



European Powered Flying Union

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The President's Voice

Greetings to you all my fellow aviators! The autumn is turning into winter and the flying season is ending, at least up here in Finland. In the next newsletter you will get the date and place for the upcoming AGM after the date is settled. In the meanwhile, good news for the waterflying and use of ANNEX 1 aircraft in training. Read a bit further down and you'll find a link to updated 1178/2011. In short: next season we will have LAPL sea and hopefully even trained with ANNEX 1 aircraft! What will the national adaptation be, we will have to see. I hope you share your experiences with us, so that the powered flying would be easier and more accessible for the audience. You'll find the summary of relevant EASA issues. Once again, THX to René for his valuable work!



High-level regulatory framework for the U-space

EASA invited selected stakeholders to comment on a "High-level regulatory framework for the U-space". The comment period ended at the end of October. We sent our comments to Europe Air Sports because we think a topic of this magnitude should follow the full EASA rulemaking procedure (NPA etc). The chosen focused consultation procedure is not appropriate, too many relevant stakeholders are excluded from contributing: Despite SERA airspace and air defence are national domains, for this reason, among others, U-space needs a much broader consensus to become respected and successful. We follow the development very very closely.



That's what we are talking and writing about!
Found in the internet, designed by drone.zone.de, many thanks to the authors.

Commission Implementing Regulation (EU) 2019/1747 of 15 October 2019 amending Regulation (EU) No 1178/2011 as regards requirements for certain flight crew licences and certificates, rules on training organisations and competent authorities

has been published on 22/10/2019 with entry into force on 11/11/2019. The Commission writes:

"The implementation of Regulation (EU) No 1178/2011 revealed that certain requirements contained editorial errors or ambiguities. In addition, a number of deadlines or provisions, originally included to give



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Member States sufficient time to bring their national rules in line with Regulation (EU) No 1178/2011, have lapsed. This has led to **problems with the** implementation and clarity of the **Union rules**. Those requirements should be clarified and corrected. New definitions should be introduced to ensure that the terms are implemented in a uniform manner. **In order to enhance the proportionality and transparency of the regulatory system for general aviation, the rules applicable to light aircraft pilots, private pilots, sailplane pilots and balloon pilots should be amended to provide for the expansion of privileges and to clarify the content of training and examinations.** When providing for the expansion of privileges, sea ratings, recency requirements, requirements of the theoretical knowledge examinations and crediting requirements should be clarified.” **(Bold characters by René...)**

There are quite many corrections/adjustments in the new text. This the “link” to it:

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R1747&from=EN>

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

We did not send comments to Cologne.

Terms of Reference (ToR), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations , by 25/10/2019, titles in bold characters means texts are important for us:

Terms of Reference (ToR): 16/10/2019; Regular update of CS-FCD, ToR RMT.0509 Issue 1, and

16/10/2019; Regular update of CS-SIMD, ToR RMT.0688 Issue 1

CRD’s 7/10/2019; CRD 2018-12 Reduction of runway excursions, see also Opinion 04/2019 below, and

7/10/2019; CRD 2019-02 Class D compartments, see also Opinion 04/2019 below.

Opinions: 7/10/2019; Opinion 04/2019 “Reduction of runway excursions” and “Class-D compartments”. The objective of this Opinion is to reduce the number of longitudinal runway excursions of large aeroplanes during landing; and the risk of uncontrollable fires in the Class D compartments of large aeroplanes. It combines the results of NPA/CRD 2018-12 and NPA/CRD 2019-02. Not for our community.

Agency Decisions: 10/10/2019; AMC and GM to Commission Implementing Regulation (EU) No 2019/947, ED Decision 2019/021/R, Introduction of a regulatory framework for the operation of unmanned aircraft systems in the ‘open’ and ‘specific’ categories. Related Opinion: No 01/2018 (RMT.0230) —The objective of this Decision is to maintain a high level of safety for unmanned aircraft systems (UAS) operations in the ‘open’ and ‘specific’ categories. This Decision provides the first issue of AMC and GM related to Commission Implementing Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft. The new AMC and GM are expected to improve the harmonisation of operations with unmanned aircraft within the EU. The electronic address:



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<https://www.easa.europa.eu/sites/default/files/dfu/Explanatory%20Note%20to%20ED%20Decision%202019-021-R.pdf>

8/10/2019; **AMC and GM to CS-23 — Issue 2 Regular update of CS-23** (RMT.0687) This Decision introduces an amendment of the AMC and GM to the reorganised CS-23. The electronic address:

<https://www.easa.europa.eu/sites/default/files/dfu/Explanatory%20Note%20to%20ED%20Decision%202019-020-R.pdf>

Public consultations: EASA and European Commission: Nothing new this month, but still running is:

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

It will help:

- improve air transport safety levels
- reduce emissions and ATM costs
- increase ATM capacity
- focus efforts and resources to deliver innovative technical and operational solutions in line with the priorities of the Single European Sky initiative.

Winter flying ahead!

When it is really cold outside icing will not be a big challenge once we took off, but before departure hard work awaits us most probably.



Here an idea for a gift to pilots:



An AERO Specialties Portable De-icer!



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NPA 2019-11 Human factors in rotorcraft design (RMT.0713)

was published on 24/10/2019. The text has been developed by EASA, and a preliminary consultation with the most affected stakeholders was performed during a dedicated workshop in March 2019. Design approval holders are affected, but good designs stem from operational experience, and training. The **deadline for submission of comments is 8/1/2020**. It may be of interest to dedicated rotary wing flyers. The electronic address:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-11.pdf>

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Kind regards,

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

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