



European Powered Flying Union

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EPFU News Flash No. 124, November 2023

Dear friends

Sorry that I've kept you waiting so long for this News Flash. I've had some bad luck and my laptop was stolen. This has complicated things for me quite dramatically like writing my contribution. In the meantime, happily, the airline flying has kept me quite busy.

Anyway that's it for that and now to the topics. As usual, find René's composition of current matters. No news from the AVGAS sector. I was also approached by the Finnish Aeronautical Association as they had also woken up in to reality that 100LL availability might be difficult if not impossible in a few years. At the moment we can only hope for good solutions since realistically this matter is in the hands of much bigger players searching for alternatives to the 100LL fuel

I'm sorry to keep this quite brief but I have to work and write with my phone since there is no laptop available.

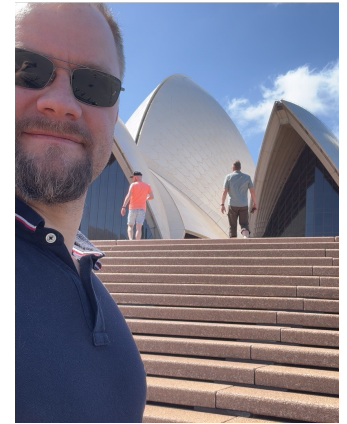
Despite the newly uprising corona infections I hope you all stay well and healthy!.

EASA Consolidated Annual Activity Report 2022

On 27/10/2023 the Agency published the report mentioned above. If we interpret the website text correctly its publication date is 16/06/2023. We think, however, this is not important.

This 148 pages strong document contains a bunch of valuable information for interested communities. Take a look at the contents table. For the full information please go to

<https://www.easa.europa.eu/en/document-library/general-publications/consolidated-annual-activity-report-2022-0#group-easa-downloads>



Proposed Guidelines for the calculation of the critical area of Unmanned Aircraft

Published on 20 /10/2023 with **deadline for comments 20/11/2023**
Official comments to the proposed Consultation Paper are to be filed through the EASA Comment Response Tool (CRT).

For further information and for downloads please go to

<https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-guidelines-calculation-critical-area>





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Repetition

Webinar on Area 100 Knowledge, Skills and Attitudes: Theoretical Knowledge Courses for the ATPL, MPL, and CPL (Aeroplanes, Helicopters),

EASA promotes the online event mentioned above, to be held on **13/12/2023**. It may be of interest to flight instructors. For more detailed information:

https://www.easa.europa.eu/en/newsroom-and-events/events/webinar-area-100-knowledge-skills-and-attitudes-theoretical-knowledge?utm_campaign=d-20230928&utm_term=pro&utm_source=notifications&utm_medium=email&utm_content=title&utm_placement=content&utm_group=easa_event



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 2/10/2023 and 9/11/2023. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None for the moment.

NEW CHAPTER: Focused Consultation

EASA writes to this: "The NPAs listed here were consulted in a focused manner with Member States, other affected and interested parties, the EASA Advisory Bodies and/or experts." Important for us:

20/10/2023-101 (1-5) Acceptable means of compliance and guidance material to Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and to the annexes to Regulation (EU) No 1321/2014

All this goes together with ED Decision 2023/013/R published a few lines below, to simplify the reading we refrain from inserting all the text here already.

Notices of Proposed Amendment:

09/11/2023 NPA 2023-08 Regular update of the air traffic management / air navigation services rules (RMT.0719). This not directly for us, but we are their customers. Expiration date for comments is 09/02/2024. For the full set of documents please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2023-08#group-easa-downloads>

Agency Decisions:

20/10/2023 ED Decision 2023/012/R Regular update of the AMC and GM to Regulations (EU) 2019/945 and 2019/947 (drones in the 'open' and 'specific' category) (RMT.0730). For the records only. Interested parties may go to



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<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023012r>

20/10/2023 ED Decision 2023/013/R Acceptable means of compliance and guidance material to Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and to the annexes to Regulation (EU) No 1321/2014 AMC & GM to Annex 1b (Part 21 Light) to Commission Regulation (EU) No 748/2012 — Issue 1 (RMT.0727). The contents are:

- AMC & GM to Part-M — Issue 2, Amendment 8
- AMC & GM to Part-145 — Issue 2, Amendment 7
- AMC & GM to Part-66 — Issue 2, Amendment 7
- **AMC & GM to Part-ML — Issue 1, Amendment 2**
- AMC & GM to Part-CAMO — Issue 1, Amendment 5
- AMC & GM to Part-CAO — Issue 1, Amendment 3

Copied from EASA's text:, due to its relevance for our community:

“This Decision issues acceptable means of compliance (AMC) and guidance material (GM) to Annex Ib (Part 21 Light) to Regulation (EU) No 748/2012 and to Annex I (Part-M), Annex II (Part-145), Annex III (Part-66), Annex Vb (Part-ML), Annex Vc (Part-CAMO) and Annex Vd (Part-CAO) to Regulation (EU) No 1321/2014 with the objective to provide affected stakeholders with cost-efficient and proportionate means to comply with the regulatory requirements in the fields of the initial and continuing airworthiness of aircraft intended primarily for sport and recreational purposes.

Compared to Part 21, Part 21 Light provides a lighter approach to the certification of those general aviation (GA) aircraft and introduces the possibility for a declaration of design compliance to be submitted as an alternative to certification. Part 21 Light also provides for the possibility to demonstrate design and production capabilities through a declaration, instead of an approval, and for certain production activities the demonstration of production capabilities is not required at all. These new possibilities in the field of initial airworthiness are also reflected in the field of continuing airworthiness.

These AMC and GM are expected to facilitate the application of the new initial airworthiness and amended continuing airworthiness requirements, and contribute towards reducing the regulatory burden for designers and manufacturers of aircraft intended primarily for sport and recreational purposes and other stakeholders involved in continuing airworthiness while continuing to ensure a high level of safety as intended by Part 21 Light and Regulation (EU) No 1321/2014. This Decision is expected to facilitate the implementation of the amended regulations.”

For the complete set of texts please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023013r>

20/10/2023 ED Decision 2023/014/R Amendment to the Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 748/2012 (RMT.0251(b)). This Decision is manufacturer-centric, as customers, however, some might be interested in the topic. EASA writes:

“This ED Decision complements ED Decision 2022/021/R and further amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part 21. It provides AMC & GM to amended/introduced competent authority requirements in Part 21 on the following topics: initial certification procedures; oversight principles; oversight programme; management systems; changes to the management system; record-keeping; finding, corrective actions, observations; suspension, limitation and revocation. In addition, this ED Decision corrects editorial errors. This Decision also removes the remaining ‘AMC-ELA’ and ‘GM-ELA’



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to Part 21 introduced with ED Decision 2019/003/R since they are not up to date.

The objectives of this ED Decision are to further support the implementation of the safety management system and occurrence-reporting requirements that were introduced by Commission Delegated Regulation (EU) 2022/201 and Commission Implementing Regulation (EU) 2022/203.”

For the full text please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023014r>

26/10/2023 ED Decisions 2023/015/R, 2023/016/R, 2023/017/R and 2023/018/R
in accordance with Article 4(2) of MB Decision 01-2022

Detailed specifications and 1st set of acceptable means of compliance and guidance material supporting the new regulatory framework on the conformity assessment of ATM/ANS systems and ATM/ANS constituents RMT.0161 (SUBTASK 3) and RMT.0524 (SUBTASKS 3 AND 4). These ED Decisions cover ATM/ANS topics, do not affect us directly.

EASA writes: “These Decisions establish the detailed specification (DSs) as well as the first set of the acceptable means of compliance (AMC) and guidance material (GM) supporting the application of the conformity assessment framework for air traffic management/air navigation services systems and air traffic management/air navigation services constituents (hereafter ‘ATM/ANS equipment’).

Due to the novelty of the subject, it is important to provide the necessary means for the application of the above-mentioned framework”. For more information interested parties may go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023015r>

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023016r>

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023017r>

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023018r>

2/11/2023 ED Decision 2023/019/R Review of Part-66 | New training methods and new teaching technologies

AMC & GM to the articles of Regulation (EU) No 1321-12014 — Issue 1, Amendment 3

AMC & GM to Part-66 — Issue 2, Amendment 8

AMC & GM to Part-147 — Issue 2, Amendment 3

AMC & GM to Part-CAO — Issue 1, Amendment 4

Regulation (EU) 2023/989 amended Regulation (EU) No 1321/2014 (‘Continuing Airworthiness (CAW) Regulation’) as regards the requirements on maintenance licences and training organisations set out in Annex III (Part-66) and Annex IV (Part-147) to the CAW Regulation, introducing, among others, new training methods and teaching technologies and other improvements as part of the regular update of Part-147. In particular, amendments were introduced in order to:

- facilitate the type rating endorsement of aircraft when there are no organisations approved in accordance with Part-147 offering type training on that aircraft, maintaining the same level of safety and a level playing field;
- update the basic knowledge training syllabus in Part-66;



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- enhance the efficiency of the 'on-the-job training' (OJT) required for the first type rating endorsement in the maintenance licence category;
- enhance the efficiency of the maintenance personnel training system with new training methods and new teaching technologies;
- improve and correct the elements that emerged with the implementation of the CAW Regulation.

We could not check all details of these publication, so you are invited please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2023019r>

Comment Response Documents (CRD):

02/11/2023 **CRD 2020-12 New training methods and new teaching technologies Part 66** (RMT.0255). 119 General Aviation comments have been sent to EASA. It is connected with **ED Decision 2023/019/R Review of Part-66** published above. For all details:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2020-12>

02/11/2023 **CRD 2014-22 New training methods and new teaching technologies Part 66** (RMT.0281). It also is connected with **ED Decision 2023/019/R Review of Part-66** published above. For all details: for all details:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2014-22>

Opinion:

13/10/2023 **Opinion No 05/2023** Cruise relief co-pilots | Regular update of flight crew licensing and medical requirements | **Better flight crew licensing requirements for general aviation**. Important for our community from RMT.0678 (Subtask 2) 'Simpler, lighter and better flight crew licensing requirements for general aviation': EASA publishes: "**Draft amendments to provide updates, improvements and clarifications on miscellaneous topics in the field of flight crew licensing (FCL) for general aviation, such as pilot privileges for electrically powered aeroplanes, credits for private pilot licence (PPL) applicants who have started light aircraft pilot licence (LAPL) training, and non-complex helicopter type rating revalidation via refresher training.**"

A bunch of other topics are also embedded in Opinion No 05/2023. For the full text please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-052023>

EU Consultations

EU Regulations: None of relevance for the moment

EU Decisions: None of relevance for the moment.

EU Publications: None of relevance for the moment.



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Flight Examiners' Manual (FEM)

On 19/10/2023 the manual mentioned above has been published as an updated edition of earlier publications. There are now 16 documents for fixed wing covering the full range of licenses and ratings. The new manual for fixed wing covers HPA- Complex Aircraft. This update also adds 8 manuals for Rotorcraft. The manuals help to explain the contents of the Aircrew Regulation and give standardisation and best practice guidance to examiners for the conduct of tests. For all details please go to

<https://www.easa.europa.eu/en/document-library/general-publications/flight-examiners-manual-fem>



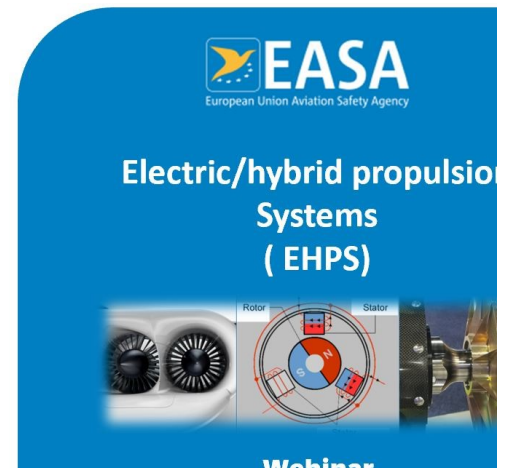
Electric/Hybrid Propulsion System (EHPS)– Progress and Roadmap to means of compliance definition

Online event, organised by EASA on 22/11/2023.

Description, by EASA: “Electric/Hybrid Propulsion Systems (EHPS) are regarded as key enablers for a future CO2-neutral aviation. Such systems are making use of novel technologies combining them with traditional propulsion techniques in various ways. The technological developments of the last years showed that the degree of hybridization will highly depend on the intended use of the aircraft, the selected fuel/power supply, suitable power storage solutions and the required safety objectives. EASA is currently preparing for the development of Means of Compliance suitable to address a

variety of possible EHPS architectures.” For all other relevant information and for a registration please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/electrichybrid-propulsion-system-ehps-progress-and-roadmap-means>



Inside Airbus UpNext, the airframer's 'centre of competence for craziness'

Found in “flightglobal” recently. One may not like the term “airframer”, we think, however, we should highly appreciate the term “centre of competence for craziness”, and become part of it, or create one for our community. The source of the text:

<https://www.flightglobal.com/aerospace/inside-airbus-upnext-the-airframers-centre-of-competence-for-craziness/155062.article>





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Dominic Perry of "flightglobal" writes: "Airbus UpNext, one Airbus UpNext, one of the airframer's innovation arms, is gearing up for a busy fourth quarter, as demonstrators being developed across its portfolio – from morphing wings to superconductive cables – accelerate towards critical test phases..."

The Citation VII pictured will be modified with morphing wings.

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

Antti Kääriäinen, President
FI-16900 Lammi, 9 November 2023

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