



# European Powered Flying Union

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## EPFU News Flash No. 81, April 2020

### The President's Voice

Greeting from isolated Finland! We all have been influenced by the COVID-19 and seems that the peak is not yet reached. Lets hope that we get at least partially flyable summer, since the outbreak of the virus is affecting the GA as well many other functions in our society. The impact though the economics can be much greater to GA than anticipated. Much depends on how the situation is handled and how long does it last.

Picked from the flyer magazine, seems that UK has confirmed to leave EASA after transition period at the end of this year. It a pity and loss to us all, both to UK and to EU.

EASA has reacted to COVID situation to ensure the continuity of aviation services, the Agency has shared with the Competent Authorities on 17.03.2020 a first exemption template in accordance with Article 71(1) of Regulation (EU) 2018/1139 to support EU Member States in a collective adoption of exemption measures. This is valid for Part-ORO organisations. Basically this means airlines, ATO's etc. Many countries have implemented this, also Finland. You will find more detailed information from this letter, just keep reading. As far as I've understood, a similar kind of alleviations is planned for GA. If and when these be published, we shall distribute the information either via this a News Flash or directly to our subscribers.

Our secretary has also got the minutes ready from our last Annual General Meeting. It is a bit early to distribute this text, I've planned to attach it to our next News Flash.

In the mean time, stay safe and healthy!

### IMPORTANT PUBLICATION

**On 18/3/2020 Amendments to the AMC & GM to Regulation (EU) No 1178/2011 ED Decision 2020/005/R (RMT.0188), have been published by the Agency**

Here some key elements:

AMC1 FCL.140.A; FCL.140.S; FCL.740.A(b)(1)(ii) Recency and revalidation requirements

All hours flown on aeroplanes or sailplanes that are subject to a decision as per Article 2(8) of the Basic Regulation or that are specified in Annex I to the Basic Regulation should count in full towards fulfilling the hourly requirements of points FCL.140.A, FCL.140.S, and FCL.740.A(b)(1)(ii) under the following conditions:

- (a) the aircraft matches the definition and criteria of the respective Part-FCL aircraft category, class, and type ratings; and
- (b) the aircraft that is used for training flights with an instructor is an Annex-I aircraft of type (a), (b), (c), or
- (d) that is subject to an authorisation specified in points ORA.ATO.135 or DTO.GEN.240.



Simulation flying is an option during these days!



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It is “AMC & and GM” only, not a binding regulation, not “hard law”, let us hope that all Member States adhere to the text in order to create a level playing field also for GA! The “link” to the document:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020005r>

**From EASA via Europe Air Sports** we received the following message:

“We hope you are keeping well during this difficult period.

The aviation sector is severely affected by the COVID outbreak and so are the processes ensuring the continuing validity of certificates issued to aviation personnel, organisation and products (e.g. training, checking, oversight). At the same time, aviation remains a vital service and its continuity must be ensured.

To ensure the continuity of aviation services, the Agency has shared with the Competent Authorities on 17.03.2020 a first exemption template in accordance with Article 71(1) of Regulation (EU) 2018/1139 to support EU Member States in a collective adoption of exemption measures. The template proposes to extend the validity period of ratings, certificates and medical reports, as applicable, for flight crews, cabin crews, instructors and examiners, maintenance staff, air traffic controllers, and aeromedical examiners.

Many EU States have implemented measures to slow down the spread of the virus. Since it is expected that these will be successful in flattening the COVID-19 outbreak curve within the next few months, it is proposed to extend the validity period of ratings, certificates and medical reports with a view to the continuity of and return to operation. The template includes mitigating measures proportionate to the relevance of the exempted requirements. Due consideration was also given to the need for flight crew, especially those engaged in international operations, to demonstrate the validity of their licences and certificates to inspecting authorities.

We invite you to contact your Competent Authority for further information. In addition, the Agency together with the Member States will keep on working on the return to operation and adopt the necessary measures to ensure the swift recovery of the aviation industry”.

**Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations** , in the timeframe 10/3/2020>>>25/3/2020, titles in bold characters means texts are important for us:

ToR: None

NPA: 16/3/2020 NPA 2020-06 Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II and III (RMT.0514) The objective of this NPA is to align the EU regulations and the associated AMC and GM with the ICAO Standards and Recommended Practices (SARPs) and guidance on environmental protection. Comment period ends on 16/6/2020. The “link”:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-06>

CRD: 18/3/2020 **Amendments to the AMC & GM to Regulation (EU) No 1178/2011**, CRD 2014-29(B), (RMT.0188 as mentioned above).

Opinion: 13/3/2020 **Opinion 01/2020 High-level regulatory framework for the U-space**. The Agency writes: “The objective of this Opinion is to create and harmonise the necessary conditions for manned and unmanned aircraft to operate safely in the U-



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space airspace, to prevent collisions between aircraft and to mitigate the air and ground risks. Therefore, the U-space regulatory framework, supported by clear and simple rules, **should** (bold character by the EPFU Team) permit safe aircraft operations in all areas and for all types of unmanned operations.” A kind of toxic topic... This is the “link” to the document:

<https://www.easa.europa.eu/document-library/opinions/opinion-012020>

Agency Decisions: 18/3/2020 **Amendments to the AMC & GM to Regulation (EU) No 1178/2011**  
ED Decision 2020/005/R, (RMT.0188), described above, with the “link” to the full text, related to the CRD mentioned above (RMT.0188).

18/3/2020 AMC & GM to Annex III (Part-SFCL) to Regulation (EU) 2018/1976  
ED Decision 2020/004/R (RMT.0701), for sailplanes.

18/3/2020 AMC & GM to Annex III (Part-BFCL) to Regulation (EU) 2018/395 & AMC & GM to Part-BOP — Issue 1, Amendment 1, ED Decision 2020/003/R (RMT.0654), for balloons

13/3/2020 **AMC & GM to Commission Regulation (EU) No 1321/2014**,  
ED Decision 2020/002/R, dealing with, among others, Part-M, Part-ML, Part-CAMO, Part-CAO. (RMT.0251/0276/0352/0393/0547). The “link”:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020002r>

Public consultations:

EU Commission: Added this time:  
4/3/2020 European Climate Pact. The Commission writes: “The European Commission’s European Green Deal is the new growth strategy for an EU economy that is sustainable, cleaner, safer and healthier. The engagement of the public is critical to instil a new climate culture, awareness and motivation for climate action, bringing together citizens, industry, civil society and authorities at all levels. To achieve this, the Commission will consult the public and interested stakeholders in order to launch a “Climate Pact” in the 3rd quarter of 2020.” Comment period ends on 27/5/2020. This is the “link”:

<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12219-European-Climate-Pact/public-consultation>

EASA: 27/1/2020: **Proposed Special Condition: Electric / Hybrid Propulsion System, deadline for comments:10/4/2020. Repetition, and comment.** Our first evaluation: the draft covers the needs of manufacturers of aircraft equipped with electric/hybrid propulsion systems. The “link”:

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-special-condition-electric-hybrid>



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### Repetition The UK Government

published [The Future Relationship with the EU – The UK's Approach to Negotiations](#) recently. You may use this link for further information.

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Best wishes, kind regards,

Antti Kääriäinen, President  
FI-16900 Lammi, 1 April 2020

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With René's apologies for the delay that occurred to the final preparation of this edition.

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