



European Powered Flying Union

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EPFU News Flash No. 89, December 2020

The Presidents Voice

Greetings! The days are still getting shorter and the year is coming to its end. This is the last newsletter of the year. As a reminder we have approximately one month time to our next years AGM. It will be held as teleconference most probably over MS Teams. The date is **16.1.2021**, the place: whatever suites your needs best. The initial invitation was in the October edition and the minutes of our AGM 2020 have been distributed together with the March edition.

Relay your wishes, topics or guests speakers no later than the end of the year regarding the AGM to me or to our secretary. It is of course regrettable that we have to have our AGM like this, but before the ease of the current COVID situation, we don't have much of a choice.

The agenda will be fixed and then distributed to you during the first weeks of 2021 together with the MS Teams participation invitation to those who sign up.

So, please send me or to the secretary, who will attend the AGM so we know to whom we shall have to send the invitation no later than 10.1.2021

Find René's marvelous job composing a current EASA regulation summary.

Stay safe and healthy and I really hope to see you soon, even it will be virtually though the camera.

In the meantime: Merry Christmas to all of you!

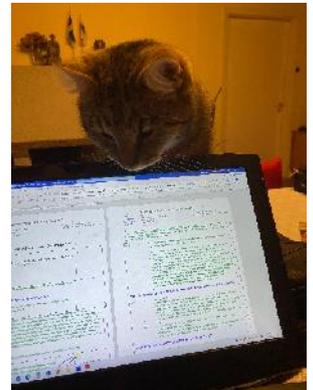
For latest COVID-19 Information available form EASA you may use this electronic address I newly added:

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

where EASA publishes a bunch of aviation-related information to continue safe flying. This is the "intro" of the Agency:

"In these extremely difficult times for the aviation industry, EASA is putting into place the measures required to ensure that operations can continue in as normal a manner as possible while still remaining safe. We know there are a huge number of urgent issues that need to be tackled - related to the hygienic safety of aircraft, application of existing rules around licensing and training, maintenance issues and many, many more. We are working to steer you through this crisis and address the needs of our stakeholders so as to ensure that aviation can remain operational and safe for everyone involved: pilots, crews, passengers and everyone else who makes this great industry function. To this end, we are in constant contact with the national aviation authorities in Europe and our other stakeholders and working as fast as we can to put the needed measures in place.

This page offers convenient links to all of our latest coronavirus-related information."



It not always so easy to concentrate with little helpers as they want all attention.





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Repetition

Change of date for EASA Rotorcraft and VTOL Symposium 2020

Virtual event moved to December 9, 2020, information published by EASA on 16/19/2020



The new date for the Rotorcraft and VTOL Symposium 2020 is December 9, 2020.

EASA had to make this adjustment to taken into account some enhancements of the technical set-up for the virtual event. We hope you will be able to join us on the new date and we look forward to seeing you. There is no registration fee for joining the virtual event. Please visit EASA's dedicated event page for more information and registration. For further questions, please contact

vtol@easa.europa.eu

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/12/2020, titles in bold characters means texts are at least partially important for us:

ToR: 11/11/2020, **Update of flight simulation training devices requirements** (RMT.0196). Of particular importance, we think, is Subtask 3:

“The main objective of this task is to introduce new certification specifications in CS-FSTD(H), including special conditions, for vertical take-off and landing (VTOL) requirements — based on the ‘task to tool’ concept introduced with WP2 in CS-FSTD(A) Issue 3 — covering helicopters, power-lift, tilt rotor and other VTOL aircraft. In addition, the task is aimed at developing appropriate standards for new technologies including virtual reality (VR), off-board instructor operating station (IOS) and secondary motion system. The task is also intended to enhance the crediting of training for flight crew using training systems . **Finally, it is aimed at developing more proportionate requirements for FSTD operators that operate only flight navigation and procedures trainers (FNPTs) and other simulation training tools, and at reviewing the initial qualification process of these FNPTs to transfer the responsibility to the training device manufacturer.**” The address:

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

NPA: Repetition:
2/10/2020 NPA 2020-09, Regular update of AMC-20 Part of this of this Notice of proposed Amendment (NPA) is a joint proposal by EASA and FAA to amend in harmonisation both the EASA AMC-20 and FAA AC-20 documents, by creating a new EASA AMC 20-193 and a new FAA AC 20-193 on the use of multi-core processors (MCPs). In addition, this NPA proposes the amendment of:

- EASA AMC 20-136 on aircraft electrical and electronic system lightning protection; and
- - EASA AMC 20-158 on aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection.

Affected stakeholders: Aircraft and equipment designers and manufacturers, it is not directly our business. Expiration date for comments: 4/1/2021, the “link”:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-09_0.pdf



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17/11/2020, NPA 2020-10 **Regular update of aerodromes rules.** EASA writes:

“In particular, the proposed changes concern the following:

- the implementation of the safety programmes and the establishment of safety committees by the aerodrome operator, by creating a runway safety team and assigning clear responsibilities and tasks;
- the provision of certain aerodrome data by the aerodrome operator, aligning with Commission Implementing Regulation (EU) 2020/469, and transposition of the relevant SARPS in ICAO Annex 14, Volume I, including the introduction of the new methodology for evaluation of the pavement strength (ACR/PCR);
- establishment of provisions regarding disabled aircraft removal and overload operations, to address ICAO USOAP findings to EASA;
- establishment of certain provisions regarding aerodrome works safety and suspension or closure of runway operations in accordance with ICAO Doc 9981 ‘PANS-Aerodromes’;
- provisions for the identification of (a) hot spot(s) at the aerodrome; and
- revision of the rule related to the operation of higher code letter aircraft following the changes to the methodology of the aerodrome reference code.”

Deadline for our comments:17/2/2021. We shall look at the proposals and keep you informed on our next step. The electronic address of the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-10>

26/11/2020, NPA 2020-11 Regular update of CS-25, for the “heavy metals” (or fibres...) (RMT.0673). Comment period ends on 1/3/2021. The electronic address is here If you are interested in the topic:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-11.pdf

1/12/2020, **NPA 2020-12 Review of Part-66** (RMT.0255), important for aircraft maintainers. EASA writes: “In particular, the objective of the amendments proposed with this NPA is to:

- facilitate the type-rating endorsement for aircraft without a Part-147 type training, referred to as well as ‘legacy aircraft’;
- enhance the efficiency of the on-the-job training (OJT) that is affected by the lack of its mutual recognition between licensing authorities which, consequently, creates duplication of administrative efforts;
- reduce the deficit of the practical skills of maintenance staff; and
- update the basic knowledge syllabus.

In addition, this NPA provides a suitable solution for maintenance licences with regard to new products that are certified by EASA without adding a new licence type.

Deadline for comments: 31/3/2021. And the electronic address:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-12>

CRD: 24/11/2020, CRD 2018-11, Certification Specifications and Guidance Material for maintenance certifying staff type rating training, see also ED Decision 2020/019/R below. The electronic address of the CRD:



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<https://www.easa.europa.eu/document-library/comment-response-documents/crd-2018-11>

Opinions: None

Agency Decisions: 10/11/2020, ED Decision 2020/016/R, issuing the following:
Amendment 3 to Issue 1 of the **Acceptable Means of Compliance and Guidance Material to the rules of the air**
'AMC and GM to the rules of the air — Issue 1, Amendment 3'
'Acceptable Means of Compliance and Guidance Material to the Annex to Commission Implementing Regulation (EU) No 923/2012'
COVID-19, METAR and SNOWTAM formats are dealt with. This is the address:

https://www.easa.europa.eu/sites/default/files/dfu/ed_decision_2020-016-r.pdf

10/11/2020, ED Decision 2020/017/R
Amendments to the Acceptable Means of Compliance and Guidance Material to Regulation (EU) 2017/373. The objective of this Decision is to maintain a high level of safety in the provision of air traffic management (ATM)/air navigation services (ANS), especially air traffic services (ATS). The address:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020017r>

11/11/2020, ED Decision 2020/018/R Amendment to the Acceptable Means of Compliance and Guidance Material to Part-FCL and Part-ARA of Commission Regulation (EU) No 1178/2011 — **'Basic instrument rating'** EASA writes: "The key principles for the basic instrument rating (BIR) are that the training is entirely competency-based and flexible, and **focuses on the practical needs of GA pilots**, and that the practical training and testing standards are similar to those of the current Part-FCL CB-IR. The competency-based training is conducted through a modular training system. There are four modules: Module 1 is completed first, but the order in which Modules 2 and 3, and — if applicable — Module 4, are completed, is up to the applicant. The new AMC1 FCL.835 'Basic instrument rating (BIR)' provides the competency criteria required for the relevant training modules of the BIR. Each module contains the required individual competencies. It will be up to the training organisation or instructor to determine whether the competencies have been assimilated to the required standard before allowing the candidate to progress to the next module or skill test. This will allow that the difference in learning speed of candidates can be taken into account for their progress. In the existing AMC1 ARA.FCL.300(b) 'Examination procedures', new columns are added in relation to the exam length, the total number of questions, and the distribution of questions per the BIR modules." The address where to find the full texts:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020018r>

24/11/2020, ED Decision 2020/019/R, Certification Specifications for Maintenance Certifying Staff Data 'CS-MCSD — Issue 1'. Related NPA/CRD: 2018-11, see above in the CRD chapter (RMT.0106).
Not directly our business, but always important to know about our partners. This is the address:

<https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2020019r>



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And this here is the address of the related handbook, prepared by EASA:

https://www.easa.europa.eu/sites/default/files/dfu/annex_to_ed_decision_2020-019-r_1.pdf

Public consultations:

EU Commission: None

EASA: None

Sunny Swift on Spin Recovery, by EASA

On 18/11/2020 the Agency published a Sunny Swift set of pictures and texts on spin recovery. This is the electronic address to the publication:

<https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-slow-flight-awareness-33-spin-recovery>



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Best wishes, kind regards,

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FI-16900 Lammi, 7 December 2020

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What sad picture...