



# European Powered Flying Union

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## EPFU News Flash No. 68, May 2019

### Dear Readers

Spring is here, seasonal flying started, in many areas favourable conditions already exist. Aero Messe has passed, hope you've had great time if you participated.

This News Flash gives, as in the past, is an overview of technical and political aspects related with aeronautical questions. In addition it allows you to look at some figures about EASA by using the "link" just below.

Once again many thanks to René as he's composing the regulations for us. Old habits die hard.



### Some figures about EASA

This link

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C\\_.2019.120.01.0062.01.ENG&toc=OJ:C:2019:120:TOC](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C_.2019.120.01.0062.01.ENG&toc=OJ:C:2019:120:TOC)

brings you to the "Statement of revenue and expenditure of the European Union Aviation Safety Agency for the financial year 2019" where you will find some interesting figures as regards where the money comes from, where it goes to, and how many jobs the Agency counts. The statement was published in the Official Journal of the EU, no 120, on 29/3/2019, pages 62-66.



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## GA ROADMAP 2.0 published by EASA, end of March 2019

Martin Ryff of the Aero-Club of Switzerland has informed René.

The Agency writes:

“In 2015 EASA launched the General Aviation (GA) Roadmap to establish its vision for the future of this part of the European Aviation Community. The focus of the GA Roadmap has been on developing better and lighter regulation for General Aviation. This was urgently needed after feedback from the GA Community showed that the initial regulations imposed too much ‘red tape’. By now, a lot has already been accomplished thanks to the GA Roadmap. This leaflet outlines what has already been achieved and, following the EASA GA Conference in 2018, what important activities will take place as part of GA Roadmap 2.0. There are a lot of exciting developments, so read on to learn more. The Successes of EASA’s General Aviation Roadmap There have been a number of key achievements already in the GA Roadmap:

- Making life easier for training of GA pilots
- Specific rules for the operation of balloons and sailplanes have been simplified and issued
- Adoption of CS-STAN to simplify the approach to changes and repairs for GA aircraft
- Simpler rules for the operation of non-commercial aircraft



- EASA Basic Regulation adopted to provide a new level of flexibility in rulemaking
- Launch of Sunny Swift to support a new approach to Safety Promotion for GA A lot of other activities have been under development as part of the GA Roadmap that will be implemented in the coming year.

Owners of light aircraft can get prepared for the improvements in the rules for maintenance in Part-M Light (ML). These have been voted favourably in February 2019 by the European Member States and are currently undergoing the adoption process by the European Commission, expected to be completed by the end of 2019 at the latest. Other activities include simplified rules on IFR flying and a more pro-active approach to Safety Promotion for the GA Community. This is the “link” to the texts:

<https://www.easa.europa.eu/document-library/general-publications/ga-roadmap-2019-update-%E2%80%93-making-ga-safer-and-cheaper>

### Repetition

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

**Comment period ends on 22/5/2019.** In my opinion we should comment so that we get a balanced provisions that covers our needs and avoids a simple breaking down of e.g. CS-25 rules to the CS-23 level, or the ones for CS-29 to CS-27 when it comes to rotorcraft. EPFU draft proposals are ready for distribution early next week. For your own comments this is the “link” to the NPA.

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-01>



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<p><b>NPA 2019-02 Class D compartment (RMT.0070)</b></p> <p>was published on 1/3/2019, it is not for CAT operators flying large aeroplanes, not directly for us. If you would like to comment directly, <b>comment period ends on 1/6/2019</b> and this is the “link” to the document</p> <p><a href="https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-02">https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-02</a></p>	<p><b>NPA 2019-03 Embodiment of the level of involvement acceptable means of compliance and guidance material in Part 21 (RMT.0262)</b></p> <p>The Agency writes: “On 23 May 2016, EASA published <a href="https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-02">https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2019-02</a>d Opinion No 07/2016 ‘Embodiment of level of involvement requirements into Part-21’ under RMT.0262 (MDM.060); see also the related NPA/CRD 2015-03. This Opinion entails the introduction of:</p> <ul style="list-style-type: none"><li>— systematic risk management (hazard identification, risk assessment and mitigation);</li><li>— performance-based oversight that focuses on the areas of greater risk;</li><li>— safety awareness and promotion among all the staff involved; and</li><li>— improvements in the effectiveness and efficiency of the Part 21 implementing rules (IRs), achieved by their streamlining and improved consistency.</li></ul> <p>On 15 December 2017, EASA published NPA 2017-20, which proposed amendments to the AMC/GM to Part 21 that are affected by Opinion No 07/2016. At the time of publication of NPA 2017-20, the text of Opinion No 07/2016 was still under review by the European Commission. In the meantime, the European Commission has developed a draft regulation, based on the EASA Opinion.</p> <p>As a number of the changes that have been introduced alter the text that was proposed by EASA in Opinion No 07/2016, some of the AMC/GM proposed in NPA 2017-20 are no longer aligned with the amendment of Part 21, and need to be amended. Other points in Part 21 now require new AMC/GM that were not proposed in the previous NPA. This NPA provides the proposed amendments to the affected AMC/GM.” This NPA, therefore, deals with the initial airworthiness of aircraft. Some of our readers might be interested in the topic. <b>Comment period ends on 15/5/2019 already.</b> Here is the “link”:</p> <p><a href="https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-03.pdf">https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-03.pdf</a></p>
<p><b>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)</b></p> <p>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, <b>comment period ends on 11/6/2019</b>, please comment directly, this is the “link” to the full text:</p> <p><a href="https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-04.pdf">https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-04.pdf</a></p>	



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

This NPA proposes to consider the applicability of safety management systems (SMSs) to Part-145 approved maintenance organisations, as well as to production and design organisations that are approved in accordance with Subparts G and J of Part 21. It comes in 3 parts:

NPA 2019-05 (A) includes:

- a) the procedural information pertaining to the regulatory proposal;
- b) the explanatory note to the proposed amendments;
- c) the regulatory impact assessment; and
- d) a detailed summary of the proposed amendments (see Chapter 7 'Appendices').

NPA 2019-05 (B) proposes the draft implementing rules (IRs) as well as the draft Acceptable Means of Compliance (AMC) and Guidance Material (GM) for Part 21.

NPA 2019-05 (C) proposes the draft implementing rules (IRs) as well as the draft Acceptable Means of Compliance (AMC) and Guidance Material (GM) for Part-145.

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>

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

CRD's: 3/4/2019, CRD 2017-20 Embodiment of the level of involvement acceptable means of compliance and guidance material in Part 21.

4/4/2019, **CRD 2018-10 Regular update of the certification specifications for standard changes & standard repairs (CS-STAN) - Issue 3**

Opinions: None

Agency Decisions: 4/4/2019, **ED Decision 2019/010/R CS-STAN Issue 3 - Certification Specifications for Standard Changes and Standard Repairs**

Public Consultations: At EEA level: None for us. At EASA level one possibly is of interest:

**Deviation Request CS-ACNS#2 for the certification of an ELS/EHS/ADSB-out installation (Major Change) and its compliance to CS-ACNS**, published on 15/4/2019, comment period ends on 6/5/2019 already. This is the "link":

<https://www.easa.europa.eu/document-library/product-certification-consultations/deviation-request->



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[cs-acns2](#)

### **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/file_import/air_transport_en.pdf)

[https://ec.europa.eu/info/sites/info/files/notice\\_to\\_stakeholders\\_brexit\\_aviation\\_safety\\_rev1\\_final.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/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://ec.europa.eu/info/brexit/brexit-preparedness/preparedness-notices_en)

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

### **European Powered Flying Union**

Kind regards,

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