



European Powered Flying Union

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Dear Readers

Hope that the summer has gone well and we're heading towards autumn, but the winter is not here yet! Ever up here we have had our share of the heat, of which I believe, you've had the pleasure to enjoy. As the summer passes we're waiting new FCL to come into force. Maybe finally we're getting LAPL SEA and some other long-awaited improvements. The work EASA and EPFU have done for the past decade I can say that the regulatory changes have impact upon our hobby. Even we're facing new challenges, during summer, in the few fly insns I've had opportunity to attend, it has been a pleasure to see that number of powered flying pilots and aircraft has increased! I don't know how it is in other countries but this seems to be the case at least in Finland.



Once again our "grand old man" Réne has composed relevant EASA legislation.

Remember to RELAX and ENERGIZE!

Workshop on ex-post evaluation of rules on pilot training, testing and checking

was held at Cologne on 2 and 3 July 2019. EASA wrote:

"Background

In September 2018, EASA launched an external evaluation on the applicable regulations related to the initial and recurrent training, licence issuance, competence assessment by instructors and checking by examiners. The objective of the assessment is to make an independent and evidence-based assessment of the main results achieved since the rules are in place, and to outline major issues which EASA has to address to ensure a high and uniform level of safety and to meet the modern aviation challenges.

The evaluation is performed by a consultant who was requested to collect data from the competent authorities, industry members, pilots, instructors, examiners, training organisation and other interested stakeholders. More than 600 people/organisations were consulted to evaluate whether the rules are fit for purpose and how they could be improved."

Attendance and results

EPFU was represented by René Meier, former President, Europe Air Sports was represented by Julian Scarfe, Vice-President, EASA is organising a further workshop to present the conclusions and recommendations, stemming from the evaluation, which will focus on professional and non-professional pilots, training organisations and authorities.

Statement of revenue and expenditure of the European Union Aviation Safety Agency for the financial year 2019 — amending budget No 1

was published recently in the Official Journal (OJ) C 253, 26.7.2019, pages 9–13, with some interesting figures. This is the "link": https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C_.2019.253.01.0009.01.ENG&toc=OJ:C:2019:253:TOC



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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, **the extended comment period ends now on 6/9/2018**. 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>

Repetition

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

Comment period ends on 07/8/2019. We looked at all the topics, and we maintain our policy not to comment on ETSO as an organisation. For your individual comment, e.g. if you are a manufacturer, this is the “link” to the full text:

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

Repetition

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

Comment period ends on 27/9/2019. This is the “link” to the text:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-07.pdf>

We study the text, we shall propose our next step by contacting specialists and propose our reaction by means of our September News Flash, the complexity of the matter requires some in-depth studies.

Repetition

NPA 2019-08 Update of ORO.FC (RMT.0599)

The objective of this Notice of Proposed Amendment (NPA) is **to improve the safety of helicopter operations** through requirements aiming at more efficient flight crew training. Training effectiveness and competence is one of the most significant systemic issues in the European Plan for Aviation Safety (EPAS). It was published on 14/6/2019.

Please note that according to Article 7.5 of Management Board Decision No 18-2015, **the consultation period of NPA 2019-08 'Update of ORO.FC' has been extended until 23/9/2019**.

I propose not to comment as EPFU, there are other organisations which dispose of more thorough knowledge, but feel free to send your comments to the Agency. This is the “link” to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-08.pdf>

Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations , of July, titles in bold characters means texts are important for us:

CRD's: 16/7/2019 CRD 2018-03 Recorders installation and maintenance thereof – certification aspects, NPA 2018-03, for large aircraft.

16/7/2019 CRD 2018-05 Regular update of CS-25, NPA 2018-05, for large aircraft.



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Opinions: None

Agency Decisions: 16/7/2019 CS-25 Amendment 23 and CS-29 Amendment 7
ED Decision 2019/013/R, for large aircraft.

Public Consultations: None

2019 EASA Aircraft Maintenance Workshop

will be held at Cologne at the EASA premises:

Day 1: 23/10/2019, 14:00 - 17:30

Day 2: 24/10/2019, 09:00 - 17:30

Day 3: 25/10/2019, 09:00 - 14:15

Description: The Aircraft Maintenance Workshop is an interactive forum to discuss MRB process, MSG-3 tool and other aircraft scheduled maintenance related topics. It is open to EU Operators/MROs along as well as Manufacturers and EU-NAAs participation.

Scope of this meeting will be (refer also to draft Agenda):

- To keep our EU stakeholders up-to-date with the most recent EASA changes and goals;
- To provide feedback on International MRB Policy Board activities and achievements;
- To discuss about technical or procedural MRB items proposed by either EASA/NAAs and Industry;
- To discuss about other aircraft scheduled maintenance related items such as MPD, AMP, ICAs, Legacy Programs, etc. This is the “link” to the draft agenda:

https://www.easa.europa.eu/sites/default/files/dfu/2019_easa_aircraft_maintenance_workshop_agenda_draft_5.pdf

Registration details

NOTE: for logistic reasons the participation in this workshop is by INVITATION ONLY.

If you have interest in participation please contact:

Mr Antonino LEVANTINO, antonino.levantino@easa.europa.eu

A coordination within the EPFU Board will make sense. Please let the EPFU presidency know if you would like to attend this event, many thanks.

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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Terms of Reference (ToR) for rulemaking task RMT.0729 Regular update of Commission Implementing Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft and of Commission Delegated Regulation (EU) 2019/945 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems

have been published on 26/7/2019. The Agency writes:

“...5. How we (EASA) consult

Depending on the expected significance of the impact of the proposed amendments, on the number of involved stakeholders or on the consultation already conducted by other organisations (e.g. ICAO, JARUS), EASA shall either follow the accelerated rulemaking procedure⁵ or the direct publication⁶, or follow the full rulemaking procedure (consultation through an NPA). **The involvement of specific stakeholders will be considered on a case-by-case basis (e.g. if the update of Regulations (EU) 2019/947 and (EU) 2019/945 involves UAS operations conducted at very low level (VLL) and far from aerodromes, not all manned aircraft stakeholders may be consulted)...”**

This last few words in red require our full attention!. This is the “link” to the full text:

<https://www.easa.europa.eu/sites/default/files/dfu/ToR%20RMT.0729%20Issue%201%20.pdf>

The **ToR for RMT.0730** covers the process of developing **future AMC/GM** and was published on the same day. We shall keep you informed on both topics depending on intermediate results published.

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Kind regards,

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

Distribution : EPFU Members
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A Piper PA-18 “Super Cub” on floats during the Seaplane Meeting held on Lake Brienz in Switzerland.
(picture from the Internet)



A Pilatus P-2, formerly training aircraft of the Swiss Air Force, now privately owned, with a beautiful alpine scenery behind.
(picture from the Internet, the owner of the aircraft is Rolf Blaesi, the aircraft’s home base is Grenchen, LSZG)