



## European Powered Flying Union

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### EPFU News Flash No. 135, October 2024

#### Dear Friends

A quick review on the matter at hand. As regards the AVGAS 100LL situation I have to unfortunately tell that I have not found any useful information. The availability of GAMI's 100UL is also unclear. They only state on their website that it's more widely available during 2024 in the USA, but the year is approaching its end and the post on the website becomes slowly but surely obsolete. So if you have info about the topic, please inform me and I will share the information through the EPFU's channels.

Find Martin Ryff's very interesting report about **Electrifly-In** held in Switzerland just below.

Autumn has come to Finland. We got our first snow last week. Up North in Lapland and during night time we get minus degrees, even in the Helsinki area. "Lookin' out the window", not by Stevie Ray Vaughan this time, gives you an impression of what "RVR" means, here at Helsinki Vantaa Airport.

Well, that's it for now from my side. In the meantime keep safe and flying!

Antti



#### Martin Ryff reports:

The 8th Electrify-In took place on September 7/8, 2024 at Bern Airport. In addition to presentations on the topic of electric flight, an exhibition and flight demonstrations, an E-Trophy was once again held. As in the previous year, the event also offered the opportunity to try out flights with the well-known Pipistrel Velis over the city of Bern.

In the exhibition and in the air, the public was able to marvel at the E-Sling electric aircraft developed by ETHZ students. Dufour Aerospace, a company actually focused on the development of EVTOL aircraft, demonstrated the electrified Aero 1. The aircraft serves both as an acro trainer and as a test vehicle for drone development ([www.dufour.aero/aero1](http://www.dufour.aero/aero1)).

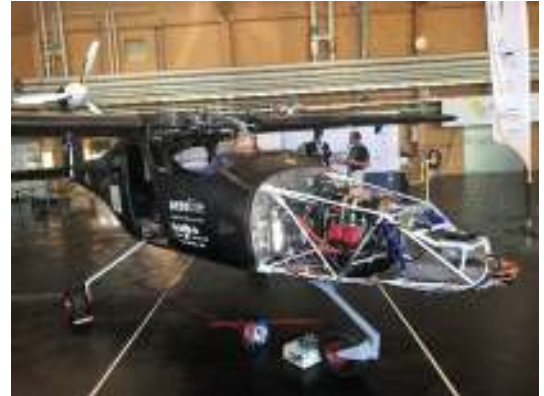


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One of the attractions at the exhibition was the prototype of the Smartflyer. The electrically powered aircraft is a completely new development in which the disadvantages of insufficient battery capacity are compensated for by a range extender. In the current version, a Rotax engine installed in the nose operates a generator that either supplies energy directly to the electric motor or charges the batteries housed in the wings, which results in already charged batteries after landing. A modular concept allows additional batteries or a fuel cell to be installed instead of the Rotax engine. At a speed of 120 kt, the aircraft has a range of 400 NM. The maiden flight is scheduled for 2025. ([www.smartflyer.ch](http://www.smartflyer.ch))



The smartflyer SF-1, presented for the first time to the public.

Under the name CELLSIUS ([www.cellsius.aero](http://www.cellsius.aero)), students at the ETZH are working on equipping a Sling TSi with a fuel cell. The aim is to achieve a range of 1,650 km and a payload of 450 kg. The students at TU Delft/NL ([www.aerodelft.nl/project-phoenix/](http://www.aerodelft.nl/project-phoenix/)) are planning something similar: under the name PHEONIX FS, they are building an aircraft based on the Sling 4 that can be powered by hydrogen.

In August 2024, 6 military pilots achieved the world record in formation flying with electric aircraft in a display at the Rapperswil Lake Night Festival near Zurich with 6 Pipistrel Velis ([https://www.youtube.com/watch?v=5IWKRqzyC\\_g&t=392s](https://www.youtube.com/watch?v=5IWKRqzyC_g&t=392s)). The organizers provided information about the challenges that had to be overcome along the way. The pilots were also on site and demonstrated their skills in formation flights with 3 aircraft each.

The performance of the E-Trophy participants was unfortunately affected by the bad weather, namely on day 2.

Winners in the «Electric» category:

1. Uwe Nortmann, Elektra Trainer, Offenburg - Bern 174km
2. Erik Fonseka, Pipistrel Velis, Lausanne - Bern 80km
3. Martin Vogel, Pipistrel Velis, Kägiswil - Bern 57km

Winner in der «Hybrid» category:

1. Jean-Baptiste Loiselet, Des Ailes pour la Planète, Ecuvillens - Bern 37km

Winners in the «Glider» category:

1. Klaus Ohlmann, Antares 20E, Serres - Bern 305km
2. Yves Gerster, JS-3, 111km, La Côte - Bern 111km
3. Ueli Messner, Antares 20E, Hausen am Albis - Bern 85km

Video footage about the Electrify-In is available on the website [www-electrify-in.ch](http://www-electrify-in.ch).

**The next Electrify-In is scheduled for 13/14 September 2025.**



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## EASA Innovative Air Mobility Implementation Forum

Hybrid event (partially online and partially on-site)

Related domains: Drones & Air Mobility Rotorcraft & VTOL.

Day 1: 22/10/2024, 09:00 - 17:00 CET (UTC +2)

Day 2: 23/10/2024, 09:00 - 17:00 CET (UTC +2)



On-site part held at the Agency's premises at Cologne. For all details please go to

<https://www.easa.europa.eu/en/newsroom-and-events/events/easa-innovative-air-mobility-implementation-forum>

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 1/9/2024 and 30/9/2024.** Titles or text parts in bold characters means that the texts are at least partially important for our community:

### ToR:

23/09/2024 Tor RMT.0514 Issue 3 Implementation of the latest Committee on Aviation Environmental Protection (CAEP), amendments to ICAO Annex 16 Volumes I, II and III. It deals with environmental protection, the electronic address is published here for interested parties:

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0514>

**Focused Consultation:** None.

**Public Consultation:** None.

**Notices of Proposed Amendment:** None.

### Agency Decision:

Before reading the following decisions please go to **Explanatory Note to ED Decisions 2024/006/R, 2024/007/R and 2024/008/R** (RMT.0476) explaining their scope. It is 15 pages long, delivering comprehensive background information to better understand the decisions:

[file:///C:/Users/Ren%C3%A9%20Meier/Downloads/explanatory\\_note\\_-\\_ed\\_decisions\\_2024-006-r\\_2024-007-r\\_2024-008-r\\_rmt.0476\\_sts12\\_v10%20\(2\).pdf](file:///C:/Users/Ren%C3%A9%20Meier/Downloads/explanatory_note_-_ed_decisions_2024-006-r_2024-007-r_2024-008-r_rmt.0476_sts12_v10%20(2).pdf)

**5/9/2024 ED Decision 2024/006/R Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to**



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**Delegated Regulation (EU) 2024/405.** In particular, the AMC and GM shall support:

- the transposition of International Civil Aviation Organization provisions into the corresponding requirements of the standardised European rules of the air, especially related to **clearances issued with regard to standard instrument departure and standard instrument arrival speed restrictions and the procedures related to radio communication failure;**
- the indication of ballistic parachutes in the flight plan in response to a safety recommendation addressed to the European Union Aviation Safety Agency (EASA);
- the clarification of specific aspects resulting from standardisation activities and discussions with stakeholders, including the **indication of radio mandatory and transponder mandatory zones on relevant charts;**
- the necessary alignment with the AMC and GM to Commission Implementing Regulation (EU) 2017/373 and Regulation (EU) No 139/2014 for regulatory consistency purposes.

These are the main texts included in the decision:

Amendment 6 to the Acceptable Means of Compliance and Guidance Material to Annex IV (Part-ATS) to Commission Implementing Regulation (EU) 2017/373  
'AMC and GM to Part-ATS — Amendment 6'

Amendment 3 to the Acceptable Means of Compliance and Guidance Material to Annex VI (Part-AIS) to Commission Implementing Regulation (EU) 2017/373  
'AMC and GM to Part-AIS — Amendment 3'

'Harmonisation of the requirements  
on special VFR and wake turbulence separation and  
on radio mandatory zones and transponder mandatory zones  
with the SERA regulatory framework

For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024006r>

**5/9/2024 ED Decision 2024/007/R Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to Delegated Regulation (EU) 2024/405.** The introduction is identical to Decision 006. The content covers "Rules of the Air". For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024007r>

**5/9/2024 ED Decision 2024/008/R Regular update of the standardised European rules of the air — AMC and GM to Implementing Regulations (EU) 2024/403 and (EU) 2024/404, and to**



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**Delegated Regulation (EU) 2024/405.** The introductions of Decisions 006, 007, and 008 are identical. 008 contains AMC and GM for aerodromes. For all details please go to

<https://www.easa.europa.eu/en/document-library/agency-decisions/ed-decision-2024008r>

**Opinion:** None.

**Comment Response Documents (CRD):** None.

**EU Regulations:** None.

**EU Decisions:**

30/9/2024 Council Decision (EU) 2024/2592 of 26 September 2024 on the position to be taken on behalf of the European Union in reply to the State Letter issued by the International Civil Aviation Organization (ICAO) as regards the review of limits of liability conducted by the ICAO under Article 24 of the Convention for the Unification of Certain Rules for International Carriage by Air (the Montreal Convention). (OJ L, 2024/2592).

The result, as the EU is not a member state: "The position to be taken on the Union's behalf in reply to State Letter LE 3/38.1-IND/24/4, issued by the International Civil Aviation Organization on 28 June 2024, shall be to not register any disapproval to the proposed new liability limits set out in that State Letter."

**EU Publications:** None.

### Smartflyer's SF-1 Roll-Out

will be held at Grenchen Airport (LSZG) on 6/11/2024 at 1800 LT.



The big question: What will be the aircraft' livery?

### Proposed CM ref. CM-21.A-004 Issue 01 on 'Acceptable approaches for the certification of Electric/Hybrid Propulsion Systems' '

We commented timely on the matter mentioned above. René, together with Smartflyer Ltd. CEO Rolf Stuber contributed to the CS-23 provisions, both are familiar with the topic. The Certification Memorandum (CM) fits well. Dr. Hans Marthaler, FI on Pipistrel "Velis" aircraft here at Grenchen (LSZG) contributed to our input. We promoted to establish separate certificates for the propulsion system. For more information please contact

[rene.meier2540@bluewin.ch](mailto:rene.meier2540@bluewin.ch)



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### Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 128 we find Cohn's Law: "In any bureaucracy, paperwork increases as you spend more and more time reporting on the less and less you are doing. Stability is achieved when you spend all of your time reporting on the nothing that you are doing."

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Best wishes, kind regards,

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