



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. 127, February 2024

Dear friends

Once again I'm writing from Sydney. The Finnair ops has begun crazily intensive and I spend some 17 days of every month on the other side of the world.

I've attached the EAS Newsletter to this News Flash where I shall not repeat the content. There are no news concerning the AVGAS 100LL situation, this blend of fuel is still available. The topic is covered by the EAS newsletter.

A reminder of the coming EPFU AGM: It will take place from 26 to 28 April 2024 on invitation by Fédération Française Aéronautique, in the Alsace region, around EuroAirport Basel-Mulhouse-Freiburg (ICAO location indicator LFSB) close to the borders with Germany and Switzerland. The AGM and an afternoon of exchanges and discoveries will be offered on the Mulhouse-Habsheim Aerodrome (ICAO location indicator LFGB) with the participation of local clubs. We are also expecting a number of very interesting speakers. We look forward to seeing you there!

You will find the registration form attached to this News Flash, to be completed and transmitted before 12 March 2024. Many thanks.

In the meantime: Stay safe and healthy.... I just got a flu.

Directly copied from EUR Lex:

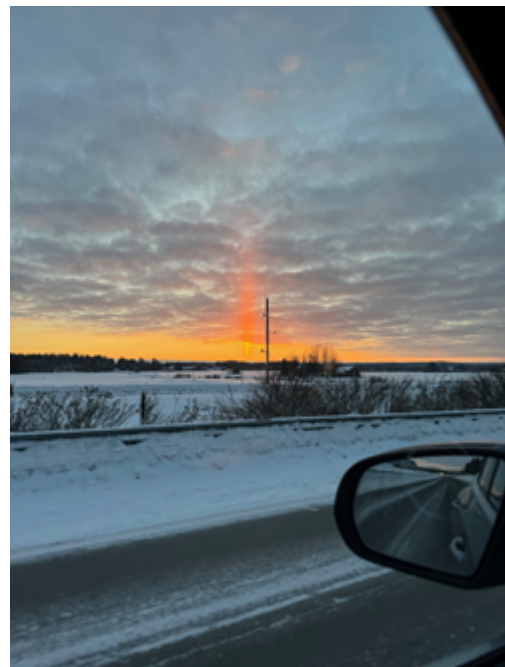
COMMISSION IMPLEMENTING REGULATION (EU) 2024/379 of 25 January 2024 correcting certain language versions of Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation

(Text with EEA relevance)

THE EUROPEAN COMMISSION, Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (1), and in particular Articles 43(1), 43(3) and 44(1) thereof,

Whereas:



Official Journal of the European Union



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

(1) The Bulgarian, Croatian, Czech, Danish, Dutch, Estonian, French, German, Hungarian, Italian, Latvian, Lithuanian, Polish, Portuguese, Romanian, Slovak, Slovenian and Spanish language versions of Commission Implementing Regulation (EU) No 923/2012 (2) contain errors in Section 3, Chapter 2, point SERA.3215(b)(2), of the Annex, and in the table concerning ICAO Annex 2, fourth row, second column, of the supplement to the Annex. **Those errors alter the meaning of the provisions.**

(2) In the German language version of Implementing Regulation (EU) No 923/2012, a sentence is omitted in Section 8, point SERA.8012(b), of the Annex. **That error alters the meaning of the provision.**

(3) **The Bulgarian, Croatian, Czech, Danish, Dutch, Estonian, French, German, Hungarian, Italian, Latvian, Lithuanian, Polish, Portuguese, Romanian, Slovak, Slovenian and Spanish language versions of Implementing Regulation (EU) No 923/212 should therefore be corrected accordingly.** The other language versions are not affected.

(4) The measures provided for in this Regulation are in accordance with the opinion of the Single Sky Committee, delivered prior to the adoption of Implementing Regulation (EU) No 923/2012, and the opinion of the committee established by Article 127 of Regulation (EU) 2018/1139, delivered prior to the adoption of Commission Implementing Regulation (EU) 2020/469 (3)

For the full text please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202400379

Sanctions on Russian Citizens, Abramovich, and others...

The General Court (judgment of 20 December 2023 - T-313/22) found no error of assessment and also considered the sanction against Abramovich to be proportionate: the judges focused on his key role in Russia's economy. They also saw no unjustified and disproportionate restriction of his fundamental rights as an EU citizen because he could apply to release frozen funds to cover his basic needs. The ECJ also rejected the claim that he had been deprived of his freedom of movement as a Portuguese citizen as unfounded.

The situation was different for a Russian woman who also has Luxembourg nationality: she has a private pilot's licence and uses aircraft privately at Luxembourg-Findel Airport. Although the EGC also dismissed her claim (judgement of 20 December 2023 - T-233/22), this was only because the Russian sanctions did not affect her at all. The General Court clarified that bans only relate to the economic or financial control of the aircraft, not to the actual control exercised by the pilot of the aircraft. The aim of the sanctions is to exert pressure on the Russian president and his government. This is not achieved by sanctioning Russian private individuals who have no influence over the Russian government.

(sent by Martin Ryff, translated by DeepL and René Meier, original text from “beck-aktuell, HEUTE IM RECHT”)



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

Webinar on the final results of the EASA ATCO Fatigue Study

Online event, the details: 29/2/2024, 09:30 - 11:00 CET (UTC +1). For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/webinar-final-results-easa-atco-fatigue-study>

EASA
European Union Aviation Safety Agency

Webinar: Final Study Results
**Analysis,
Prevention and
Management of
ATCO Fatigue**

Thursday, 29 February 2024
09:30 – 11:00 CET

Delivered in partnership with our consortium

Europe for Aviation at Airspace World 2024

On-site event, the dates:

Day 1 — 19/03/2024, 10:00 - 15:50 CET (UTC +1)

Day 2 — 20/03/2024, 10:00 - 15:50 CET (UTC +1)

Day 3 — 21/03/2024, 10:00 - 13:25 CET (UTC +1)

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/europe-aviation-airspace-world-2024>

EUROPE FOR AVIATION
at
**AIRSPAC
WORLD 2024**

19-21 March 2024
Geneva, Switzerland

EASA published 2024 edition of European Plan for Aviation Safety

23/1/2024 EASA published 2024 edition of European Plan for Aviation Safety. It comes now in three parts. For all texts please go to



<https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2024>

These are the parts of this new EPAS:

- EPAS Volume I - Strategic Priorities – 2023-2025 Edition
- EPAS Volume II - EPAS Actions 2024 Edition
- EPAS Volume III - Safety Risk Portfolios 2024 Edition
- How EPAS is developed
- EPAS Acronyms and Definitions
- EPAS action types and templates
- EPAS Working groups and Bodies
- Transposition table of ICAO SARPs

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

published between 1/1/2024 and 12/2/2024. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

Focused Consultation:

16/1/2024 NPA 2023-106 Ground handling requirements (RMT.0728). EASA proposes first EU-wide regulation on ground handling. See also the already published Opinion No. 01/2024 below. You find the NPA via

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/focused-consultations/npa-2023-106>

Notices of Proposed Amendment: See above and

6/2/2024 NPA 2024-01 Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft (RMT.0230)

EASA writes: This NPA proposes amendments to existing AMC and GM and the creation of new ones to illustrate the means to show compliance with the operational requirements applicable to manned VTOL-capable aircraft (VCA). The specific objectives of the proposed amendments are to:

- enable operators to safely implement the applicable regulations to operate manned VCA in the single European sky (SES);
- ensure that the conditions are met as regards the safe operation of manned VCA in the ATM environment;
- support innovation and development in the field of innovative air mobility (IAM) through the implementation of an efficient, proportionate, and well-designed regulatory framework which does not unnecessarily hinder the development of the manned VCA market;
- provide guidance to the competent authorities of the EU Member States for the application of the regulations on manned VCA;
- provide guidance to manufacturers and operators of manned VCA for the deployment of operations with manned VCA.

For all information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-01>

Expiration date for comments: 6/5/2024

Agency Decisions: None

Comment Response Documents (CRD): None

Opinion

16/01/2024 Opinion No 01/2024 Ground handling requirements (RMT.0728). The European Union Aviation



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

Safety Agency published the first-ever proposal to regulate ground handling across European Union airports, to increase the safety, cybersecurity and consistency of all the actions that happen on the ground before and after a flight, delivering benefits to passengers and their airlines. This Opinion, for the first time, proposes a regulation that will affect approximately 300 000 workers in the ground handling industry, one of the largest groups of aviation employees.

Our comment: This Opinion does not affect GA communities directly, as airline passengers, however, we occasionally become aware of not so decent baggage handling costly collisions between catering trucks and large aircraft. For more information as regards the Opinion please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-012024>

EU Have your say Consultations: None.

EU Regulations: None.

EU Decisions: None.

EU Publications: None.

Type Ratings and Licence endorsement lists

Published on 10/1/2024 already we are in a position to transmit the relevant address of of a set of three documents covering Type Ratings and Licence endorsement:



<https://www.easa.europa.eu/en/document-library/product-certification/typeratings-and-licence-endorsement-lists>

EASA writes: Separate EASA Type Rating & License Endorsement Lists are published by the Agency, one for Helicopters and one for all other Aircraft. These lists constitute the class and type of aircraft categorisations in accordance with FCL.010 (category of aircraft, class of aeroplane, and type of aircraft), FCL.700 and GM1 FCL.700 of Annex I of Commission Regulation (EU) No 1178/2011 of 3 November 2011 ('Part-FCL'), as amended.

Murphy's Law COMPLETE

Again from Murphy's Law COMPLETE, page 217: Hoffstedt's Employment Principle: "Confusion creates jobs."



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

European Powered Flying Union

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

Antti Kääriäinen, President
FI-16900 Lammi, 13 February 2024

Distribution:

EPFU Members
EPFU Friends
Individual subscribers