best practice and experience gained since the initial issue of the Certification Specifications and Guidance Material for Simulator Data (CS-SIMD) in 2014. The scope of the NPA was extended to include flight simulation training devices (FSTDs) for which a qualification standard is not laid down in Regulation (EU) No 748/2012



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

(the 'Initial Airworthiness Regulation'). Such a standard needs be defined in special conditions. The "link":

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-03>

## New

16/3/2021, NPA 2021-04 Regular update of the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance 'CS-ACNS', for those interested in the topic. Deadline:17/5/2021. The link:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-04>

CRD: 2/3/2021, CRD 2020-04, Regular update of the Acceptable Means of Compliance and Guidance Material to Annex I (Part 21) to Regulation (EU) No 748/2012 (RMT.0031). See also ED Decision 2021/001/R below. The electronic address to the text:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-04>

Opinions: None

Agency Decisions: 2/3/2021, AMC and GM to Part 21 — Issue 2, Amendment 11, (RMT.0031) ED Decision 2021/001/R covers design and manufacturing topics. If you are interested in these thematics, this is the electronic address:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021001r>

2/3/2021, Update of the AMC & GM to Subpart FC of Part-ORO (evidence-based training (EBT)),ED Decision 2021/002/R.

- Acceptable means of compliance and guidance material to Annex I (Definitions) — Issue 1, Amendment 12,
- AMC and GM to Part-ARO — Issue 3, Amendment 11
- **AMC and GM to Part-ORO — Issue 2, Amendment 17**
- **AMC and GM to Part-FCL — Issue 1, Amendment 11**
- AMC and GM to Part-ARA — Issue 1, Amendment 11

are covered, a heavy load, we think. We recommend to individually check the applicability of these provisions. The electronic address of the set of documents:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021002r>

4/3/2021, AMC & GM to Regulation (EU) No 139/2014 — Issue 1, Amdt 5 | **Runway safety**, ED Decision 2021/003/R. EASA writes: "The amendments of the AMC and GM cover a variety of areas, such as the **authorisation of drivers at aerodromes**, and the authorisation, operation and maintenance of vehicles at aerodromes including their marking and lighting. They also cover the area of communications, **the control of pedestrians** at the aerodrome, and the implementation of the new Global Reporting Format (GRF) of runway surface conditions. Moreover, the amendments to AMC and GM cover also other areas, such as, training and proficiency check programmes, handover of activities and the provision of relevant information, **notice to airmen (NOTAM) origination**, aerodrome winter operations, aerodrome maintenance,



## European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

aircraft towing and FOD control programme, as well as changes to existing requirements related to surface movement guidance and control systems (SMGCS). The “link”:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021003r>

4/3/2021, CS-ADR-DSN — Issue 5 | **Runway safety**, ED Decision 2021/004/R. The objective of this Decision is to update the **certification specifications (CSs) and material (GM) for aerodrome design (CS-ADR-DSN)** in line with the International Civil Aviation Organization (ICAO) developments and other technical improvements, and to maintain a high and uniform level of safety in terms of aerodrome design. This Decision covers design topics, it is only indirectly important for us. The “link”, if you are interested in the topic:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021004r>

EU regulations: None

EU Public consultations: None

EASA consultation: 18/3/2021, Sustainer supported aerotow, probably attracting the attention of those among us active in aerotow operation. Comment period ends on 8/4/2021 already. This is the “link”:

[https://www.easa.europa.eu/sites/default/files/dfu/proposed\\_special\\_condition\\_sc-b22.151-01\\_-\\_sustainer\\_supported\\_aerotow\\_issue\\_01.pdf](https://www.easa.europa.eu/sites/default/files/dfu/proposed_special_condition_sc-b22.151-01_-_sustainer_supported_aerotow_issue_01.pdf)

### Working Arrangement between Civil Aviation Authority of the United Kingdom and EASA on the EU SAFA Programme

was published on 30/3/2021. We read: “Considering that it is in the interest of the Parties to have the largest possible amount of information with the view of ensuring the effective enforcement of international safety standards with regard to third-country aircraft landing at any of the airports open to international air traffic located in the territories to which the EU Treaties apply or under the oversight of the Civil Aviation Authority of the United Kingdom, have decided” to conclude a working arrangement. This is the “link” to the full text of 14 pages:

[https://www.easa.europa.eu/sites/default/files/dfu/uk-easa\\_safa\\_wa.pdf](https://www.easa.europa.eu/sites/default/files/dfu/uk-easa_safa_wa.pdf)

European Powered Flying Union

Best wishes, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 2 April 2021

Distribution:

EPFU Members  
EPFU Friends  
Individual subscribers