



European Powered Flying Union

Antti Kääriäinen, President
Liesontie 569
FI-16900 Lammi
Finland

Phone: +358 44 252 1012
E-Mail: antti.kääriäinen@blueskies.fi

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The President's Voice

Fellow aviators!

Big things happened since the last News Flash. Great Britain has now officially left EU. It will have somekind of impact over time, what, we will see more specifically when time passes. This will be our interest also in the future topics and information will be dealt when more is known. At this time more and most current data concerning the topic can be found from the bottom links of this newsletter (EASA websites)

We're also having a possible outbreak of Corona virus on which EASA has published a SIB.

<https://www.easa.europa.eu/newsroom-and-events/news/easa-issues-sib-recommendations-response-coronavirus-%E2%80%992019-ncov%E2%80%99outbreak>

Lets hope this will not have major impact on aviation scene. At least British Airways, Lufthansa and Finnair have cancelled their flights to China mainland.

Very last reminder of our AGM! The deadline for participation was 31.1.2020. If for some reason you did not yet register pleas do so ASAP. We already have good participation but of course all our members are welcome. So far seems that we have participation from:

- Germany
- France
- Switzerland
- Austria
- Finland
- Denmark
- Norway

So if you're not in the list and you should be, please contact treasurer@epfu.eu or/and president@epfu.eu ASAP

Thank you for all the participants of our survey. We've doubled the number of answers since the last newsletter. The results will be introduced in our AGM and we're trying to take the responses into account when developing the EPFU newsletter and websites.

Find as usual, current topics from regulatory framework from below.

Hope to see you all soon! And in the meantime - Fly safe!



The beginning of my flight career



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European Plan for Aviation Safety (EPAS 2020 – 2024)

The EPAS, a key component of the European Aviation Safety Programme, provides a coherent and transparent framework for safety management at regional and State level, supporting the goals and objectives of the ICAO Global Aviation Safety Plan (GASP). The electronic address:

<https://www.easa.europa.eu/document-library/general-publications/european-plan-aviation-safety-2020-2024>

The 2020-2024 edition includes 180 actions, among which the complete set of EASA rulemaking tasks. A new structure for the list of actions is presented to better highlight key risk areas and improve the link with the domain risk portfolios presented in the EASA Annual Safety Review. This is the electronic address:

<https://www.easa.europa.eu/document-library/general-publications/annual-safety-review-2019>



EPFU 2020 Annual General Meeting (AGM)

As proposed by the Norges Luftsportforbund (NLF) and as communicated earlier already the 2020 AGM will be held at the Clarion Collection Hotel Grand, Professor Schyttes gate 1,

Bodø – Norway, on Saturday 29 February 2020

A picture of Bodø Airport (via Internet):



There will be a welcome event on Friday, 28 February, at 1900 h at the hotel.

We shall visit AVINOR's Remote Tower Centre (RTC) on Saturday after the end of the AGM. All details as regards the programme have been distributed already. Please contact the president if there are open questions.

Self-explaining picture (via Internet)



As per our statutes, the Vice-President, the Treasurer, and a Board Member are to be (re-)elected. You are kindly invited to send your request as regards points you wish to be included in the agenda of the 2020 AGM to our Secretary General, Xavier Barral, from now on. His contact: BAF747@aol.com

Terms of Reference (ToR) RMT.0728 Development of requirements for groundhandling

No news for the moment, Issue 1 of 22/11/2019 still is valid, we shall inform as soon as possible about changes.



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NOTAMETER

A NOTAM Research Tool developed jointly by ICAO and the NOTAM Team of OPSGROUP. Many thanks to Martin Ryff/Aeroclub of Switzerland for this piece of information! ICAO writes:

“The Notameter is a research tool that takes a look at NOTAM Quality.

We’ve set criteria - like the length of the NOTAM, timeframe, format, Q-codes -and use these criteria for a simple pass/fail. A NOTAM Quality score can therefore be seen for country, showing the percentage of satisfactory Notams (all criteria met). The scores are updated every 4 hours.

Note: The app is purely to aid ongoing research to improve the Notam System. In creating the quality scores, some of the criteria are hard rules that are built into the current system (length, format, Q-codes) - and others are quite subjective (like jargon, Trigger Notams, AIRAC misses) that might (or might not) point to potential improvement. Therefore, this is not any kind of official ranking of Notam quality - the intention is simply to provide a different lens with which to view the current system. If you have suggestions for better criteria, just let us know via space@icao.int

This is the electronic address of the tool:

<https://www.icao.int/safety/iStars/Pages/Notameter.aspx>

Please go to “Select a Group or Country” for your in-depth search.

For more on the project please go to

<https://fixingnotams.org/notameter/>



Terms of Reference (ToR), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations , by 26/1/2020, titles in bold characters means texts are important for us:

Terms of Reference (ToR): Recently published and studied, with low relevance to us:

11/12/2019: Technical requirements for the provision of remote aerodrome air traffic services, ToR RMT.0624

10/12/2019: Implementation of the regulatory needs of the Single European Sky ATM Research (SESAR) common projects, ToR RMT.0682

CRD: None

Opinion: None

Agency Decisions: 13/1/2020: Reduction of runway excursions AND Aeroplane-level safety assessments of critical systems, specifications for flight control systems and aeroelastic stability, ED Decision 2020/001/R, for large aeroplanes.

Public consultations: European Commission: None

EASA: 7/1/2020: Proposed Electric Propulsion Units for CS-22 Sailplanes and Powered Sailplanes, CS-LSA Light Sport Aeroplanes, CS-VLA Very Light Aeroplanes and CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes up



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to Level 1. The comment period ended on 31/1/2020 already. We studied the document in-time. This Special Conditions consultation paper addresses technical elements important for manufacturers of electrically powered aircraft and their components. We did not send comments to Cologne, no parts of the document are directly linked to flight operations.

NPA 2019-12 Installation and maintenance of recorders – certification aspect (RMT.0249)

was published on late last year, its **comment period ends on 13/2/2020**. EASA writes:

“The proposed changes to **CS-25 and CS-29** are expected to increase safety (by addressing some safety recommendations, and overall contributing to facilitating investigations of accidents and incidents), to help operators to ensure the serviceability of recorders, to ease the certification process for recorders for EASA and design organisations, and thereby bring an economic benefit for these stakeholders.” That means: it is not for us, but for those interested in accident and/or incident investigation, here is the address to the text:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-12>

NPA 2020-01 Regular update of CS-25 (RMT.0673)

was also published last year, it is of concern to the “heavy metals” and to the “heavy fibers”, it is not for us. **Comment period ends on 20/4/2020**. For those interested in the topic, here is the electronic address:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2020-01>

You find official aviation related information on Brexit here:

<https://www.easa.europa.eu/brexit>

<https://www.easa.europa.eu/brexit-validity-certificates>

What happens on 24 March 2020?

Very soon, from 24 March 2020 onwards Regulation (EU) 2019/1383 applies. It amends Regulation (EU) No 1321/2014 which regulates the area of "Continuing Airworthiness".

"Continuing Airworthiness means all of the processes ensuring that, at any time in its operating life, the aircraft complies with the airworthiness requirements in force and is in a condition for safe operation. [Regulation (EU) No 1321/2014, Article 2(d)]"

This regulation is applicable to everybody who is involved in an activity related to an aircraft or a component once this article has been taken into service. The big change is that Part-M (Annex I to Regulation (EU) No 1321/2014) has been changed and the following new Annexes have been created:

- Annex Vb - Part-ML
- Annex Vc - Part-CAMO
- Annex Vd - Part-CAO



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Regulation (EU) 2019/1383 is not complete nor perfect. In a very near future Future the following two issues must be introduced:

- AMC&GM (Acceptable Means of Compliance & Guidance Material) to the amendment (Regulation (EU) 2019/1383) is still not published. To enable all persons to comply with the new requirements this material must be published by EASA until 24 March 2020.
- Part-M must be amended again to remove the Subpart F and the Subpart G. I expect this amendment in 2021.

The electronic address of the Regulation's full text is:

<https://www.easa.europa.eu/sites/default/files/dfu/eRules%20consolidated%20Reg.%20%28EU%29%201321-2014%20-%20applicable%20from%2024-Mar-2020.pdf>

Please send a message to rene.meier2540@bluewin.ch for more information if needed.

The volume comprises 363 pages full of important information.

Happy (selective) reading!



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Best wishes, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 1 February 2020

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