



European Powered Flying Union

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EPFU News Flash No. 104, March 2022

Hello my friends

We have indeed entered a new era and I believe when saying so, none of us could have imagined in the past weeks what turn things could take. Just when the COVID-19 had started to decline, an incredible turn towards military aggression was started in the the center of Europe. This is my perception of the ongoing situation in Ukraine. Seems that new dark clouds are gathering on the horizon both in politics and in aviation. EU and many of the European nations have banned Russian operators using European airspace, and vice-versa. For many operators involved in commercial operations this means hard times are ahead. General Aviation will also suffer, probably to a lesser extent. At this point in time we cannot do much more than hope for the best.



At least on the positive side I personally seem to have more free time to dig into EASA matters, looking at the direction in which the EASA train keeps on moving. Here is the latest compilation of the relevant issues, composed by René. As a pick up I repeat mentioning NPA 2021-14 (U-Space regulation). Europe Air Sports (EAS) launched an initiative to collect our joint comments to be sent to EASA. For this, please send your comments to me or to René. We will then compose an EPFU response and forward it in-time to the EAS programme manager, supporting his preparations of an appropriate reaction to the EASA workshop on NPA2021-14 of 15/2/2022.

I wish you all good health and peace on earth.

Antti

FAA and aviation stakeholders launch unleaded fuel initiative by Pilar Wolfsteller, flightglobal

23/2/2022, the Federal Aviation Administration and general aviation (GA) interest groups have agreed on a roadmap to phase out the use of leaded fuel for GA aircraft in the USA by 2030.

The FAA on 23 February initiated a public-partnership it has dubbed "EAGLE": "Eliminate aviation gasoline lead emissions".

The partnership has four pillars: developing an unleaded fuels infrastructure and assessing commercial viability, supporting research and technology innovation, evaluating safe unleaded fuels, and creating policies to support the infrastructure.

For the full text please go to

<https://www.flightglobal.com/safety/faa-and-aviation-stakeholders-launch-unleaded-fuel-initiative/147671.article>



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General Aviation - Season Opener 2022



From EASA: as the days get longer and the weather improves we look hopefully to the start of the General Aviation flying season. EASA has joined forces with National Authorities across Europe as well as associations and clubs to launch the "Be Ready - Fly Safely Campaign" as a community initiative to help pilots, mechanics, flying club managers and everyone else interested in GA talk about how we can prepare for the months ahead and continue positive discussions to improve safety.

There will be a range of sessions during the course of the 2 weeks covering different stakeholder groups. Join the sessions and discussions. We also encourage you to host your own local events during the campaign period, especially over the weekend 18-20 March - we will be developing translated material in various languages to support local events.

Full campaign to run from 14/3/2022 right through to AERO Friedrichshafen on 30/4/2022. For all information please go to

<https://www.easa.europa.eu/newsroom-and-events/events/general-aviation-season-opener-2022>

EASA updates Easy Access Rules for Aircrew



On 14/2/2022 the European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules (EAR) for Aircrew.

This Revision from February 2021 incorporates requirements for all-weather operations and for instrument and type rating training in helicopters (Regulation (EU) 2021/2227) and the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-FCL and Part-ARA of Commission Regulation (EU) No 1178/2011 on evidence-based training (EBT). This brings you to the text:

<https://www.easa.europa.eu/newsroom-and-events/news/easa-updates-easy-access-rules-aircrew-0>

Cybersecurity in aviation community launched Collating cybersecurity information and offering community sign-up to stay informed



On 16/2/2022 the European Union Aviation Safety Agency (EASA) has launched a community website designed for professionals active in cybersecurity in aviation. The website offers detailed information about regulations & standards, with a particular emphasis on information sharing & collaboration initiatives. This is the address for more information:

<https://www.easa.europa.eu/newsroom-and-events/news/cybersecurity-aviation-community-launched>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 23/2/2022, titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: 2/2/2022, Update of flight simulation training devices requirements, ToR RMT.0196. The main purpose of this task is to incorporate in the European Union (EU) regulatory framework elements from the International Civil Aviation Organization (ICAO) Doc 9625 regarding the use of flight simulation training devices (FSTDs) in flight training. The task will also address three safety recommendations (SRs) and is aimed at



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including results and findings from the loss of control avoidance and recovery training (LOCART) and RMT.0581 working group results. Furthermore, harmonisation with the Federal Aviation Administration (FAA) should be considered. For more information:

<https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0196>

NPA:

Repetition, see also our President's introductory text.

16/12/2021 **NPA 2021-14 Development of acceptable means of compliance and guidance material to support the U-space regulation (RMT.0230)**. These topics are proposed for discussion:

- the concept of a U-space airspace and its management by the Member States (MSs) in terms of risk assessment and responsibilities;
- the dynamic reconfiguration of the U-space airspace, when applied;
- the operational functioning of the common information service and the certification process for both the providers of this service and the U-space service providers (USSPs);
- the technical specifications and related performance requirements for the different U-space services;
- the exchange of all data and available information between the participants of the U-space airspace;
- the definition of relevant standard(s) for the connection to the common information service provider(s) to ensure interoperability and uniform implementation across the EU;
- detailed procedures and performance requirements for the flight authorisation services;
- **the acceptable means for manned aircraft to be conspicuous when entering the U-space airspace in uncontrolled airspace;**
- the expected coordination with local authorities, the security aspects to be covered in a specific U-space airspace, and the authorities' oversight programme as well as any other task related to the management of the U-space airspace under their responsibility.

Well, they operate in "our airspace", so please comment accordingly. **The deadline for comments:15/3/2022**. We shall coordinate with Europe Air Sports. Your organisational or individual comments will be helpful. This brings you to the documents:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-14>

Repetition

21/12/2021 **NPA 2021-15, New air mobility | Subtask 1 — Continuing airworthiness (CAW) rules for electric and hybrid propulsion aircraft and other non-conventional aircraft (RMT.0731)** The objective of this Notice of Proposed Amendment (NPA) is to close the gaps that currently exist in Regulation (EU) No 1321/2014, which pose compliance difficulties in relation to the management of manned aircraft that are not conventional or have a powerplant other than a piston engine or a turbine. We invite interested parties to comment individually. At EPFU level we shall coordinate with Europe Air Sports and we shall discuss the topic with aircraft manufacturers and operator. **Comment period ends on 21/3/2022**. This is the electronic address bringing you to the texts:



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<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2021-15>

14/2/2022 NPA 2022-01 Regular update of the Certification Specifications for Small Rotorcraft (CS-27), and Large Rotorcraft (CS-29), for the rotorcraft community. Deadline for comments: 16/5/2022. For more information please go to

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2022-01>

Agency Decisions: 09/2/2022 Regular update of the AMC & GM to Regulation (EU) 2019/947: AMC & GM to Regulation (EU) 2019/947 — Issue 1, Amendment 2 | AMC & GM to the Drone guidance extended and **updated to support safe drone operations** in EASA Member States, ED Decision 2022/002/R on geographical zones, cross-border operations and predefined risk assessment for beyond visual line of sight. This is the address:

<https://www.easa.europa.eu/newsroom-and-events/news/drone-guidance-extended-and-updated-support-safe-drone-operations-easa>

15/2/2022, Certification Specifications for Simulator Data (CS-SIMD), ED Decision 2022/003/R. The objective of this Decision is to improve existing requirements and guidance material for the definition of the scope of aircraft validation source data (VSD) to support the objective qualification of simulators. The initial Issue was published on 2/12/2014. It is a topic for manufacturers. For more details:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2022003r>

CRD: 8/2/2022 CRD 2020-16 Helicopter ditching and water impact occupant survivability (RMT.0120), for more details:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2020-16>

15/2/2022 CRD 2021-03 Regular update of the Certification Specifications for Simulator Data —CS-SIMD (RMT.688), for more details:

<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2021-03>

Opinions: 08/2/2022 Opinion No 01/2022 Large aeroplane tyre pressure monitoring (RMT.0568) | Helicopter ditching and water impact occupant survivability (RMT.120) | Conversion of Class D compartments, a real “multipack”, poor EASA Committee! For more details for enthusiasts:

<https://www.easa.europa.eu/document-library/opinions/opinion-no-012022>

EU Consultations: None of relevance to our community for the moment.

EU Regulations: **23/2/2022 ICAO Annex 19 SMS and reporting system SARPs further transposed into EU Regulatory framework**

Management systems and occurrence-reporting systems to be established by design and production organisations, as well as procedures applied by the Agency are the core topics. To provide an easier access we present the address of the EASA-published information. Here it is:



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<https://www.easa.europa.eu/newsroom-and-events/news/icao-annex-19-sms-and-reporting-system-sarps-further-transposed-eu>

28/2/2022 Council Decision (EU) 2022/322 of 18 February 2022 on the position to be taken on behalf of the European Union within the Council of the International Civil Aviation Organization (ICAO) as regards the adoption of amendments to Annexes 1, 6 to 10, 14 and 17 to the Convention on International Civil Aviation was published in the Official Journal of the Union, in OJ L 55. As you see, five different Annexes to the Chicago Convention are involved. We therefore provide the electronic address only, with the offer to dig deeper into complex matter if you ask us to do so. Here follows the address:

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv%3AOJ.L_.2022.055.01.0047.01.ENG&toc=OJ%3AL%3A2022%3A055%3ATOC

EU Publications: None of relevance to our community for the moment.

Adjustment

For latest COVID-19 Information available from EASA you may use this electronic address, it brings you to a comprehensive set of information:

<https://www.easa.europa.eu/the-agency/coronavirus-covid-19>



SESAR project test concept for the safe integration of remotely-piloted aircraft systems around airports

Published on 24/2/2022 by SESAR Joint Undertaking: "There has been a lot of focus in recent years in the development of drone applications for urban airspace and in very low-level airspace. Europe's vision for aviation, however, foresees that an increasing part of unmanned traffic will also need to be integrated fully into controlled airspace, including in the airspace in and around airports, by 2050. Paola Lanzi, Senior Specialist in Human Factors with Italian SME Deep Blue, leads the dissemination activities of the INVIRCAT Project, which is investigating the integration of a specific category of unmanned vehicles, known as remotely-piloted aircraft systems using instrument flight rules (IFR) routes in the terminal manoeuvring area (TMA) and aerodrome environment."



As we wrote before, "they use our airspace". We shall have to evaluate carefully what strength, weaknesses, opportunities, and threats related proposals encompass.

<https://sesarju.eu/news/sesar-project-test-concept-safe-integration-remotely-piloted-aircraft-systems-around-airports>



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Non-COVID Seasonal Masks

seen at a Basler Fasnacht (Switzerland), replaces all previously used models. The only disadvantage: must be removed before flight.



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Best wishes, kind regards,

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