



European Powered Flying Union

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Dear Friends

At the invitation of Fédération Française Aéronautique (FFA), this year's AGM took place on 27 April 2024 at the Habsheim/F aerodrome in Alsace. As our President, Antti Kääriäinen, was away to Australia in the pilot's seat, me as Vice-President had the honour of chairing the meeting and to prepare this overview on the event.

The finances of EPFU are in good health, 2023 ended with a reasonable profit, the well balanced 2024 budget was unanimously accepted, as well the unchanged subscription fees for 2025.

In addition to the re-election of the acting President and the long-standing Technical Officer, René Meier, the agenda also included the election of a new Secretary General. Jérémy Henches stood for election as the successor to Xavier Barral, who had held the office of Secretary General since the AGM held in Berlin on 13/2/2013 with great commitment, prudence and professionalism, for which we would like to take this opportunity to thank him once again. We very much enjoyed the presence of the first Secretary General of EPFU: Max de Richmond was with us. You can easily guess that many conversations began with "do you remember..." or "is it still so, that..."

Knud Nielsen and Bjoern Skogoey will stay on board for a next turn as our auditors. It goes without saying that all candidates were elected to their posts unanimously.

Nils Rostedt, Programme Manager of Europe Air Sports, presented the organisation's activities of the past months, many thanks for all the efforts important to our community.

Philipp Glocker, smartflyer Ltd of Switzerland, informed us about the smartflyer SFX1 hybrid-electric four-seater aircraft, for sure of interest to many of our clubs.

Special thanks go to the representatives of the FFA, whose president, Kevin Dupuch, honoured us with his personal presence. They not only gave us a comprehensive insight into the activities of their association, but also provided us with a brief cultural and historical overview of the Alsace. And - last but not least - they made sure that we were able to savour the culinary specialities of the Alsace to the full. Merci infiniment, chers collègues!

Martin Ryff



Jérémy Henches



Xavier Barral



Kevin Dupuch, merci
France bleu Gironde!



Habsheim, home of many entities



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Aviation – fitness check of EU airport legislation

25/4/2024 from the European Commission: «The Commission is carrying out a fitness check of EU airport legislation to determine if it is still fit for purpose and delivering on its objectives.



This fitness check will consider recent trends such as market consolidation, capacity challenges, labour shortages, increased competition from non-EU airlines/airports and the need to decarbonise. It will also assess the potential for simplification and burden reduction, especially should any inconsistencies or synergies be identified». Comment period ends on 6/6/2024. For more information please go to

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/14193-Aviation-fitness-check-of-EU-airport-legislation_en

New vacancy published: Impact Assessment Officer

10/4/2024 The following vacancy notice has been published on our Careers portal: Title: Impact Assessment Officer. Closing Date: 08/05/2024 at 23:59 CET. For more information please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/new-vacancy-published-impact-assessment-officer>

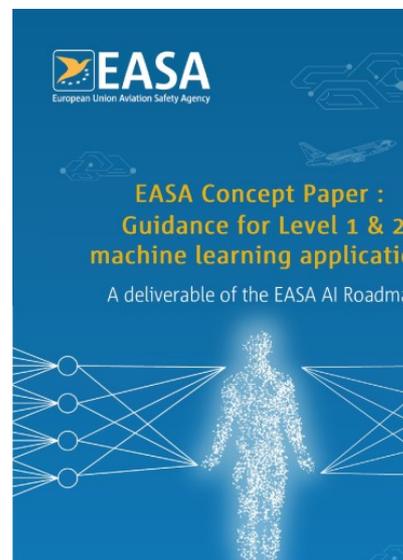
EASA Artificial Intelligence Concept Paper Issue 2 Guidance for Level 1 & 2 machine-learning applications

19 Apr 2024 EASA writes: “In a significant next step on its Artificial Intelligence (AI) Roadmap, the European Union Aviation Safety Agency (EASA) has published Issue 2 of its Concept Paper on Artificial Intelligence (AI) and Machine Learning (ML).

This issue of the EASA AI Concept Paper refines the guidance for Level 1 AI applications (those enhancing human capabilities) and deepens the exploration of 'learning assurance', 'AI explainability' and 'ethics-based assessment'. These foundation concepts are crucial for the safe and trustworthy development and implementation of AI technologies in aviation.

Going one step further, this new issue provides comprehensive guidance for the development and deployment of Level 2 AI-based systems. Level 2 AI introduces the groundbreaking concept of 'human-AI teaming' (HAT), setting the stage for AI systems that automatically take decisions under human oversight. This advancement in the authority level of AI-based systems shows the need for human guidance and design principles to ensure safe 'human-AI interaction' (HAII).” For more information please go to

<https://www.easa.europa.eu/en/document-library/general-publications/easa-artificial-intelligence-concept-paper-issue-2>





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EAGLE Projects Approval For PAFI Unleaded Fuel In 2025 (Corrected)

From Martin Ryff, found in AVweb, WORLD'S PREMIER INDEPENDENT AVIATION NEWS RESOURCE:

“The End Aviation Gasoline Lead Emissions (EAGLE) group expects the lone survivor of the congressionally mandated Piston Aviation Fuel Initiative (PAFI) to be approved by late 2025 but it may not be completely suitable for all engines.



In a press briefing on Tuesday (23/4/2024), Tim Owen, of the FAA, told dozens of stakeholders and media representatives that the Lyondell/Basell/VP Racing fuel is now in full testing by the FAA and, if all goes well, will be through all those tests by the third quarter of 2025.

In addition to engine tests in static cells and in aircraft, the fuel has to be tested for its interaction with other parts of the aircraft from the all-important O-rings to paint. Owen said for the vast majority of aircraft engines, including those made by Continental, Lycoming and Rotax, the transition will be seamless. But he said for some of the 143 other makes of engines making up 9% on the FAA registry there “may have to be modifications” to the engines or operating procedures”. For the full text please go to:

https://www.avweb.com/aviation-news/eagle-projects-approval-for-pafi-unleaded-fuel-in-2025/?MailingID=FLY240424004&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y

NATA Challenges GAMI’s Assertion Of ‘Commercial Availability’ of G100UL

From the same source as above:

26/4/2024 Again from AVweb: The National Air Transport Association (NATA) says General Aviation Modifications Inc.’s (GAMI) FAA-approved G100UL is not yet “commercially available” even though the licensed manufacturer of the unleaded avgas, Vitol Aviation, has more than a million gallons of it for sale. In a statement, the organization, which represents FBOs and fuel distributors, said that because G100UL has not been granted a consensus standard by ASTM International, it cannot be considered commercially available. “Because the FAA does not indemnify any entity in the supply chain for damages caused by fuel-related issues, fuel distributors and FBOs will similarly lack assurances that the unleaded fuel they are selling will not expose them to liability,” the statement says. “At present, G100UL is not commercially available for distribution and sale in the U.S. largely due to the fact it does not have an ASTM International product specification.” For the full text please go to

https://www.avweb.com/aviation-news/nata-challenges-gamis-assertion-of-commercial-availability-of-g100ul/?MailingID=FLY240426010&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4135F0705301H4Y



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Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 29/3/2024 and 30/4/2024. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR:

ToR RMT.0707 Medical 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

was published on 4/4/2024. The rationale, copied from the original text: “The rulemaking task is aimed at ensuring **a level playing field for aircrew members** and air traffic controllers (ATCOs), as well as for the aero-medical examiners (AMEs), aero-medical centres (AeMCs) and the medical assessors within the national competent authority (NCA) when applying medical requirements for aero-medical certification of aircrew members and ATCOs...” and: “The objective is expected to be achieved by combining the similar provisions relating to aero-medical certification of ATCOs and aircrew members, which are now laid down in the two regulations, into one single common regulation. For the full text please go to

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

Certification Specifications for Hot-Air Airships (CS-31HA) ToR RMT.0502 Issue 1

Published on 15/4/2024. For the full text please go to

<https://www.easa.europa.eu/en/document-library/terms-of-reference-and-rulemaking-group-compositions/tor-rmt0502-issue-1>

Focused Consultation: None

Notices of Proposed Amendment:

Repetition Expiration date for comments: 6/5/2024

6/2/2024 NPA 2024-01 Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft (RMT.0230)

EASA writes: This NPA proposes amendments to existing AMC and GM and the creation of new ones to illustrate the means to show compliance with the operational requirements applicable to manned VTOL-capable aircraft (VCA). The specific objectives of the proposed amendments are to:

- enable operators to safely implement the applicable regulations to operate manned VCA in the single European sky (SES);
- ensure that the conditions are met as regards the safe operation of manned VCA in the ATM environment;
- support innovation and development in the field of innovative air mobility (IAM) through the implementation of an efficient, proportionate, and well-designed regulatory framework which



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does not unnecessarily hinder the development of the manned VCA market;

- provide guidance to the competent authorities of the EU Member States for the application of the regulations on manned VCA;
- provide guidance to manufacturers and operators of manned VCA for the deployment of operations with manned VCA.

For more information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-01>

Repetition

NPA 2024-02 Regular update of the air operations rules — Enhanced implementation of FDM programmes and miscellaneous amendments (RMT.0392)

22/3/2024 EASA published the NPA mentioned above. **Comment period ends on 24/6/2024.**

For the full set of information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-02>

NPA 2024-03 Regular update of CS-ETSO (RMT.0457)

Published on 4/4/2024 by EASA, comes in a Part A and a Part B. It is not directly for our community, but interested parties may go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-03>

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 today, 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:

- 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



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- 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. We did not find the time to consult the texts, we shall do so very soon.

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 Decisions: None

Opinions: None

Comment Response Documents (CRD): None

EU Have your say Consultations:

Please see “Aviation – fitness check of EU airport legislation” near to the top of this News Flash.

EU Regulations

Commission Implementing Regulation (EU) 2024/403 of 30 January 2024 amending Implementing Regulation (EU) 2017/373 as regards the definition of SIGMET and certain requirements for special visual flight rules and air traffic control clearances

was published in the Official Journal of the EU on 11/4/2024. We read there: “In order to ensure consistency, the corresponding provisions of Implementing Regulation (EU) 2017/373 should thus be amended. This concerns in particular certain definition on information related to significant meteorological conditions and certain provisions on clearances related to special Visual Flight Rules (‘VFR’).” “Implementing Regulation (EU) 2017/373 should therefore be amended accordingly”. For the full text please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202400403

Commission Implementing Regulation (EU) 2024/404 of 30 January 2024 amending Implementing Regulation (EU) No 923/2012 as regards the updates of relevant ICAO provisions, the completion of the radio communication failure procedure and removing the supplement to the Annex to that Regulation

was published in the Official Journal of the EU on 11/4/2024. A key text: “Certain recent developments by the International Civil Aviation Organisation (‘ICAO’) have to be reflected in the Union rules. In particular, relevant parts of ICAO amendment 45 to Annex 2, amendments 77 to 79 to Annex 3, amendment 92 to Annex 10 Volume II, amendment 52 to Annex 11 to the Chicago Convention, amendments 7A and 7B, 8 and 9 to Doc 4444 (PANS-ATM) and amendments to Doc 7030 (Regional Supplementary Procedures, European (EUR) Region) should be reflected in Implementing Regulation (EU) No 923/2012. Therefore, **certain definitions related to the meteorological conditions, certain provisions related to air traffic control service, such as clearances related to**



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special Visual Flight Rules ('VFR'), actions to be taken in case of deviation from the current flight plan, abbreviated position reports, weather report transmission, and certain radiotelephony and phraseology requirements, such as the indication of the wake turbulence category, the use of data-link systems in weather avoidance communications, the clearance on Standard Instrument Departure and Arrival routes should be amended. In addition, a comprehensive procedure on radio-communication failures should be established." For the full text please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202400404

Commission Delegated Regulation (EU) 2024/405 of 30 January 2024 amending Regulation (EU) No 139/2014 as regards the use of signals in case of radio communication failure

was published in the Official Journal of the EU on 11/4/2024. Extract from the Regulation: "Certain recent developments by the International Civil Aviation Organisation ('ICAO') have to be reflected in the Union rules. Some of those latest developments laid down in the **Annex 2 'Rules of the Air'** of the Chicago Convention are related to the signals to be used, in all visibility conditions, in the case of radio communication failure between the air traffic services unit and vehicles or pedestrians on the manoeuvring area of aerodromes. It is therefore necessary to amend part ADR.OPS.B.031 – Communications in Annex IV of Regulation (EU) No 139/2014 accordingly." For the full text please go to

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202400405

For these three regulations above see also

https://www.easa.europa.eu/en/newsroom-and-events/news/european-commission-publishes-legislation-enhance-global-aviation?utm_campaign=d-20240417&

Regulation (EU) 2024/1230 of the European Parliament and of the Council of 24 April 2024 amending Regulations (EC) No 80/2009, (EU) No 996/2010 and (EU) No 165/2014 as regards certain reporting requirements in the fields of road transport and aviation

published on 29/4/2024, in the Official Journal of EU, OJ L 2024/1230. For all details please go to

<https://eur-lex.europa.eu/eli/reg/2024/1230/oj>

EU Decisions: None.

EU Publications: None.



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European Commission adopts regulatory package, giving go-ahead for VTOL operations and air taxis

10/4/2024 The European Commission has adopted a package of secondary legislation on drones and vertical take-off and landing (VTOL) capable aircraft, which puts the final rules in place for the launch of Innovative Air Mobility (IAM), including air taxi services.

By EASA: “The package is based on regulatory proposals from the European Union Aviation Safety Agency (EASA), published in Opinion No 03/2023 in August 2023. The legislation introduces a comprehensive set of requirements for piloted electric air taxis, spanning the domains of Air Operations (Air OPS), Flight Crew Licensing (FCL), Standardised European Rules of the Air (SERA) and Air Traffic Management (ATM). It also establishes criteria and processes for the certification and maintenance of drones. The package is the last legislative element required for the launch of air taxi services, complementing other existing legislation. Air taxis will additionally require certification from EASA before such services can become operational in Europe.

NB The Implementing Regulations are expected to be published in the Official Journal of the European Union in the following days, whereas the Delegated Regulations in May.”

We shall keep you informed via our News Flashes. For related texts please go to

<https://www.easa.europa.eu/en/newsroom-and-events/news/european-commission-adopts-regulatory-package-giving-go-ahead-vtol>

TBO?

We all know what the abbreviation mentioned above stands for: “Time Between Overhaul”, of course, no doubt! No doubt? It also means “Trajectory-based Operations”. It also is clear that IFR stands for “Instrument Flight Rules”, however, if asked, any Navy guy will answer an eventual question with “In-flight Refueling”.



Murphy’s Law COMPLETE, compiled by Arthur Bloch

On page 114 we find Rune’s rule, not exclusively for navigators: “If you do not care where you are, you are not lost.”

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Best wishes for good luck and perfect health,
kind regards,



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