



## 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. 122, September 2023

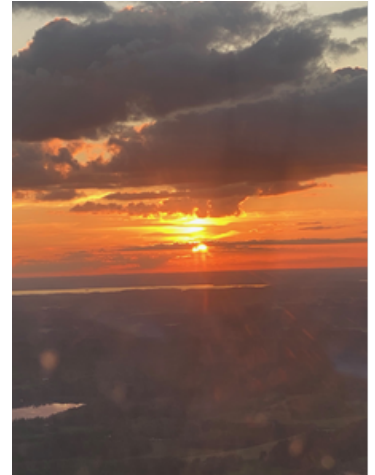
#### Good day everybody

The summer is turning fast into autumn and at least in Finland the weather has been rather dull after a nice summer and good VFR flying weather. Well eventually the autumn and winter has to come.

For now there's nothing much special going on. Nothing new on the AVGAS front either, unfortunately. As previously if we hear anything you'll be the first to know.

In the mean time enjoy life and fly safely!

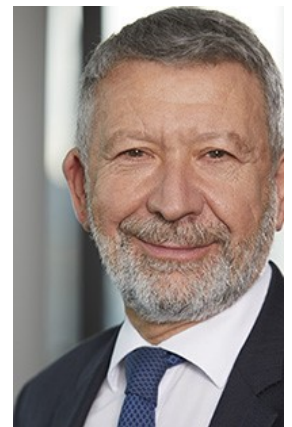
Sunset here in mid-August  
Presidential picture



#### Luc Tytgat appointed Acting Executive Director of EASA

31/8/2023 Luc Tytgat has been appointed Acting Executive Director of the European Union Aviation Safety Agency (EASA) with effect from September 1, 2023. Tytgat replaces Patrick Ky, who is leaving the Agency at the expiry of his second 5-year mandate. Tytgat joined EASA as Director of Strategy and Safety Management in January 2015 after having been responsible for air transport and space domains in the European Commission. (text and picture taken from the Agency's website)

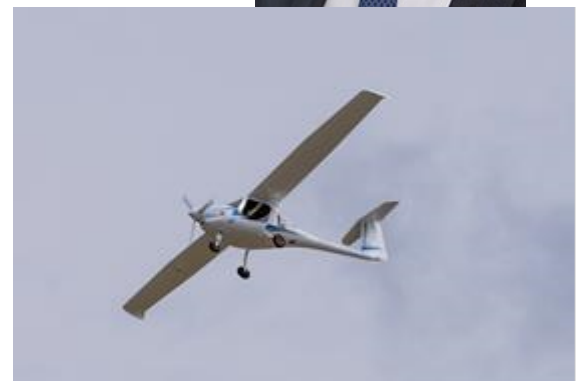
Best wishes for good luck to Luc Tytgat, many thanks to Patrick Ky for his achievements!



#### Textron's Pipistrel zeros in on US trainer aircraft market

From Oshkosh, by flightglobal, 8/8/2023. With a new FAA rule set to expand the definition of "light sport aircraft", Slovenia's Pipistrel is taking clear aim at the US pilot training market.

Details will follow as soon as possible. Not seeing the forest for the trees, that is somehow our situation... The picture comes from flightglobal.



We shall report on the event in our October edition!

This is the address for more information: <https://electrifly-in.ch/de/mission-2/>



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### LMC: U-space Webinar#1 – Stakeholders feedback Online event

Organised by EASA, event date  
07/9/2023, 14:30 - 17:00 CET (UTC +1)

EASA writes: Following the workshop on U-space held the 22/23 of June, EASA proposes a series of webinar intended to provide in-depth information on various U-space aspects.

The first webinar aims to get feedback from U-space stakeholders on the implementation and the regulatory framework.



Key organizations representing the U-space industry have been invited to share their view on the current implementation, the main issues identified, alongside their thoughts on how to address their concerns.

For information and registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/u-space-webinar1-stakeholders-feedback>

### Repetition EASA Annual Safety Conference 2023

On-site event at Sevilla, Spain

27/09/2023, 13:00 - 18:00 CET (UTC +1)  
28/09/2023, 9:00 - 15:00 CET (UTC +1)

EASA writes: ...The 2023 edition of the EASA Annual Safety Conference will look at the most important hotspots of innovation and discuss the key safety challenges. How do we make sure that aviation remains the safest way to travel and at the same time accelerate aviation's path to NetZero?... For more details go to



<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-annual-safety-conference-2023>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 3/8/2023 and 31/8/2023.** Titles or text parts in bold characters means that the texts are at least partially important for our community:

#### ToR

30/8/2023 ToR RMT.0741 Take-off performance parameters and position errors — **large aeroplanes**

The objectives according to the Agency are to mitigate, using on-board design means of protection, the risk of large aeroplane accidents or incidents caused by the use of erroneous take-off performance parameters,



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and by erroneous take-off positions. Such errors have the potential to result in runway excursions, aeroplane upsets, with subsequent loss of control and collision with terrain or obstacles. For more information please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0741>

### Notices of Proposed Amendment

07/7/2023 NPA 2023-07 Datalink services (RMT.0682). This NPA proposes changes to the Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigations and Surveillance (CS-ACNS), it is not directly for our community. **Expiration date for comments 08/09/2023.** Interested parties may go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-07>

### Repetition

**21/06/2023 NPA 2023-06 Turbine-engine endurance and initial maintenance programme testing, and substantiation of piston-engine time between overhauls or replacements** (ToR RMT.0180). Among others the main topics are

- ensure a robust and harmonised substantiation of piston-engine time between overhauls (TBO) / time between replacements (TBR) intervals and the related maintenance programme;
- ensure as much as possible harmonisation with the corresponding FAA regulations and certification policies.

**Deadline: 21/09/2023.** For the complete text please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-06>

**Agency Decisions: None for the moment.**

### Comment Response Documents (CRD):

**18/8/2023 CRD 2022-04 Regular update of the standardised European rules of the air (RMT.0476),** comments leading to Opinion No 02/2023 which is listed below. For all comments please go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2022-04>

### Opinions:

31/8/2023 Opinion No 03/2023 Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with MVCA (VCA meaning VTOL capable aircraft, what the M stands for I did not find out, most probably it stands for “manned, the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the ‘specific’ category (RMT.0230). The Agency writes: This Opinion puts forward the establishment of a comprehensive regulatory framework to address new operational and mobility concepts that are based on innovative technologies, like unmanned aircraft systems (UAS) and aircraft with vertical take-off and landing (VTOL) capability, and **foster and promote their**



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**acceptance and adoption by European citizens.** The Opinion proposes amendments to existing EU aviation regulations and the establishment of two new ones to address:

- the initial airworthiness of UAS subject to certification in accordance with Article 40 of Commission Delegated Regulation (EU) 2019/945;
- the continuing airworthiness of UAS subject to certification and operated in the 'specific' category; and
- the operational requirements applicable to manned VTOL-capable aircraft (VCA).

The specific objectives of the proposed amendments are to:

- ensure a high and uniform level of safety for UAS subject to certification and operated in the 'specific' category and for operations with manned VCA;
- enable operators to safely operate manned VCA in the single European sky (SES);
- create the conditions for the safe operation of UAS and of manned VCA in the U-space airspace;
- promote innovation and development in the field of innovative air mobility (IAM) while establishing an efficient, proportionate, and well-designed regulatory framework, **free of burdensome requirements** that could hinder the development of the UAS market;
- harmonise the regulatory framework across the EU Member States by enhancing clarity, filling the gaps, and removing the inconsistencies that are inherent to fragmented regulatory systems;
- foster an operation-centric, proportionate, as well as risk- and performance-based regulatory framework, considering important aspects such as privacy, personal data protection, security, and safety.

There are some 20 draft annexes! For all the texts please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032023>

**18/8/2023 Opinion No 02/2023 Regular update of the standardised European rules of the air.** Copied from EASA: This Opinion includes proposed amendments to Regulation (EU) No 923/2012 (the SERA Regulation) which:

- ensure synchronisation between the SERA regulatory framework and the International Civil Aviation Organization (ICAO) provisions, especially those of ICAO Doc 4444 'PANS-ATM' up to its Amendment 9, particularly in relation to **new procedures on standard instrument departures (SID) and standard instrument arrivals (STAR) and other provisions identified as being of a 'rules-of-the-air' nature**;
- introduce changes to the existing radio communication failure procedure in anticipation of a future amendment to ICAO Annex 2, thus bringing forward in time the related operational benefits;
- remove the Supplement to the Annex to the SERA Regulation, containing the commonly agreed differences to ICAO Standards and Recommended Practices (SARPs), and amend the requirements on the notification of differences by introducing regulatory references to Regulation (EU) 2018/1139;
- address issues in the implementation of the SERA Regulation as either identified by the European Union Aviation Safety Agency (EASA) through its standardisation activities or raised by stakeholders; and
- remove editorial mistakes and identified consistency issues.

The Opinion also includes minor proposed amendments to Annexes I 'Part-DEFINITIONS', IV 'Part-ATS' and VI 'Part-AIS' to Regulation (EU) 2017/373 (the ATM/ANS Common Requirements Regulation) and to Regulation (EU) No 139/2014 (the Aerodromes Regulation) for consistency purposes.

**A safety recommendation (SR) addressed to EASA, related to the inclusion of information with regard to the on-board ballistic parachutes in the flight plan, is also addressed by this proposal.**



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For more information please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-022023>

**EU Consultations:** None of relevance for the moment.

**EU Regulations:** None

**EU Decisions:** None of relevance for the moment.

**EU Publications:** None of relevance for the moment.

**Proposed Certification Memorandum ref. CM-ES-004 Issue 01 on “Acceptable Methods for Aircraft Electromagnetic Compatibility Demonstration” Applicable to Large Aeroplanes, Normal-Category Aeroplanes and Small and Large Rotorcraft**

On 28 /8/2023 the proposal mentioned above was published. As Part-23 aircraft are listed we should individually look at the text. **Comment period ends on 18/9/2023 already.** For more information please go to

<https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-certification-memorandum-ref-cm-es>

**From “flightglobal”, for student pilots textbooks...**

US investigators have revealed the pilots of a Gulfstream G150 acted as if they were engaged in a race to beat another aircraft to their destination, before an unstable approach at excessive speed resulted in an overrun that badly damaged the jet. For all details please go to

[https://www.flightglobal.com/safety/g150-overran-after-unstable-approach-as-crew-raced-to-destination/154627.article?utm\\_campaign=FG-INTERNATIONAL-FILLER-220823-JM&utm\\_medium=email&utm\\_source=newsletter&utm\\_content=FG-INTERNATIONAL-FILLER-220823-JM](https://www.flightglobal.com/safety/g150-overran-after-unstable-approach-as-crew-raced-to-destination/154627.article?utm_campaign=FG-INTERNATIONAL-FILLER-220823-JM&utm_medium=email&utm_source=newsletter&utm_content=FG-INTERNATIONAL-FILLER-220823-JM)

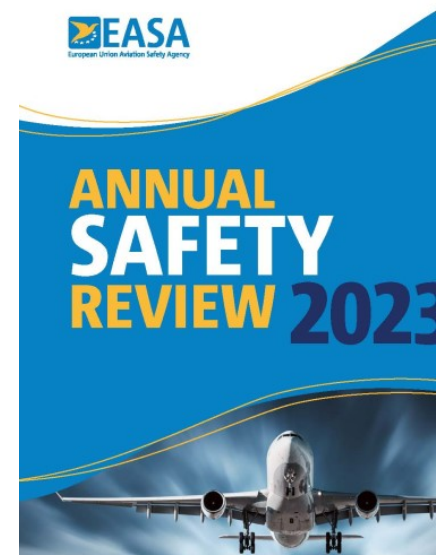
### Annual Safety Review 2023

On 16 /8/2023 EASA published its 2023 Annual Safety Report .This is the electronic address to all related documents:

<https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-review-2023>

And this is a part of the full documentation presenting safety recommendations counting 144 well-structured pages:

<https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-recommendations-review-2023>







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Best wishes for good luck and perfect health, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 1 September 2023

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