



European Powered Flying Union

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The President's Voice

The **EASA Annual Safety Conference 2019** will take place at Helsinki on 4 and 5 November. This year's main topics will be commercial air transport centric. Nevertheless, General Aviation organisations will make use of the opportunity to meet high-level staff of national and international organisations, it is very important that our voice is heard these days. We keep you informed on the outcome in due time.



Smartflyer Challenge 2019, eTrophy, offered by WaterJet Aarwangen, Switzerland

the winner is Martin Stepanek flying the D-14 "Phoenix" fully on electric power from Bad Ragaz airfield (LSZE) to Grenchen (LSZG). Second place: Marc Beat Corpataux and Michel Barras flying a Pipistrel Alpha electro each from Ecuwillens (LSGE) to Grenchen, third place: Jürg Thomas Weiss, flying a Lange Antares E. The picture, by Markus Jegerlehner: Martin Stepanek, the winner of the trophy, besides Sandra Dubach, head of the organising committee, in the cockpit of the winner's aircraft.



Next Smartflyer Challenge: 12/13 September 2020!

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

Comment period ended on 27/9/2019. We coordinated our comments with Europe Air Sports by agreeing e.g. on not including ELA2 aircraft as proposed by the Agency, and on firmly asking for avoiding any over-regulation in the fields of General Aviation activities. We also asked for a modified "Impact assessment" as we are convinced that any measure taken will increase costs if not enough attention is paid to the built-in cost-driving mechanism. To get the full text of the input send a message to

rene.meier2540@bluewin.ch

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

Comment period ended on 23/9/2019. We did not comment.

NPA 2019-09 All-weather operations — Helicopters and specialised operations

was published on 12/09/2019, **comment period ends on 15/11/2019**. The Agency writes:

"The objective of this Notice of Proposed Amendment (NPA) is to increase the safety of helicopter operations by proposing requirements aimed at reducing the number of accidents under visual flight rules (VFR) in marginal weather conditions. It addresses CAT, NCC and SPO operators, and introduces specific approvals that are accessible to NCO operators. This NPA proposes to address any regulatory obstacles to the development of helicopter flights under instrument flight rules (IFR) with helicopters, paving the way for further design and use of helicopter instrument approaches, helicopter instrument departures, and helicopter low-level routes. It also proposes a first step towards implementing the



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‘Weather Information to Pilots Strategic Paper’. All-weather operations (AWO) usually means any operations that are conducted under IFR with decision heights below 200 ft and visibility below 500 m. Sub-NPA 2018-06(C) ‘All-weather operations’ of 13 July 2018 already proposed to amend the rules and provisions for such operations, meeting the needs of helicopters that operate to runways, with very little need for variations. This NPA also focuses on flights that are conducted under IFR with higher decision heights and visibilities, to and from landing sites other than runways, in both controlled and uncontrolled obstacle environment, to reflect the capabilities of helicopters and their expected operating conditions.”

Based on what René Meier experienced as Project Manager of “IFR without ATC at Grenchen (LSZG) we fully support the objective of this NPA. The electronic address is:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-09>

NPA 2019-10 Measurement of the SKPI and SPIs in the SES Performance and Charging Scheme (RMT.0723)

was published on 19/9/2019, comes in three parts as (A), (B), and (C), we are indirectly affected by the outcome of charging schemes. We may **comment until 22/10/2019** on all three parts, and we shall study the Agency’s proposals in the coming days. Here the electronic addresses to all parts:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-10a>

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-10b>

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-10c>

Terms of Reference (ToR), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations , by 26/9/2019, titles in bold characters means texts are important for us:

Terms of Reference (ToR): 30/9/2019; Development of requirements for ground handling (RMT.0728), comment period ends on 14/10/2019, this is the electronic address to the questionnaire:

<https://ec.europa.eu/eusurvey/runner/Draft-ToR-RMT-0728-Issue1>

CRD’s/Opinions: None

Agency Decisions: 17/09/2019; Update of the acceptable means of compliance and guidance material to the Air OPS Regulation; ED Decision 2019/019/R. This Decision combines the outcome of the following four rulemaking tasks:

- RMT.0393 on maintenance check flights;
- RMT.0352 on new provisions on mixed operations and change of use of an aircraft from CAT operations to non-commercial operations or specialised operations to enable the use of the same aircraft by operators of non-commercial operations or of specialised operations without removing such aircraft from the air operator certificate (AOC);
- RMT.0516 on an update of the Air OPS Regulation, including an editorial update of AMC & GM and new provisions on establishment of rules on non-commercial operations with reduced cabin crew on board; and
- RMT.0561 on in-flight entertainment systems. Is

Many topics, but none directly for us. If you wish to know more, the “link” is

<https://www.easa.europa.eu/sites/default/files/dfu/EN%20to%20ED%20Decision%202019-019-R.pdf>



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Public consultations: EASA:
Proposed Special Condition : Engines – Engine Mounts – Non-declaration of Approved Life, Issue 2, comment period ends on 18/10/2019. Only turboshaft engines are affected. This is the address for your eventual comments:

<https://www.easa.europa.eu/document-library/product-certification-consultations/proposed-special-condition-engines-%E2%80%93-engine>

European Commission:
European Partnership for integrated air traffic management (Horizon Europe programme). The partnership will coordinate all air traffic management (ATM) research, development and validation activities in the EU. Comment period ends on 6/11/2019. Please make use of this address for your individual comments:

https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2019-4978577_en#plan-2019-5393

Last reminder 2019 EASA Aircraft Maintenance Workshop

Update of the acceptable means of compliance and guidance material to the Air OPS Regulation

ED Decis
will be h
Day 1: 23
Day 2: 24
Day 3: 25

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NOTE: fo

If you ha

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

**Fully
booked!**

to attend

European Powered Flying Union

Kind regards,

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

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