



# European Powered Flying Union

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## EPFU News Flash No. 95, June 2021

Dear friends

Summer is at hands also in Finland and the water flying season has begun as you see from the picture. Hope you have been well and stayed safe. As used find René's compilation of mostly "EASA topics", of which I could mention the new NPA for CS-STAN. If you have any comments to any of the NPA's, I hope that you channel them through EPFU; co-operation is the most efficient way to influence the legislators.



Picture by your president.

You can also find "EGNOS GRAND PLAN 2021" They have a budget of a 6 M€. Responsible for distributing funds seems to be Eurocontrol. There could funding be available for EGNOS development, at glimpse I could see a referendum in GA operations maby in development in GPS approaches in uncontrolled airspace. Deadline end of June 2021. The "link" to the project:

[https://www.euspa.europa.eu/simplecount\\_pdf/tracker?file=uploads/gsa-egn-pm-pl-a07321\\_1.0\\_egnos\\_grant\\_plan\\_2021.pdf](https://www.euspa.europa.eu/simplecount_pdf/tracker?file=uploads/gsa-egn-pm-pl-a07321_1.0_egnos_grant_plan_2021.pdf)

René studies the document in the next days and sends you his comments for action or non-action.

OK, that's it for now. As I have ended my latests greetings previously: Stay safe!

### EASA and UK CAA agree on Technical Implementation Procedures

On 17/5/2021 EASA and the UK Civil Aviation Authority (CAA) have agreed on the Technical Implementation Procedures (the TIP) as a basis for their future working. The TIP gives the two parties oversight of the Air Safety Agreement that was signed between the UK and European Union in December, and sets out the measures the aerospace sector must take in order to design and produce new aerospace parts that transit between the UK and the EU. The TIP also gives clarity to design and production organisations, and addresses any differences between aviation standards, rules, practices, procedures, and systems related to implementing the annex. It also regulates the working relationship between the two organisations now that the UK has left the European regulatory system. For more information please go to:

<https://www.easa.europa.eu/newsroom-and-events/news/easa-and-uk-caa-agree-technical-implementation-procedures>

### EASA General Aviation Season Opener

The first virtual EASA GA Season Opener was successfully organized from 28 and 29/4/2021. With the cancellation of the regular AERO exhibition for 2021, this virtual format allowed EASA to connect and reach out to the GA community despite the challenges of COVID-19. A wide variety of topics were covered - from restarting safely, to coping with weather to airworthiness and maintenance. The video recordings of the event are now available on the dedicated event website. EASA also invite you to join its GA Community to stay connected.



Picture by EASA



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You will find more information and more useful “links” via

<https://www.easa.europa.eu/newsroom-and-events/news/first-virtual-easa-ga-season-opener-videos-now-available>

## Electrifly-In 2021

is still planned to be held at Grenchen (LSZG) on 11 and 12 September 2021. Details will follow early in June. This is the web site:

<https://electrifly-in.ch/de/mission-2/>



## EASA publishes results of first EU study on citizens’ acceptance of Urban Air Mobility

On 19/5/2021 EASA published results of the first study conducted in the European Union on Urban Air Mobility, showing that the majority of those questioned broadly welcome the prospect of services such as air taxis, air ambulances and drone deliveries but have concerns about potential issues such as safety, security, noise and the impact on wildlife. This is the “link” to the report:

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-publishes-results-first-eu-study-citizens-acceptance-urban>

## Repetition

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

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

where EASA publishes a bunch of aviation-related information to continue safe flying. The latest document:

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



## New

### Review of Aviation Safety Issues Arising from the COVID-19 Pandemic

On 30/4/2021 EASA published an updated review of safety issues to support the industry in their preparations for an increase in flying activity over the coming months. Organisations and Member States should evaluate the applicability of the safety issues listed in the review to their own organisation and, where applicable, capture them in their SMS. Safety issues are set out in the following areas:

- Management Systems
- Human Performance
- Training, Checking and Recency
- Outdated Information
- Infrastructure and Equipment
- Financial Impacts on Safety

The “link” to the full text of issue 2:



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<https://www.easa.europa.eu/sites/default/files/dfu/Review%20of%20Aviation%20Safety%20Issues%20From%20COVID-19%20Final%20-%20v2%20-%20April%202021%20Rev1.pdf>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/6/2021, titles or text parts in bold characters** means that the texts are at least partially important for our community:

ToR: 7/5/2021, ToR RMT.0180 **Turbine engine endurance and initial maintenance inspection testing, and piston engine time between overhauls substantiation**. The specific objective of this RMT is to modernise the engine certification test requirements to:

- upgrade the turbine engine endurance test specifications to take into account modern engine design characteristics;
- improve the level of confidence in the robustness of turbine engine designs prior to entry into service, as well as, in some cases, the definition of initial maintenance inspection (IMI) intervals;
- ensure that EASA exercises oversight of the IMI tests and benefits from the resulting knowledge;
- ensure the robust and harmonised substantiation of the TBO and of the maintenance programmes for piston engines; and
- ensure the greatest possible harmonisation with the related FAA regulations and certification policies.

The “link” to the full text:

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0180>

12/5/2021, ToR RMT.0731 **New air mobility**, EASA writes: “The current common European regulatory framework for civil aviation safety was initially designed for conventional fixed-wing aircraft, helicopters, balloons, airships, and sailplanes. The existing framework relies on the active contribution of human beings, increasingly assisted by automation, be it on board or on the ground. Propulsion is mostly provided by piston or turbine engines, using fossil fuels. The introduction of new technologies and air transport concepts (from multimodal vehicles to autonomous vehicles) requires revisiting this framework. **The objective of this Rulemaking Task (RMT).0731 is to address new technologies and operational air transport concepts** by adapting, where necessary, the regulatory framework. A general principle that governs this RMT is that future requirements should be technology neutral, where possible, e.g. performance-based instead of prescriptive, while ensuring legal certainty.” The “link” to the text:

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

NPA: **New wording**  
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 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. The amendments proposed by this NPA would introduce technological innovations to GA, thus bringing safety benefits in a cost-effective manner.



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

In the meantime we looked at the texts, we support what EASA proposes: up-linked weather information really are improving safety, particularly in VFR operations, so do fuel flow and fuel pressure instruments and angle of attack indicators, to name just three of the many proposed CSs. The technically most demanding proposals cover ADS-B IN and OUT topics. Electronic conspicuity also has its place among them. We invite you take a look at the NPA and to send your own comments to EASA. We do so because the proposals cover a multitude of GA activities and because we are of the opinion that individual comments increase the quality of the final result. **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>

## Repetition

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

CRD: None

Opinions: 28/5/2021, Opinion No 02/021, All-weather operations (AWO) and review of crew training requirements. First of all, it is a commercial operations topic, but may be of interest to many of our community. EASA writes: “The objective of this Opinion is to modernise the European Union (EU) aviation regulatory framework applicable to AWOs and flight crew training to ensure the highest level of safety while enabling efficiency gains based on the latest technological advancements



Source: Dassault Aviation via flightglobal

It addresses all relevant disciplines and proposes to update the AWO-relevant rules in the domains of air operations, aircrew and aerodromes, in a coordinated manner. In this context, the proposal:

- allows for a better integration and use of new, advanced technology as well as new operational procedures to support AWOs;
- ensures the availability of aerodrome infrastructure (including meteorological



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- equipment), information and procedures to support AWOs;
- allows for the use of enhanced flight vision systems (EFVS) to the maximum extent possible (e.g. EFVS to land) and includes 'light operational credits' for EFVS 200 operations, not requiring the use of specific low-visibility procedures (LVPs); and
  - allows for safe helicopter flights under instrument flight rules (IFR), using of point-in-space (PinS) approaches and departures.

The "link" to the full text:

<https://www.easa.europa.eu/document-library/opinions/opinion-no-022021>

EU Consultations: 4/7/2021: **"A Drone Strategy for Europe"**: The European Commission statement: "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." **Comment period ends on 2/7/2021.** This is the "link" to the consultation:

[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](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: None of importance for our community

### **Sunny Swift: Be aware of TMZ +**

Issue 30 was published by EASA on 5/5/2021. This is the electronic address:

<https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-be-aware-tmz>

## European Powered Flying Union

Best wishes, kind regards,

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