



European Powered Flying Union

René Meier, President
Haldenstrasse 18
CH-2540 Grenchen
Switzerland

Phone: +41 79 333 63 93
Fax: +41 32 653 42 86
E-Mail 1: president@epfu.eu
E-Mail 2: rene.meier@aeroclub.ch

EPFU News Flash No. 44, May 2017

Dear Readers

There was no need to comment on NPA 2017-01 "Implementation of the CAEP/10 amendments on climate change, emissions and noise", CAEP meaning "Committee on Aviation Environmental Protection" which is a technical committee of the ICAO Council established in 1983. CAEP assists the Council in formulating new policies and adopting new Standards and Recommended Practices (SARPs) related to aircraft noise and emissions, and more generally to aviation environmental impact, but concentrates on "heavy metal" and commercial air transport.

I did not comment on NPA 2017-02 „Regular update of AMC-20: update of EASA AMC 20-115C and FAA AC 20-115C", there was no necessity to do so.

And contrary to the what I wrote in the April edition, no new Agency Decisions of importance to us have been published. This made me happy, because, as you will see later, there is a "Agency Decisions" backlog I have to deal with some aircraft manufacturers are dreaming of... I do my best to correct this situation before the NPA mentioned below pops up on my screen.

Have a good time and interesting flights!

Adjusted repetition: An NPA RPAS/Drones/UAV's was not published in April, it should follow in May!

This will require our utmost attention and careful treatment. As I always stated: We shall not re-equip or install new equipment onboard our aircraft just because RPAS/drones/UAVs operate more or less anywhere in the lower airspace segments. I fully support the model aircraft operators in their fight to stay out of any disproportionate RPAS/drones/UAV regulation. I shall send you in-time all relevant information on this challenging task.

Third abbreviated repetition, final proposal

NPA 2016-19 Alignment of Implementing Rules (IR) and Acceptable Means of Compliance (AMC)/Guidance Material (GM) with Regulation (EU) No 376/2014 - Occurrence reporting

This is the "link" to the document

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-19>

During the past weeks I studied NPA 2016-19 on Occurrence Reporting, AMC and GM to Regulation (EU) No 376/2014 whose extendend comment period ends on 22 May 2017. At the end of my third evaluation of the text I am of the opinion that there is no need to comment on the proposed texts.

Rationale:

- a) AMC and GM only,
- b) «only» texts for Part-21, Part-M, Part-145, Part-ARA, Part-ORA, Part-ADR, Part-ATM/ANS, Part-ATCO, AMC-20,
- c) There is nothing for flight ops, nothing for Part-ML (of course, as not published yet...)



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May I kindly ask you to let me know what you propose me to undertake, or to send me comment proposal by mid-May? Many thanks. The minor uncertainties, e.g. how «senior management» is defined and why the authors insist on the «72 hours rule» under all circumstances may be highlighted by those directly affected, I believe.

Electric propulsion rendez-vous at Grenchen (LSZG) 9 and 10 September 2017

Several manufacturers already announced their participations, workshops and presentations are planned to discuss and develop

- Flight Crew Licensing (SEP: Single Engine Piston, or Single Engine Propeller, that is one of the questions.)
- Aircraft Maintenance,
- Where to find qualified aircraft maintainers?
- Further developments in the field of powerplants and propulsion systems.
- how do the new CS-23/CS-VLA affect our community?

will be on the list, new titles will follow as the preparations continue. Come to see us, we will friendly accept piston-engined or turbine-powered aircraft as well...

www.smartflyer-challenge.ch informs you on new aircraft visiting us and on new topics on the agenda.



I am still working on these decisions...

- | | |
|----------------------|---|
| 31/03/2017 | CS-STAN Issue 2, Standard Changes and Standard Repairs,
ED Decision 2017/014/R |
| 30/03/2017 | AMC/GM to Part-SPO — Amendment 9, Specialised Operations,
ED Decision 2017/012/R |
| 30/03/2017 | AMC/GM to Part-NCO — Issue 2, Amendment 6, Non-commercial operations with other
than complex motor-powered aircraft,
ED Decision 2017/011/R |
| 30/03/2017
motor- | AMC/GM to Part-NCC — Amendment 10, Non-commercial operations with complex
powered aircraft,
ED Decision 2017/010/R |
| 30/03/2017 | AMC and GM to Part-SPA — Amendment 6, Special approvals,
ED Decision 2017/009/R |
| 30/03/2017 | AMC and GM to Part-CAT — Issue 2, Amendment 12, Commercial air transport,
ED Decision 2017/008/R |
| 30/03/2017 | AMC and GM to Part-ORO — Issue 2, Amendment 11, Organisation requirements,
ED Decision 2017/007/R |



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- 30/03/2017 AMC and GM to Part-ARO — Issue 3, Amendment 6, Authority requirements, ED Decision 2017/006/R
- 30/03/2017 GM to Annex I (Definitions) — Amendment 6 ED Decision 2017/005/R
- 09/03/2017 AMC/GM to Part-ARO — Issue 3, Amendment 5 AMC/GM to Part-ORO — Issue 2, Amendment 10 AMC/GM to Part-CAT — Issue 2, Amendment 11 AMC/GM to Part-SPA — Amendment 5; ORO, CAT, SPA full text above, ED Decision 2017/004/R
- 08/03/2017 AMC/GM to Part-CAT — Issue 2, Amendment 10, AMC/GM to Part-NCC -Amendment 9, AMC/GM to Part-NCO — Issue 2, Amendment 5, and AMC/GM to Part-SPO –Amendment 8; NCC, NCO, SPO full text above, ED Decision 2017/003/R
- 08/03/2017 AMC/GM to Part-CAT — Issue 2, Amendment 9 & AMC/GM to Part-NCC-Amendment 8 ED Decision 2017/002/R
- 08/03/2017 AMC/GM to Regulation (EU) 2017/373 ED Decision 2017/001/R

I shall inform you as my work advances, even the longer days are toooo short.

NPA 2017-03 “In-flight recording for light aircraft”

was published on 3 April 2017 with an end of comment period date of 3 July 2017. The Agency writes in the Executive Summary: «This NPA addresses safety and regulatory harmonisation issues related to the need of in-flight recordings for accident investigation and accident prevention purposes. 12 safety recommendations were addressed to the European Aviation Safety Agency (EASA) by 7 safety investigation authorities, recommending an in-flight recording capability for light aircraft models which are outside the scope of the current flight recorder carriage requirements. In addition, new Standards (recently introduced in ICAO Annex 6) require the carriage of lightweight flight recorders for light aeroplanes and light helicopters. The specific objectives of this rulemaking task are to:

- enhance the identification of safety issues affecting light aircraft by means of data recorded in flight;
- achieve harmonisation with ICAO Annex 6;
- produce a proportionate regulation which takes into account the General Aviation Road Map; and
- identify avenues other than requiring in-flight recording equipment.

This NPA proposes to mandate the carriage of lightweight flight recorders **for some categories of light aeroplanes and light helicopters when they are commercially operated** and manufactured 3 years after the date of application of the amending regulation. **In addition, this NPA proposes to promote the voluntary installation of in-flight recording equipment for all other light aeroplanes and light helicopters and for all balloons.** The proposed changes are expected to increase safety with limited economic and social impacts.»

Maximum masses and seating capacities are used to define what «light» means... Having read the above text I shall carefully read the 178 pages and propose reactions by 15 May 2017.



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NPA 2017-04 Regular update of aerodrome rules (CS-ADR-DSN - Issue 4)

was published on 11 April 2017, comment period will end on 31 May 2017, so some stress is put on me... As the Agency writes this NPA proposes, among other elements, to reissue CS-ADR-DSN mainly in accordance with the ICAO Standards And Recommended Practices (SARPs) of ICAO Annex 14, "Aerodromes", Volume I, "Aerodrome Design and Operations" (ICAO Annex 14, "Aerodromes", Volume I), Amendment 13-A (ICAO State Letter AN 4/1.2.26-16/19). Some of Amendment 13-A proposed changes, i.e. **reduced taxiway and taxilane separation distances, or marking and lighting of wind turbines**, have already been incorporated into CS-ADR-DSN, Issue 2 and CS-ADR-DSN, Issue 3, respectively. Additionally, this NPA proposes changes to the current aerodrome design CSs related to the aerodrome reference code (ARC), the runway width and shoulders, and strip and separation distances between runways and taxiways.

The proposed changes, and in particular those related to the ARC, are expected to generate significant cost savings for the operators of code D, E and F aerodromes due to lower construction and maintenance costs, and produce environmental benefits. I shall take a careful look at these "benefits", by experience environmental benefits have a tendency to reduce operators benefits and to increase the burden put on the operators.

Still ongoing discussions on the upper weight limit for "Annex 1" aircraft of the future...

Timo Schubert of Europe Air Sports (EAS) informs us that there still are discussions ongoing as regards the upper weight limit for the future "Annex 1". 560 kg or 600 kg MTOM seems to be what is discussed. EPFU fully supports EAS to find a viable, practical, safe solution which increases safety of the operators on the one hand, sales prospects of European manufacturers on the other.

"IFR without ATC at LSZG", more correct "LSZG without ATC"

At home we have introduced "IFR without ATC" on 30 March at LSZG between 1800 and 0800 LT to gain experience for further extending this concept in Swiss airspace. The clear aim is to reduce costs for aerodrome users without reducing the level of safety. There are, as always, "pro's" and "con's". Some 500 VFR and IFR ops were conducted up to now, including sailplanes ops and parachute dropping in an airspace shared with hanggliding/paragliding. It worked well up to now, no incidents requiring immediate actions occurred.

Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 May 2017

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