



European Powered Flying Union

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EPFU News Flash No. 94, Mai 2021

Dear friends

Summer is creeping also to Finland as you see from the picture attached... ☺. I wrote in the last edition of our News Flash that we could meet in Friedrichshafen at the AERO Summer Edition, however, as you will find out, this will unfortunately not happen.

It seems that all we can do is to wait for the things to develop into more positive way. As unfortunately as before, the future is somewhat obscured. I really hope that we are able to see each other at the occasion of the next year's AGM.

In the mean time, check out the summary prepared by René. There is again a lot of things going on. Some repetition to remind you of open opportunities to make our voice heard across Europe, and to inform you on comments delivered to technical and political bodies.

Stay safe and enjoy reading this edition of our News Flash!

Ever felt unhappy with today's NOTAM process? Please read this!

Pilots back global campaign to cut excessive NOTAM burden

By David Kaminski-Morrow 5 April 2021, from Flight International/flightglobal/Cirium, shortened by René Meier:

Cockpit crew representatives are backing efforts to overhaul of the NOTAM system this year, claiming that the repository of aeronautical information has become cluttered, inefficient and burdensome.

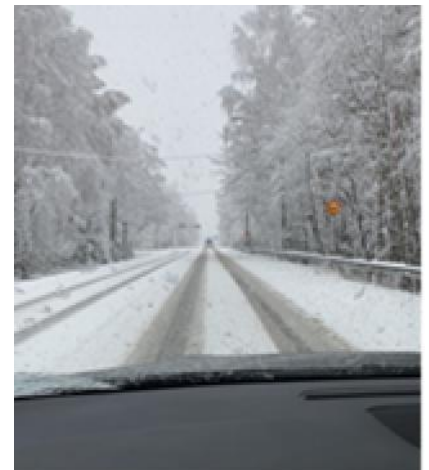
Some 1.7 million NOTAMs were published in 2020. Even though this was a 5% reduction on the previous year, as a result of the air transport crisis, the number amounted to a seven-fold increase in NOTAMs over the past two decades, according to ICAO. It adds that about 35,000 remain active on any given day.

One of the quotes: "This has resulted in several incidents where safety-critical information was missed," he added. "NOTAMs are supposed to support situational awareness but, currently, they do the exact opposite. This simply cannot continue; it is unacceptable." This is the "link" to the full text:

<https://www.flightglobal.com/safety/pilots-back-global-campaign-to-cut-excessive-notam-burden/143180.article>

NPA 2020-15 on Flight Simulation Training Devices commented in a common effort

The objective of this NPA was to introduce an innovative approach to the capabilities of future flight simulation training devices (FSTD) in the EU regulatory framework. Based on a 15' video developed by TRAFICOM, the Finnish Transport and Communications Agency we supported Europe Air Sports (EAS). Our comments were welcome and integrated in the EAS texts, the profitable close cooperation was mentioned.



Slippery slope....This picture represents the current situation: At first spring is going nicely forward and then: BOOM! 10 cm of snow and slush... Same pattern applies to Corona...



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Electrifly-In 2021

is planned to be held at Grenchen (LSZG) on 11 and 12 September 2021. Unfortunately there are no news available as per today, however, Sandra Dubach and Markus Jegerlehner are actually composing the programme of the event. We shall inform you on the state of the preparations of the website and on the programme.



AERO FRIEDRICHSHAFEN 2021

14. - 17. Juli 2021 | SUMMER EDITION 2021

We are deeply sorry to inform you that the event has been CANCELLED.



Fatal Alaskan mid-air collision illustrates see-and-avoid inadequacy: inquiry

Please read David Kaminski-Morrow's text available via this "link" to "flightglobal.com" published on 23/4/2021: US investigators have found that two sightseeing aircraft were effectively invisible to their pilots before they fatally collided over an Alaskan lake, highlighting the inadequacy of conventional see-and-avoid strategies.

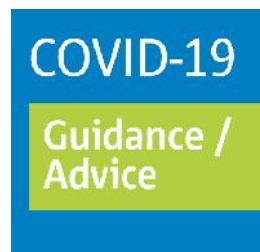
<https://www.flightglobal.com/safety/fatal-alaskan-mid-air-collision-illustrates-see-and-avoid-inadequacy-inquiry/143435.article>

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.



EU Ramp Inspection Programme -Annual Report 2020

was updated on 21/4/2021 Apr 2021. It covers the period 2020 (01 January - 31 December 2020). This is the electronic address:

<https://www.easa.europa.eu/document-library/general-publications/eu-ramp-inspection-programme-annual-report-2020>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 2/5/2021, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: 22/4/2021, RMT.0230, Introduction of a regulatory framework for the operation of unmanned aircraft systems and for urban air mobility in the European Union aviation system. Reports on safety occurrences with civil drones are increasing across all Member States. Currently, there are no harmonised rules at European Union level,



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and unmanned aircraft systems operations still depend on individual authorisations that are issued by the Member States. The “link” to the full text:

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0230-0>

NPA:

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

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>

Repetition

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>

New

6/4/2021, **NPA 2021-05 Standardised European rules of the air — Introduction of radiotelephony for the provision of aerodrome flight information service (AFIS) (RMT.0476)** Aerodrome flight information service (AFIS) is implemented with an increasing trend both in the European Union (EU) Member States and worldwide. This NPA, therefore, proposes the necessary amendments to ED Decision 2013/013/R adopting the AMC and GM to Commission Implementing Regulation (EU) No 923/2012 on Standardised European Rules of the Air (SERA), and more specifically to Appendix 1 to AMC1 SERA.14001. After a first reading of the proposals we should support the Agency’s effort in this matter. **Comment period ends on 13/5/2021.** The “link” to the NPA:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2021-05.pdf

New

7/4/2021, **NPA 2021-06 Regular update of the Certification Specifications for Standard Changes and Standard Repairs — CS-STAN Issue 4 (RMT.0690)**

The objective of this Notice of Proposed Amendment (NPA) is to support general aviation (GA) in Europe by reducing the administrative burden for the embodiment of simple changes and simple repairs in certain aircraft when applying the acceptable methods, techniques, and practices defined in CS-STAN, and thus to promote safety.

Taking into account the principles of efficiency and proportionality, this NPA proposes



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to amend CS-STAN in order to:

- update and complement the contents of Subpart A (General);
- introduce some new Standard Changes (SCs) and update some existing ones; and
- update some existing Standard Repairs (SRs).

Comment period ends on 18/6/2021. The “link” to the full text is:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-06>

New

15/4/2021, NPA 2021-07 Regular update of CS-ETSO (RMT.0457), affected stakeholders are the manufacturers of parts, this is not our core-business. Deadline for our eventual comments: 30/6/2021. The “link” to the document:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2021-07.pdf

CRD: None

Opinions: None

Agency Decisions: 23/4/2021, **Update of the Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965/2012** - Aeroplane performance, PBS, oxygen equipment, medical equipment, recorders, technical records, non-ETOPS operations, ground de-icing/anti-icing procedures, ED Decision 2021/005/R. A real “multi pack”, we are inclined to write... The list of contents:

- power supply to cockpit voice recorders (CVRs) in order to improve the availability of recordings;
- **in-flight recording for light aircraft;**
- commercial operation of certain categories of aeroplanes without an ETOPS approval;
- runway surface condition reporting and in-flight assessment of landing performance ;
- reduced required landing distance for certain categories of commercially operated aeroplanes;
- operations in airspaces where performance-based communication and surveillance (PBCS) is implemented;
- new technical standards on first-aid oxygen dispensing units, medical equipment, de-icing/anti-icing ground procedures; and
- technical records.

This is the electronic address:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021005r>

23/4/2021, AMC-20 Amendment 21 - Extended range operation with two-engine aeroplanes ETOPS certification and operation, ED Decision 2021/006/R, the “link”:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2021006r>

27/4/2021, Changes to operational suitability data (OSD), ED Decision 2016/007/R. This



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ED Decision includes acceptable means of compliance (AMC) and guidance material (GM) to Part-21 (Annex I to Regulation (EU) No 748/2012) to facilitate the implementation of the rules related to the approval of changes to OSD, it concerns foremost the manufacturers. The “link”:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2016007r>

EU regulations: 22/4/2021, Commission Implementing Regulation (EU) 2021/664 of on a regulatory framework for the U-space, the “link”:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.139.01.0161.01.ENG&toc=OJ%3AL%3A2021%3A139%3ATOC

22/4/2021, Commission Implementing Regulation (EU) 2021/665 amending Implementing Regulation (EU) 2017/373 as regards requirements for providers of air traffic management/air navigation services and other air traffic management network functions in the U-space airspace designated in controlled airspace, the “link”:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.139.01.0184.01.ENG&toc=OJ%3AL%3A2021%3A139%3ATOC

22/4/2021, **Commission Implementing Regulation (EU) 2021/666 amending Regulation (EU) No 923/2012 as regards requirements for manned aviation operating in U-space airspace.** This is the most important regulation of the set of three! The “key sentence” is this here:

“In order to allow manned aircraft which are not provided with an air traffic control service to safely operate alongside unmanned aircraft in U-space airspace, it is important that the position of manned aircraft is communicated to U-space service providers. This should be achieved by making manned aircraft electronically conspicuous, effectively signalling their presence by means of surveillance technologies.”

The “link” to the regulation:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.139.01.0187.01.ENG&toc=OJ%3AL%3A2021%3A139%3ATOC

EU Public consultations: None of relevance for the moment.

EASA consultation: None of relevance for the moment.



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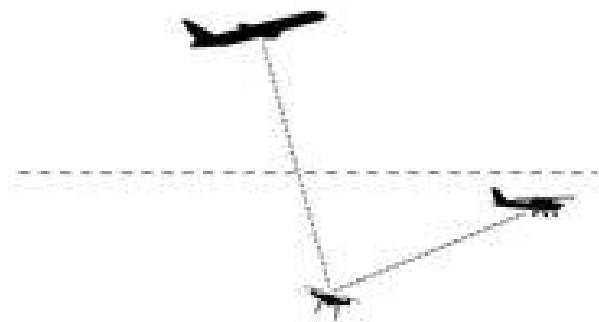
Our Treasurer, Manfred Kunschitz, has sent us the following text:

uAvionix Continues Creating Micro-Technology for the Aviation Industry

Company receives patent for ADS-B device to improve safety when drones are near aircraft.

By [Rob Mark](#)

29/4/2021



The new uAvionix ADS-B alert can be set to turn on and warn aircraft at any preset altitude. uAvionix Six-year-old [uAvionix](#), a pioneer in communications, navigation, and surveillance avionics for unmanned systems, on April 28 announced in a news release that it has been granted a new U.S. Patent 10,991,260—the company’s eighth—aimed at making US airspace safer by warning fixed and rotary wing aircraft of a nearby UAS. If a drone equipped with the new technology should ever climb above a pre-set altitude limit—normally about 400 feet agl—the drone will begin broadcasting its position via ADS-B viewable to other ADS-B equipped aircraft in the vicinity.

[uAvionix](#) first revealed this concept in a 2018 white paper titled, “[ADS-B Inert and Alert—A Solution to the ADS-B Spectrum Concerns.](#)” The Inert and Alert Concept preserves spectrum by allowing the onboard UAS ADS-B solution to remain “inert” in a non-broadcasting “listen” mode until a safety-critical event such as another aircraft proximity triggers it to begin broadcasting its ADS-B position as an “alert.” Once the conditions are safe again, the system reverts to its “inert” state.

Additionally, uAvionix just announced “George”—a name that will ring a bell to most pilots as the pet moniker they often attach to their aircraft’s autopilot system, as in “George is flying” when it’s engaged. This “George” is aimed at the UAS market, however. Weighing in at only 80 grams, George, which is built around the world-class Cube from CubePilot, is the first autopilot product from uAvionix made in the US for operators who want to certify their UAS while also supporting the safety case for flight beyond visual line of sight (BVLOS) operations. Personally, I prefer to call the autopilot of my drone “Elvis.”

Bad news, found in Flightglobal:

ZeroAvia suffers setback as field landing wrecks Piper test aircraft

Low-emission aviation firm ZeroAvia is investigating the circumstances of an accident which badly damaged its test aircraft. The aircraft, a Piper M350, has been retrofitted with a hydrogen-electric propulsion unit and conducted its first hydrogen fuel-cell-powered flight in September last year. ZeroAvia says it made an “safe, off-airport landing” in a field outside of the UK’s Cranfield airport on 29 April, acknowledging that it “sustained some damage”. But fire service images from the scene show the aircraft (G-HYZA) has been extensively damaged, suffering complete separation of its left wing, impacts to the left-side fuselage and stabiliser. It came to rest listing on its fuselage underside. The “link” to the full message text:



<https://www.flightglobal.com/safety/zeroavia-suffers-setback-as-field-landing-wrecks-piper-test-aircraft/143564.article>



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Best wishes, kind regards,

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

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