



# 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. 67, April 2019

### Dear Readers

Greetings from the sunny Finland. The winter is finally stepping away even from up here and the flying season is about to begin. Once again René has had the courtesy of composing a summary of the relevant published EASA regulations, NPA's and CRD's. If you wish to comment something, just address me the comments and I (with help of our Board and former President) compose a summary to be sent to EASA.

In addition it would be interesting to know which member states are going to implement "basic-LAPL" into its legislation. As I've understood, the model has achieved quite remarkable success in France as heard few years ago in annual AGM. I will try to keep on hearing what is Finland going to do with this and keep you posted. Feel free to share your country's decisions. I can compose a summary and through this channel, share you the gathered information as the matter is clear in member states. Below you find the link to regulation.

I have also personally found a really interesting topic; EASA CS-FSTD. Updated approximately one year ago. As EASA is wanting more IFR ratings, this topic can offer us potentially real savings and enable "flying" when the weather otherwise doesn't allow. I have found that you can build quite easily (at least to my standards) FNPT level 1. This device can run for example around Microsoft flight simulator, X-Plane or similar software. Crediting towards CB-IR can be up to 10 hours and for PPL 5 hours. I will try to do my first FNPT 1 trainer and approve it for training in the near future. Where "commercially" produced FNPT costs around 100 -200 k€ this you can build maby with 10 k€. If you find the topic interesting, I can tell you more about the development. This could help us all to achieve benefits that new technology offers.

Below you find the summary and you also find our "experts" (Rene) opinion what we should do with the NPA's. I totally agree with him with the opinions he is representing. once again, address me with your comment and they are added to the NPA's

In the mean time and before next News Flash, I wish you all good and: Keep on flying!



Here is my "aid" trying to type stuff....



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

## Repetition for the completeness of the News Flash Commission Implementing Regulation (EU) 2019/430 (OJ L 75)

of 18 March 2019 amending Regulation (EU) No 1178/2011 as regards the exercise of limited privileges without supervision before the issuance of a light aircraft pilot licence (Text with EEA relevance.) was published in edition 75 of the Official Journal of EU. Here again the “link” to the document already sent to you by separate E-mail on 19/3/2019:

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R0430&from=EN>

## 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. For your own comments this is the “link” to the NPA (we shall prepare draft comments by 22/4/2019):

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

## Repetition NPA 2019-02 Class D compartments (RMT.0070)

**Comment period ends on 1/6/2019**, it is not directly a topic for us, but if you would like to make individual comments, this is the “link” to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202019-02.pdf>

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

CRD’s: None.

Opinions: 22/02/2019, **Opinion 02/2019, Amendments to Regulation (EU) No 965/2012 as regards requirements for aeroplane performance, alternate power supply for CVRs, in-flight recording for light aircraft & non-ETOPS operations with performance class A aeroplanes with MOPSC of 19 or less.**

19/02/2019, **Opinion No 01/2019 (A) & (B), Easier access for GA pilots to IFR flying (RMT.0677) & Revision of the balloon (RMT.0654) and sailplane licensing requirements (RMT.0701).**

Agency Decisions: None.

Public Consultations: None for us.

## BREXIT is postponed, the “links” may remain helpful

A repetition, for obvious reasons. Here are “links” to aviation-relevant texts:



# European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

[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>

Please let me know if additional information could help. This is the “link” to the list covering all areas:

[https://ec.europa.eu/info/brexit/brexit-preparedness/preparedness-notices\\_en](https://ec.europa.eu/info/brexit/brexit-preparedness/preparedness-notices_en)

Nearly everyday news on this topics are published and just when writing this, BBC is broadcasting related news. In order to keep you up to date I integrate below another “link” leading you a highly reliable, trusted and well known source:

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

## **Consolidated (unofficial) AMC&GM to Annex V (Part-SPA)**

have been published by EASA on 21/3/2019. This is the “link” to the texts:

[https://www.easa.europa.eu/sites/default/files/dfu/Consolidated%20AMC-GM\\_Annex%20V%20Part-SPA\\_March%202019.pdf](https://www.easa.europa.eu/sites/default/files/dfu/Consolidated%20AMC-GM_Annex%20V%20Part-SPA_March%202019.pdf)

As “Specific Approvals” cover a wide area of activities one should individually check what could be of importance, e.g. the “Electronic Flight Bags” section. This consolidated document includes the initial issue of and all subsequent amendments to the AMC&GM associated with this Annex. It is an unofficial document, intended for the easy use of stakeholders, and is meant purely as a documentation tool. The Agency does not assume any liability for its contents. The official documents can be found at

<http://www.easa.europa.eu/document-library/officialpublication>.

## **Consolidated (unofficial) GM to Cover regulation (EU) No 965/2012**

have also been published by EASA on 21/3/2019. This is the “link” to the document:

[https://www.easa.europa.eu/sites/default/files/dfu/Consolidated%20GM\\_Articles%20of%20Cover%20Regulation\\_March%202019.pdf](https://www.easa.europa.eu/sites/default/files/dfu/Consolidated%20GM_Articles%20of%20Cover%20Regulation_March%202019.pdf)

It is a short document, but important for us as it contains some clarifications and adjusted definitions we repeatedly had asked for in the past. This consolidated document includes the initial issue of and all subsequent amendments to the GM associated with the Cover Regulation. It is an unofficial document, intended for the easy use of stakeholders, and is meant purely as a documentation tool. The Agency does not assume any liability for its contents. The official documents can be found at

<http://www.easa.europa.eu/document-library/officialpublication>.



## European Powered Flying Union

Antti Kääriäinen, President  
Liesontie 569  
FI-16900 Lammi  
Finland

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

### “English only?”

For sure one language only per frequency is may contribute to flight safety and situational awareness. Situations exist, however, where “English only” does not enhance safety, on the contrary, it results in misunderstandings and in confusion.

Please send short information notices describing what regime is in place in your country to

[rene.meier2540@bluewin.ch](mailto:rene.meier2540@bluewin.ch)

in order to enable him to prepare a pan-European survey, many thanks.

**Bad news**      **EPFU website still does not work.**

Please accept our apologies for inconveniences caused, we are deeply sorry.

## European Powered Flying Union

Kind regards,

Distribution :      EPFU Members  
                         EPFU Friends  
                         Individual subscribers

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