



European Powered Flying Union

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EPFU News Flash No. 132, July 2024

Dear Friends

Midsummer has passed and I had the opportunity to see shortest day of the year “downunder”. Luckily We still have plenty of light in the Northern hemisphere.

In this News Flash you find some information about the GAMI 100UL. Altogether they are a bit confusing, when we read the texts made available by Martin Ryff presenting opinions distributed by Cirrus, by Lycoming, and by FAA.

You also find René’s composition of latest bits of information stemming from a variety of sources. Nothing devastating on this front.

In the meant time I wish you all safe flights and nice continuation of the summer season. I continue on my “SYD-express” flights thought Singapore and Bangkok and try to contribute as much as time permits.

Stay safe and well!

Antti

Cirrus Service Advisory Cites GAMI G100UL As ‘Unapproved’ For SR Series

From AVweb, by Mark Phelps
Published: June 20, 2024 Updated: June 21, 2024,
via Martin Ryff:

“In a blow to the General Aviation Modifications Inc.’s (GAMI’s) G100UL unleaded aviation fuel programme, Cirrus Aircraft

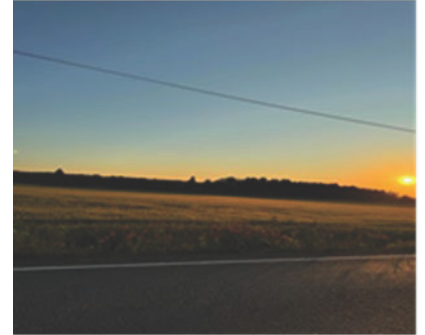
posted Service Advisory SA24-14 Tuesday (June 18). The advisory informs operators of Cirrus SR-series aircraft (SR20, SR22 and SR22T) that the manufacturer “does not approve the use of GAMI G100LL fuel in Cirrus SR Series airplanes. Additionally, Cirrus does not warrant or represent in any way an operator’s use of the GAMI G100UL fuel in Cirrus SR Series airplanes.” For more details:

<https://www.avweb.com/aviation-news/cirrus-service-advisory-cites-gami-g100ul-as-unapproved-for-sr-series/>

GAMI Responds To Cirrus G100UL Service Advisory

By Russ Niles from AVweb -Published:June 22, 2024
Updated: June 23, 2024, via Martin Ryff

General Aviation Modifications Inc. says it will issue a detailed response to Cirrus Aircraft’s recent service advisory discouraging the use of GAMI’s G100UL unleaded fuel in its SR series aircraft. In a statement to AVweb, GAMI said the service advisory appears to be linked to a single incident in which the sealant used



Picture copied from AVweb, many thanks!



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in the fuel tank had unbonded in a company aircraft that had been fueled with G100UL. GAMI says there are indications the unbonded sealant had nothing to do with the fuel but because the tank was not inspected before the unleaded fuel was introduced there's no way to prove whether the fuel was a factor. In its service advisory, Cirrus said the materials compatibility of the fuel is "inconclusive." For more details:

<https://www.avweb.com/aviation-news/gami-responds-to-cirrus-g100ul-service-advisory/>

Lycoming Clarifies G100UL Warranty Impact

From AVweb, by Russ Niles published 26/6/2024, via Martin Ryff

The world's largest piston aircraft engine manufacturer has confirmed it may not honor warranty claims on engines that have been run on GAMI G100UL unleaded fuel. In a statement to AVweb, Lycoming said that G100UL is not on its list of approved fuels and while warranty claims are assessed individually, the warranty "does not cover damage caused by operation outside of Lycoming's published specifications or the use of non-approved fuels or lubricants."

Lycoming was responding to a legal opinion offered by an AVweb reader who is a lawyer and high-performance single owner who disputes that claim. He said that since G100UL is approved by the FAA through an STC, engine manufacturers can't reject warranty claims based on use of the fuel. Lycoming's full unedited statement follows. For the full text please go to

https://www.avweb.com/aviation-news/lycoming-clarifies-g100ul-warranty-impact/?MailingID=FLY240626006&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y

And here the FAA Statement

From AVweb, by Russ Niles published 28/6/2024, via Martin Ryff:

FAA Says Warranties Up To Manufacturers

The FAA is staying out of the controversy over warranty issues concerning the use of GAMI's G100UL. Cirrus Aircraft and Lycoming have both said they don't consider G100UL an approved fuel and confirmed its use could affect warranty claims. Continental Aerospace has not yet commented to AVweb on the issue. The warranty debate arose from Cirrus' issuance of a service advisory describing G100UL as unapproved because of inconclusive data on materials compatibility. The FAA has approved STCs for every gasoline engine on its registry but says warranty coverage is up to the manufacturers.



"The FAA does not comment on manufacturers' warranty-related policies," the agency said in a statement to AVweb. "A Supplemental Type Certificate (STC) is the FAA's approval of a major change in the design of a previously type-certificated product. An FAA-approved model list STC for 100 Octane unleaded fuel (G100UL) is on the Building an Unleaded Future by 2030 webpage." For more information please go to https://www.avweb.com/aviation-news/faa-says-warranties-up-to-manufacturers/?MailingID=FLY240628008&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y



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EASA published updated Easy Access Rules for Information Security

12/6/2024 The European Union Aviation Safety Agency (EASA) has published Revision from June 2024 of the Easy Access Rules for Information Security (Regulations (EU) 2023/203 and 2022/1645).

For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-published-updated-easy-access-rules-information-security>



SAFE 360° — Safety in Aviation Forum for Europe 2024

The Safety in Aviation Forum for Europe (SAFE 360°) conference strives to break down silos by examining the key safety issues in Europe from a cross-domain perspective. The conference includes the full spectrum of aviation stakeholders taken from up and down the technical and management chain.

The conference follows the 'Chatham House Rules', which allows its participants to talk freely without judgement. Attendees are asked not to identify and take information out of the conference without the source's permission.

SAFE 360° 2024 will be an in-person event and will be held in Cologne from 23 to 24 September 2024 at the Marriott Hotel.

For all details and registrations please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/safe-360deg-safety-aviation-forum-europe-2024>



TYPE-CERTIFICATE DATA SHEET NO. EASA.A.379 for MS 890 and RALLYE 235 Series

published by the Agency recently. For all details please go to

[file:///C:/Users/Ren%C3%A9%20Meier/Downloads/EASA-TCDS_A_379_MS890_and_Rallye_235_series_Issue_06_002_%20\(1\).pdf](file:///C:/Users/Ren%C3%A9%20Meier/Downloads/EASA-TCDS_A_379_MS890_and_Rallye_235_series_Issue_06_002_%20(1).pdf)





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DATAPP — Final Dissemination Event Online event, held on 2/7/2024

The 'Digital Transformation – Case Studies for Aviation Safety Standards – Data Science Applications (DATAPP)' Research Project of the European Union Aviation Safety Agency (EASA) developed three case studies on the use of flight training data to support the following:

- the application of evidence-based and competency-based training concepts;
- new analytical methods and techniques for fuel management (preflight/in-flight); and
- data models for enhancing the use of flight data for safety.

The DATAPP Research Project will host a final webinar for dissemination of the research results on 2 July 2024. Deeply sorry for being a bit late with this publication. Give it a try if you wish to attend, this is the address for a registration:

<https://easa-webmeetings.webex.com/webappng/sites/easa-webmeetings/meeting/register/1a0f10f2d8744f0aa3b9d4e5047383e3?ticket=4832534b0000000726a744946d0aaf5e8cf261098f18f62b0ac35f0753306bc516a3895232343519×tamp=1719665497222&RGID=rd861c02dba91f3a1921b171deec38cf9>



Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 6/6/2024 and 30/6/2024. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR:

20/6/2024 Regular update of Regulation (EU) 2023/2117 (Repository of civil-aviation-related information) ToR RMT.0749 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0749>

19/6/2024 Artificial intelligence trustworthiness ToR RMT.0742 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0742>

17/6/2024 Regular update of the Detailed Specifications for ATM/ANS equipment ToR RMT.0744 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0744>

11/6/2024 Regular update of the AMC & GM associated with the ATM/ANS equipment conformity assessment framework ToR RMT.0743 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0743>



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~~07/06/2024~~ 07/06/2024 date of the Initial Airworthiness Regulation and associated AMC and GM ToR RMT.0031

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0031>

~~07/06/2024~~ 07/06/2024 Electronic personnel licensing in Europe ToR RMT.0737 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0737>

~~07/06/2024~~ 07/06/2024 date of Regulations (EU) 748/2012 and (EU) 2015/640 and associated AMC&GM and CS-26 to transpose ICAO SARPs ToR RMT.0740 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0740>

~~07/06/2024~~ 07/06/2024 date of the Continuing Airworthiness Regulation and associated AMC and GM ToR RMT.0735 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0735>

~~07/06/2024~~ 07/06/2024 Regulation — combination of Part-MED (Annex IV) of Commission Regulation (EU) No 1178/2011 and Part ATCO.MED (Annex IV) of Commission Regulation (EU) 2015/340 ToR RMT.0707 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0707>

~~07/06/2024~~ 07/06/2024 Specifications for Hot-Air Airships (CS-31HA) ToR RMT.0502 Issue 1

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0502>

~~07/06/2024~~ 07/06/2024 of extended minimum-crew operations (eMCO) ToR RMT.0739

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0739>

Focused Consultation: None.

Notices of Proposed Amendment:

Repetition

NPA 2023-04 Regular update of Commission Regulation (EU) No 748/2012 and the associated acceptable means of compliance and guidance material (RMT.0031 Subtask 3) was published on 30/4/2024. It comes in four parts. Here a text copied from EASA: “This Notice of Proposed Amendment (NPA) **proposes to amend Commission Regulation (EU) No 748/2012 (the Initial Airworthiness Regulation)** and the associated acceptable means of compliance (AMC) and guidance material (GM) in order to address miscellaneous issues of a non-controversial nature.

The objective is to ensure that the Initial Airworthiness Regulation and the associated AMC and GM are fit for purpose, are cost-effective, and can be implemented. To achieve this, the following main actions are proposed in this NPA:



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- amend the articles of the Initial Airworthiness Regulation to match the current situation of grandfathering and transitional measures and to correct cross references to the points in Annex I (Part 21);
- clarify the competence requirements for pilots performing operational suitability data flight tests in Annex I (Part 21);
- clarify the reporting obligations for production organisation approval holders in Annex I (Part 21);
- introduce recommendations made by the International Authorities Working Group on point 21.A.101;
- correct typographical errors and cross references in Annex I (Part 21) and in the AMC and GM;
- resolve certain recurrent implementation issues by improving the text of the AMC and GM to Annex I (Part 21); and
- align the AMC and GM to Annex I (Part 21) with the current industry practices and standards.

The proposed regulatory material is expected to increase the efficiency of implementing Annex I (Part 21) and ensure alignment with the current industry practices.”

Initial airworthiness is not directly our business. We are, however, the customers and operators of those who build aircraft. **The consultation of the texts confirm the impression that it covers production topics. Comment period ends on 30/7/2024.** This address brings you to all four parts of the NPA:

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-04>

Agency Decision:

19/6/2024 ED Decision 2024/004/R Regular update of the aerodrome rules: Aerodrome safety and change of aerodrome operator | Occurrence reporting

Statements of EASA: “This Decision amends the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Regulation (EU) No 139/2014 (the Aerodrome Regulation) to support stakeholders in implementing the recent amendments to the Regulation introduced through Implementing Regulation (EU) 2024/894 and Delegated Regulation (EU) 2024/1400. As regards the operation and organisation of aerodromes, the new AMC and GM include the following highlights:

- clarification of the role of the aerodrome safety-reporting system to enable a holistic system based on sharing of information on occurrences between different organisations using the aerodrome;
- means to remove disabled aircraft from the aerodrome;
- organisational and safety aspects related to maintenance works performed at the aerodrome;
- organisation of a change from one aerodrome operator to another aerodrome operator;
- combination of the safety-related aerodrome functions of safety management and compliance monitoring; and
- organisation of training of aerodrome personnel by combining the roles of the instructor and the assessor...”

For the full texts please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024004r>



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Opinion

21/6/2024 Opinion No 05/2024 Helicopter crash-resistant fuel systems | Information on cargo compartment fire protection capabilities | Runway overrun awareness and alerting systems | Conversion of Class D compartments. Not directly for our community, interested parties may go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-052024>

19/6/2024 Opinion No 04/2024 New air mobility | Gyroplanes Continuing airworthiness rules for electric- and hybrid-propulsion aircraft and other non-conventional aircraft | Gyroplanes: flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night. The objective of this Opinion is to support the development of new technologies and non-conventional aircraft, as well as the competitiveness of the EU industry in this regard. The current common European regulatory framework for civil aviation safety, as established by Regulation (EU) 2018/1139, was initially designed for conventional aeroplanes, helicopters, balloons, airships and sailplanes, and assumes that propulsion is mostly provided by piston or turbine engines using fossil fuel. The introduction of new technologies and air transport concepts requires that regulatory framework to be redesigned. For all details please go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-042024>

19/6/2024 Opinion No 03/2024 Implementation of the regulatory needs in support of the SESAR deployment | Introduction of ACAS Xa for operations and PBN specifications for oceanic operations in the single European sky (SES). Not directly for our community, interested parties may go to

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032024>

Comment Response Documents (CRD):

21/6/2024 CRD 2022-10 see also Opinion No. 05/2024 (RMT.0710) dealt with above. For all details:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2022-10>

19/6/2024 CRD 2021-12 see also Opinion No. 04/2024 (RMT.0731) dealt with above. For all details:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2021-12>

19/6/2024 CRD 2023-04 see also Opinion No. 03/2024 (RMT.0682) dealt with above. For all details:

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-032024>

EU Have your say Consultations: None of relevance.

EU Regulations: None of relevance.

EU Decisions: None of relevance.

EU Publications: None of relevance.



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EASA Artificial Intelligence Days — High-Level Conference 2024

2/7/2024 till 3/7/2024, hybrid event. For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-artificial-intelligence-days-high-level-conference-2024>



AIP for free? Aeronautical information services around the world, find your way to any AIS/AIM office around the world!

30/6/2024, from Martin Ryff: please check this address for, in many cases, free access to AIP:

<https://www.eurocontrol.int/articles/ais-online>

Good news, just in-time for the holiday season!



Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 31 we find among Klipstein's Laws Applied to General Engineering: "4. Any wire cut to length will be too short." No comment on this...

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Best wishes, kind regards,

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