



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

## EPFU News Flash No. 70, July 2019

### Dear Readers

Summer is going fast and at least here in Finland the country is at halt due summer vacations. at least what comes to state officials. This of course gives us time to breath with all the legislation work and enjoy the summer. However, once again thanks to Rene, He has composed a summary of the legistaltion and some miscellaneous things. I hope you find it instesting and I wish you all a nice summer!



### An unexpected move: Siemens sells eAircraft business to Rolls-Royce

Rolls-Royce has agreed to acquire Siemens' electric and hybrid-electric aerospace propulsion activities, furthering a stated ambition to play a "major role in the third era of aviation". This is the "link" to FlightGlobal's text, first published on 19/6/2019:

<https://www.flightglobal.com/news/articles/paris-siemens-sells-eaircraft-business-to-rolls-roy-459092/>

### EASA's Annual Activitiy Report 2018

This is the "link" to the Agency's Report on the activities of 2018:

[https://www.easa.europa.eu/sites/default/files/dfu/EASA%20OMB%20Decision%2004-2019%20Annex%20AAR%202018\\_0.pdf](https://www.easa.europa.eu/sites/default/files/dfu/EASA%20OMB%20Decision%2004-2019%20Annex%20AAR%202018_0.pdf)

### COMMISSION DELEGATED REGULATION (EU) 2019/945 of 12/3/2019 on unmanned aircraft systems and on third-country operators of unmanned aircraft systems

was published on 11/6/2019 in the Official Journal OJ L 152, with entry into force on 8/7/2019. This Regulation shall be binding in its entirety and directly applicable in all Member States. This is the "link" to the full-text pdf:

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0945&from=EN>

The regulation contains all relevant details as regards acceptance of UAS. We have not found negative impacts on our operations as the document does not address the operations of UAS, for this purpose, another regulation was published on the same day...

### COMMISSION IMPLEMENTING REGULATION (EU) 2019/947 of 24 May 2019 on the rules and procedures for the operation of unmanned aircraft

was published on the same day in OJ L 152. This is the "link" to the full-text pdf:

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0947&from=EN>



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This Regulation enters into force on 8/7/2019, the twentieth day following that of its publication in the Official Journal of the European Union (OJ). It shall apply from 1 July 2020. We did not find any “toxic” contents imposing restrictions on our operations, we shall have to follow carefully, however, what will happen to airspace GOLF where we see pre-programmed conflicts. And this here (article 21):

“Some areas, such as hospitals, gatherings of people, installations and facilities like penal institutions or industrial plants, top-level and higher-level government authorities, nature conservation areas or **certain items of transport infrastructure, can be particularly sensitive to some or all types of UAS operations.** This should be without prejudice to the possibility for Member States to lay down national rules to make subject to certain conditions the operations of unmanned aircraft for reasons falling outside the scope of this Regulation, including environmental protection, public security or protection of privacy and personal data in accordance with the Union law”

clearly demonstrates in our view that these regulations do not sufficiently protect e.g. aerodromes of all sizes against unlawful UAS operators.

## 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>

### **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 looked at all the topics, and we may 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>



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

was published on 27/5/2019. EASA writes: “The objective of this RMT is to efficiently contribute to the protection of the aviation system from cyberattacks and their consequences. To achieve this objective 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 AMC, GM, and industry standards. **(For the purpose of this NPA, information security risks are those that may compromise the confidentiality, integrity and availability of information being stored, transmitted or processed through the aeronautical information systems used in civil aviation. 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.

## **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. **Comment period ends on 13/9/2019.**

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 June, titles in bold characters** means texts are important for us:

CRD's: 24/6/2019 CRD 2018-14 Appendix to Opinion No 03/2019 (NPA 2018-14, RMT.0703 and RMT.0704)

Opinions: 24/6/2019 Opinion 03/2019 Runway safety (NPA/CRD 2018-14 — RMT.0703 and RMT.0704) EASA's intro: The objective of this Opinion is to mitigate the safety risks associated with runway safety, from an aerodrome's perspective, focusing mainly on the prevention of runway incursions and on runway surface condition assessment and reporting, but also addressing issues such as ground collisions, runway configuration, foreign object debris(FOD)-related occurrences as well as runway pavements maintenance.

Agency Decisions: 3/6/19 Implementation of airworthiness directives for products, parts and appliances designed in third countries and repealing decision of the Executive Director n° 2/2003



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Public Consultations: **19/6/19** Proposed ESF to CS-VLA.161, Longitudinal Trim, comment period ends on 9/7/2019. The Agency writes: “The intent of the requirement Equivalent Safety Finding (ESF) is to ensure trimmed conditions and consequently controllability and stability in the approach configuration, at the reference landing approach speed, so that the stick forces are balanced and any escape from that is perceived by the pilot as an increase of the stick force.” It is for the specialists among us, we propose not to submit “organisation comments”. This is the “link” to the full document:

<https://www.easa.europa.eu/sites/default/files/dfu/ESF%20CS-VLA.0161-01%20Longitudinal%20Trim%20-%20for%20consultation.pdf>

**13/6/19 Sustainable Batteries – EU Requirements, comment period ends on 8/8/19**, the scope: This initiative will explore ways to make Europe a global leader in producing and using sustainable batteries. It aims to boost the growth of high performance battery cells and battery modules/packs with the smallest possible environmental footprint. This is the “link” to the consultation:

[https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2018-5951053/public-consultation\\_en](https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2018-5951053/public-consultation_en)

**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/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,

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

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