



European Powered Flying Union

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Dear friends

Summer is turning to autumn. As usual you find a summary of current and relevant topics. Nothing devastating, but as usual EASA is always proposing and/or making new rules and updating old ones. So regarding this we constantly have to stay vigilant. The upcoming weeks/months will show how the restrictions concerning the COVID will influence us. By this I first of all think of our upcoming AGM next year. Concerning this, the board will initiate the preparations so that we could have a physical AGM meeting and meet each other after a long “stay-home”-period. Good health to all of you, I really hope to see you soon.



Sustainable energy (wood pellets) in a car.

Question of the day: Could you put carbon-monoxide generator to a plane? ☹

Updated Type-Certificate Data Sheet (TCDS) No. EASA.IM.A.234 for Piper PA-28 Archer III

On 23/8/2021 EASA published what is mentioned above. The text contains some addition as regards the avionics of the aircraft model.



Picture courtesy of Alexandre Fazan/Jetphotos, one of thousands:

Repetition of the Invitation

**Information Session on SESAR 3 JU, 8/9/2021,
14.00-16.00 h**



The SESAR JU, in collaboration with DG MOVE, is organising an online information session aimed at providing all interested parties an opportunity to learn about the state of preparations for the future Digital European Sky programme and the SESAR 3 Joint Undertaking, which is expected to be launched at the end of this year.

Please register to prevent GA from getting lost in space! For more information and your registration go

<https://www.sesarju.eu/node/3940>

Electrifly-In 2021

is to be held at Grenchen (LSZG) on 11 and 12 September 2021. For Details go to

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





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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>

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

COVID-19

Guidance /
Advice

Repetition

EASA updates Safety Information Bulletin in relation to aircraft stored due to the COVID-19 pandemic, published on 23/7/2021, two “links” to more information:

<https://ad.easa.europa.eu/ad/2020-14R1>

https://www.easa.europa.eu/sites/default/files/dfu/easa_sib_2020-14r1_1.pdf

COVID-19

Safety
Information
Bulletin

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 2/9/2021, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

NPA: 13/8/2021, NPA 2021-10, Prevention of catastrophic accidents due to rotorcraft hoist issues. Comment period ends on 13/10/2021. The “link” for interested parties:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2021-10.pdf

Agency Decisions: None

CRD: On 3/8/2021 EASA published as regards All Weather Operations (AWO) (RMT.0379)

- **CRD 2018-06(A) containing overarching general information**
CRD 2018-06(C) Air operations and aircrew
CRD 2018-06(D) Aerodromes
- CRD 2019-09 All-weather operations — Helicopters and specialised operations
- **CRD 2020-02 All-weather operations — Non-commercial operations with other than complex motor-powered aircraft**

As well as

CRD 2019-08, Update of ORO.FC (RMT.0599). The underlying NPA proposed:

- (a) review the applicable conditions for multi-pilot operations of single-pilot certified helicopters,
- (b) review the requirements for initial training and checking under SPO,
- (c) review the requirements for recurrent training and checking under CAT and SPO,
- (d) to review the conditions for the operation on different aircraft types or variants,
- (e) introduce the option for NCC operators to accept previous training and checking,



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- (f) address a number of other minor issues regarding flight crew training and checking.

Two general remarks by the News Flash compiler: Firstly, his research did not find CRD 2018-06(B) up to now. Secondly, in order to make reading easier we propose to take a look directly at the Agency's Comment Response Documents site, the CRDs mentioned above are at the top of the actual list. This is the "link":

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

2/9/2021, CRD 2020-03 Amendment of the requirements for flight recorders and underwater locating devices — Certification specifications, acceptable means of compliance, and guidance material for locating an aircraft in distress (RMT.0400). It is a CAT-topic, but of general interest as we quite often are onboard CAT aircraft. EASA writes: "During the finalisation of the proposed amendments, some points and paragraphs were introduced, some others were deleted, and some others were renumbered. Unless otherwise specified, the numbers of points and paragraphs in the responses to the comments refer to the points and paragraphs as they appear in the Annexes to ED Decision 2021/008/R. If a response refers to the text of a proposed amendment as shown in NPA 2020-03, it includes reference to the section of NPA 2020-03 that contains the text of this proposed amendment." Our comment: let us hope that this is helpful and makes understanding easier. Here is the "link" to this food for the CATs:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-03>

Opinions: None

EU Consultations: Repetition
1/7/2021, **Sustainable transport – new urban mobility framework**. Summary by the Commission: To help the EU build on its 2013 urban mobility package and meet its 2050 climate target, this initiative proposes measures to encourage EU countries to develop urban transport systems that are safe, accessible, inclusive, affordable, smart, resilient and emission-free. The initiative also addresses transport pollution and congestion, and draws lessons from COVID-19's effect on public transport to help with the transition to a climate-neutral economy and emission-free transport at local level. – Comment period ends on 23/9/2021. This is the "link":

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12916-Sustainable-transport-new-urban-mobility-framework_en

EU Regulations: 5/8/2021, Commission Implementing Regulation (EU) 2021/1296 of 4 August 2021 amending and correcting Regulation (EU) No 965/2012 as regards the **requirements for fuel/energy planning and management**, and as regards requirements on support programmes and psychological assessment of flight crew, as well as **testing of psychoactive substances**, Official Journal of the EU, L 282, 5.8.2021. The "link":

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2021.282.01.0005.01.ENG&toc=OJ%3AL%3A2021%3A282%3ATOC



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Vulnerability of manned aircraft to drone strikes, by EASA and QINETIQ

The Agency published what is presented above in late winter 2021, it is not brandnew, but still a hot topic. The “link”:

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



Repetition

Sustainable aviation fuels

From the Commission: “Sustainable aviation fuels (advanced biofuels and electro-fuels) have the potential to significantly reduce aircraft emissions. However, this potential is largely untapped as such fuels represent only 0.05% of total jet fuel consumption. This initiative aims to boost the supply and demand for sustainable aviation fuels in the EU. This in turn will reduce aviation’s environmental footprint and enable it to help achieve the EU’s climate targets.”

Considering the many texts published dealing with this “hot topic” in several leading aeronautical publications we should send our inputs to the Commission. **Comment period** ends on 18/9/2021. The “link”:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12303-Sustainable-aviation-fuels-ReFuelEU-Aviation_en

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Best wishes, kind regards,

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

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