



European Powered Flying Union

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Dear Readers

Beware of drones!

Pressure provoked by logistics operators and others is exercised on EASA and on the European Parliament to expedite a set of rules for drone operations in parts of airspace GOLF. I have the impression that General Aviation (GA) and helicopter operators are more or less intentionally circumnavigated by decision makers, which is not acceptable to us. "We need to get the foot, better both feet, into this door" I recently read. We have to fight for our airspace against the influence of billion-Euro-business undertakings confiscation much of airspace GOLF to operate there uninhabited vehicles for e.g. parcel distribution in urban airspace. What a nonsense. Nothing against live-saving emergency operations, but pizza distribution by drones, that goes too far. Will in future helmets be compulsory for all pedestrians as drone may crash as it happened twice recently in Switzerland?



EASA gathered aviation safety community at first Safety in Aviation Forum for Europe (SAFE)

An event took place in Brussels on 13-15 May 2019: EASA premiered the Safety in Aviation Forum for Europe, or SAFE. SAFE is an innovative conference format that provided an all-round multi-sectorial picture of the safety issues, a focused examination of key risk areas and a toolbox of potential mitigations, but General Aviation (GA) was not allowed to attend, so there was no "360 degrees" view on all aspects to be looked at.



Additional information: SAFE is only open to aviation professionals in the **commercial fixed wing operation** domain, coming from Regulators, Manufacturers, Flight Crew, ATM/ ANSPs, Engineers, Airports, Ground Handling and Research Organisations. These were the rules of conduct:

- All information is property of the presenting organisation.
- The information shared will by no means be used for any commercial, competitive or punitive purpose.
- The information presented to the participants will not be shared with external parties without the clear and written consent of the owner.
- It is not allowed to record (audio or video) or take photographs of presentations.
- Anyone not following the terms for participation to SAFE may be asked to leave the event.

You are kindly invited to send me your comments on all this, I shall forward them to the right address!



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Easy Access Rules for Aerodromes updated

EASA has updated the Easy Access Rules for Aerodromes, incorporating the amending Regulation (EU) 2018/401 affecting Annex I, as well as the ED Decision 2019/012/R. This is the “link” to the document:

<https://www.easa.europa.eu/newsroom-and-events/news/easy-access-rules-aerodromes-updated>



Additional information

NPA 2019-01 Aircraft Cyber Security (RMT.0648)

Comment period was extended until 29/5/2019. Please let me know if you want to get a copy of our comments.

NPA 2019-02 Class D compartment (RMT.0070)

Comment period ends on 1/6/2019, we did not comment, it was a “large aeroplanes” topic.

NPA 2019-03 Embodiment of the level of involvement acceptable means of compliance and guidance material in Part 21 (RMT.0262)

Comment period ended on 15/5/2019 already. We did not comment, Part-21 is not our core-business.

Repetition, for information only

NPA 2019-04 Additional AMC/GM for the safety/safety support assessment of changes to the air traffic management/ air navigation services functional systems (RMT.0719)

This NPA proposes a set of additional acceptable means of compliance (AMC)/guidance material (GM), which are based on the requirements laid down in the SESAR Safety Reference Material (SRM), as regards the scope of the change, the risk analysis process and the safety criteria determination by the providers of ATM/ANS. It is not directly for us but contains elements of interest to our operations. It was published on 11/4/2019, **comment period ends on 11/6/2019,** please comment directly, this is the “link” to the full text:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-04.pdf>

Repetition

NPA 2019-05 Embodiment of safety management system (SMS) requirements into Part-145 and Part 21 (RMT.0251, Phase II)

The full set was published on 17/4/2019, **comment period ends on 17/7/2019.** I think commenting officially as EPFU is not required, neither of the parts is ops-centric. The “links:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-05%20%28A%29.pdf>

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-05%20%28B%29.pdf>

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-05%20%28C%29.pdf>



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NPA 2019-06 Regular update of CS-ETSO (RMT.0457)

was published on 22/05/2019. In the past we did not comment on these regular updates. These new proposals deal with a multitude of technical aspects, the publication contains 372 pages. EASA writes:

“This Notice of Proposed Amendment (NPA) proposes to introduce new or updated standards for parts, taking into account the principles of efficiency and harmonisation.

In particular, this NPA proposes to:

- modify a number of ETSOs in order to harmonise them with the corresponding FAA TSOs;
- introduce one new ETSO (Index 1) which is, where possible, technically similar to the corresponding FAA TSO; and
- introduce some new ETSOs (Index 2), which either do not exist in the FAA TSO series, or which contain significant technical differences from the corresponding FAA TSOs.

The proposed amendments are expected to extend the possibilities of ETSO authorisations for EU applicants and to align CS-ETSO with the state of the art and with European operational requirements. These amendments will ensure a level playing field for European manufacturers, and will increase the cost-effectiveness of compliance demonstrations.”

Comment period ends on 07/8/2019. We shall look at all the topics and keep you informed about our next steps. This is the “link” to the full text:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-06.pdf>

NPA 2019-07 Management of information security risks (RMT.0720)

The Agency writes: “The objective of the Rulemaking Task (RMT) is to efficiently contribute to the protection of the aviation system from cyberattacks and their consequences. To achieve this objective, this NPA proposes the introduction of provisions for the management of information security risks related to aeronautical information systems used in civil aviation. These provisions shall apply to competent authorities and organisations in all aviation domains (i.e. design, production, management of continuing airworthiness, maintenance, air operations, aircrew, air traffic management/air navigation services (ATM/ANS), and aerodromes), shall include high-level, performance-based requirements, and shall be supported by acceptable means of compliance (AMC), guidance material (GM), and industry standards.”

Comment period ends on 27/9/2019. Please look at the 71 pages and send us your inputs for an EPFU statement until 27/8/2019. This is the “link” to the full text version:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-07>

Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations , of May, in **bold characters** texts important for us:

CRD’s: 24/5/2019 **Comment-Response Document 2016-19** (RMT.0681). The objective of RMT.0681 is to ensure that the delegated and implementing acts of the EASA Basic Regulation (Regulation (EU) 2018/1139) and the related AMC & GM are compatible with the specific obligations stemming from Regulation (EU) No 376/2014, thereby contributing to fostering effective systems for occurrence reporting, follow-up and analysis.



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23/5/2019 **Comment-Response Document 2017-14** (RMT.0638), Appendix to ED Decision 2019/012/R. The objective of NPA 2027-14 was to introduce certification specifications (CS) and guidance material (GM) for the design of surface-level VFR heliports located at aerodromes that fall under the scope of Regulation (EC) 216/2008 (Basic Regulation), in the meantime repealed by 2018/1139.

Opinions: None

Agency Decisions: **23/5/2019** Certification Specifications and Guidance Material for the design of surface-level VFR heliports located at aerodromes that fall under the scope of Regulation (EU) 2018/1139, **ED Decision 2019/012/R**

Public Consultations: **14/5/2019** Standard chargers for mobile phones, consultation period: **14/5-6/8/2019**. **Not directly aviation related, but probably of general interest.**

Certification Memorandum

FLARM system installations in CS-23, CS 27 and CS-29 aircraft

EASA CM No.: CM-AS-010 Issue 01 issued 03 May 2019

Copied from the Agency's web site: "Certification Memoranda clarify the European Aviation Safety Agency's general course of action on specific certification items. They are intended to provide guidance on a particular subject and, as non-binding material, may provide complementary information and guidance for compliance demonstration with current standards. Certification Memoranda are provided for information purposes only and must not be misconstrued as formally adopted Acceptable Means of Compliance (AMC) or as Guidance Material (GM). Certification Memoranda are not intended to introduce new certification requirements or to modify existing certification requirements and do not constitute any legal obligation. EASA Certification Memoranda are living documents into which either additional criteria or additional issues can be incorporated as soon as a need is identified by EASA." The purpose of this CM is to provide guidance for classification, installation and compliance of traffic awareness equipment such as FLARM®1 to typical applicable certification requirements for CS-23, CS-27 and CS-29 aircraft types. The "link" to CM-AS-010:

<https://www.easa.europa.eu/sites/default/files/dfu/CM-AS-010%20Issue%2001.pdf>

Repetition

BREXIT is postponed until end October 2019, the "links" may remain helpful

Here are "links" to aviation-relevant texts:

https://ec.europa.eu/info/sites/info/files/file_import/air_transport_en.pdf

https://ec.europa.eu/info/sites/info/files/notice_to_stakeholders_brexit_aviation_safety_rev1_final.pdf

https://eur-lex.europa.eu/resource.html?uri=cellar:f1d02127-044e-11e9-adde-01aa75ed71a1.0001.02/DOC_1&format=PDF

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52018PC0894>

https://ec.europa.eu/info/brexit/brexit-preparedness/preparedness-notices_en

<https://www.flightglobal.com/news/>



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Kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 1 June 2019

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