



European Powered Flying Union

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EPFU News Flash No. 87, October 2020

The Presidents Voice

Hi all, and greetings from Finland! In this News Flash you will find, as usual, a summary of current EASA topics, René's report on the Electrify-in held at Grenchen (LSZG) and decision concerning the AGM 2021.

EPFU's Board has gathered on 6/10/2020, teleconferencing to discuss about the upcoming AGM. The uncertainty of the travel situation around Europe and to treat all our member equally a decision has been made that the upcoming AGM will be held as teleconference and the 2022 meeting would be most probably held in Denmark. So get your webcams and microphones ready!



Winter is coming and Californian forest fires are seen in the upper atmosphere, so we have had some spectacular sunsets.

Due to the fact that the next meeting will be a teleconference and the official duration is only some hours, only one day is reserved for the meeting. Date for our AGM 2021 is **16.1.2021**, so mark this to your calendars!. Exact times will be distributed when we've got our program assembled.

As for the programme; if you have some special topics or ideas that you would like to share with others regarding the AGM, please inform us (me, secretary or the treasurer) not later than the end of this year. Then we will have time to assemble the material to be integrated in the final presentation.

If you have any questions, don't hesitate to contact me. In the meantime stay safe and healthy!

For latest COVID-19 Information available from EASA you may use this electronic address:

<https://www.easa.europa.eu/newsroom-and-events>

Fire risks caused by PEDs on-board aircraft, Call for Tender by EASA

published on 7/10/2020, the Agency writes: "The subject matter of this project is the provision of a research service aimed at the full characterisation of the **fire risks associated to the transport of portable electronic devices (PEDs) in aircraft**, notably those stored in the checked luggage, and the evolution of the current airworthiness standard for testing fire suppression systems of aircraft cargo compartment, including the replacement of halon as fire suppression agent." For all information and status on the call for tender related to the project, please visit

<https://etendering.ted.europa.eu/cft/cft-display.html?cftId=7008>

Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations by 4/10/2020, titles in bold characters means texts are important for us:

ToR: Preliminary comment: We think both Terms of Reference texts do not only affect rotorcraft. For this reason we included them in this News Flash edition.



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9/9/2020 **New air mobility**, ToR RMT.0731. Introduction of new designs, technologies, and types of operation for which regulatory updates are needed. The current continuing airworthiness rules only cover traditional aircraft and therefore they need to be amended to cover also 'new air mobility' aircraft. Looking at the the airspace these aircraft will operate in bird strike will be a topic, as it is in ToR RMT. 0731 below. This is the electronic address:

https://www.easa.europa.eu/sites/default/files/dfu/tor_rmt.0731_issue_1.pdf

8/9/2020 **Rotorcraft occupant safety in the event of a bird strike**, ToR RMT.0726. Bird strikes that cause damage to rotorcraft or harm their occupants (passengers or pilots) are random events. Several factors are involved, including the intersection of bird and rotorcraft flight paths, the mass of the bird, and the part of the rotorcraft struck by the bird. The electronic address:

https://www.easa.europa.eu/sites/default/files/dfu/tor_rmt.0726_issue_1.pdf

NPA: 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 the European Union Aviation Safety Agency (EASA) and the Federal Aviation Administration (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

28/9/2020: NPA 2020-08 Regular update of the Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data (CS-FCD) (RMT.0509)

The most important details, copied from the NPA, we find in SUBPART B — DETERMINATION OF A PILOT TYPE RATING

CS FCD.200 Determination of a pilot type rating and a variant

(a) The determination of whether a certain type of aircraft is subject to a pilot type rating is as follows:

(1) The following aircraft are subject to a pilot type rating:

(i) complex motor-powered aircraft aeroplanes:

- with a maximum certificated take-off mass exceeding 5 700 kg, or
- certificated for a maximum passenger seating configuration of more than 19, or
- certificated for operation with a minimum crew of at least two pilots, or
- equipped with (a) turbojet engine(s) or more than one turboprop engine;

(ii) helicopters except helicopters those certified in accordance with CS-VLR;

(iii) tilt rotors;

(iii) (iv) gas airships (end of the quote)



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Which means: most of us are not affected, but for those who are affected: here is the
The electronic address of the document:

https://www.easa.europa.eu/sites/default/files/dfu/npa_2020-08.pdf

CRD: None
Opinion: None
Agency Decisions: None
Public consultations:
EU Commission: None
EASA: None



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Sunseeker Duo piloted by Eric Raymond
at the Electrify-In 2020

EASA publishes Research Agenda 2020-2022

17/9/2020: The European Union Aviation Safety Agency (EASA) has published its 2020-2022 research agenda, which comprises an updated list of research requests identified by Agency experts and external stakeholders in the fields of aviation safety, security, environmental protection and public health risks. The main aims of the research requests in the agenda are to:

- prepare the evolution of aviation standards;
- support the development of new safety and security management concepts/methods/tools;
- investigate safety and security threats, support reactive safety management;
- obtain knowledge and data on novel products, technologies or types of operation.

For more details please see

<https://www.easa.europa.eu/newsroom-and-events/news/easa-publishes-research-agenda-2020-2022>

EASA published Sunny Swift: Slow flight and stalling. Spin awareness. Part 1, Issue 25

A helpful tool to address the topic at basic training level. The “link”:

<https://www.easa.europa.eu/newsroom-and-events/news/sunny-swift-slow-flight-and-stalling-spin-awareness-part-1>

Electrify-In Switzerland at Grenchen Airport (LSZG)
of 12 and 13 September, report presented by Sandra Dubach, head of
the organizing committee

- **Visitors and experts from all over Europe at the rendez-vous of electric aviation**
- **eTrophy goes to gliding legend Klaus Ohlmann**
- **Ambassador Dominique Gisin and patron Bertrand Piccard convinced by new technologies**





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Quiet and low CO₂, that's how flying can work today. Some thousand interested visitors attended this year's Electrify-In Switzerland, eTrophy &. The participating teams from the various electric and hybrid aircraft manufacturers, as well as the speakers and participants of the symposium, who gathered at Grenchen Airport to exchange ideas and experiences, enjoyed a glorious weekend. A total of 14 teams presented themselves with their electric planes, with innovative projects to promote technical development.



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Klaus Ohlmann, winner of the 2020 Challenge with Dominique Gisin, Swiss ski champion and pilot

The first EASA-certified Pipistrel Velis E could be marvelled at during the flight demonstrations, as could Toni Roth's Birdy, the Archaeopteryx and, for the first time in Grenchen, the Sunseeker Duo, to name a few of the impressive flight presentations. Pioneering in the context of future technologies could be various other projects, such as the smartflyer SFX1, a hybrid-electric powered aircraft, the EVTOL Origin project or the eSling ETH focus project, which could be discovered in the exhibition.

In addition to the exciting technical presentations at the symposium, the eTALK, which was held for the first time, was also very well received. Around 70 visitors followed the stimulating discussion with six experienced experts and representatives from various areas of aviation. Thomas Hurter, National Councillor and SWISS Captain, Andreas Reinhard, inventor and aviation expert, Theo Rindlisbacher, representative of the Federal Office of Civil Aviation (FOCA), Morell Westermann, futurologist and pilot, Marc Corpataux, Pilot and importer of the Pipistrel Velis E as well as Dominique Gisin, pilot and master student in astrophysics, were interviewed by Hansjörg Bürgi, editor of the SKYNEWS Magazine, about their opinions and experiences regarding electric flying and aviation in general in the future.

The highlight on Saturday was the presentation of the eTrophy 2020, a competition to choose the longest non-stop electric flight to Grenchen. Of the seven participants, exceptional Pilot Klaus Ohlmann flew a distance of 357.6 km from Aérodrôme de Serres (LFTM) to Grenchen (LSZG) with the Lange Antares 20E and was awarded with the eTrophy.

Dominique Gisin, Ambassador of the Electrify-In, perfectly complemented the picture of the exchanging participants and visitors, as she not only told them about her first experiences with an electric plane, but is especially curious to see how the first certified electric plane Pipistrel Velis E will establish itself in the flying schools. She is convinced that it will also be able to solve the discussion of noise problems on the many small airfields. She revealed that she could imagine working as a flight instructor on an electric plane one day.

Finally, the organisers were very proud that the patron of the event, Bertrand Piccard, travelled to Grenchen to see for himself the only fly-in for electric and hybrid powered aircraft in Europe. He congratulated the organisers for this initiative and their commitment. Even though there are still hurdles to be overcome and many questions have not yet been finally resolved, he is convinced that this path must be pursued intensively and persistently together - for clean and quieter flying.

The Electrify-In Switzerland has become an integral part of the calendar of air meetings. Rendez-vous for the 5th edition: **11 & 12 September 2021.**

Further information including the actual photo gallery can be found on the website [electrify-in.ch](https://www.electrify-in.ch) and also on [Facebook](#) and [Instagram](#)..



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Repetition Rotorcraft and VTOL Symposium 2020

Location:
Hall 8, Koelnmesse
Messeplatz 1
D-50679 Cologne, Germany



Date & time:

The EASA Rotorcraft and VTOL Symposium 2020 will be an integral part of the new VTOL show EUROPEAN ROTORS. (All times local)
Day 1, 10th November 2020 14:00 – 17:30
Day 2, 11th November 2020 14:00 – 17:30
Day 3, 12th November 2020 09:00 – 14:00

Please have a look at the current conference programme, for more details. This is the “link”:

<https://www.europeanrotors.eu/programme/overall-conference-programme/>

Proposed Special Conditions for the Installation of Compression Ignition (Diesel) Engines on Small Rotorcraft

Published by EASA on 21/9/2020 were the text of SC-DIE-27-1 under

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-special-conditions-installation>

and

https://www.easa.europa.eu/sites/default/files/dfu/consultation_paper_sc_diesel_rotorcraft_-_2020-09-18.pdf

Comment period ends on 19/10/2020. We invite you to comment directly, EPFU will not prepare an organisations' statement.

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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 6 October 2020

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Grenchen Airport's technical infrastructure was ready.