



European Powered Flying Union

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EPFU News Flash No. 47, August 2017

Dear Readers

In the past month I had to concentrate on “Introduction of a regulatory framework for the operations of drones”, sub-title “Unmanned aircraft system operations in the open and specific category”, NPA 2017-05(A)(B) (RMT.0230). The length of the title reflects the complexity of the topic. We still have to live with unclear definitions, designations and denominations, we are asked to support the introduction to complex provisions covering much too much, and, at the same time, help the authors to create exemptions at national level for a very large number of operators. In one sentence: I am totally unhappy with what happens as regards proposed rules for drones/UAS/UAV/RPAS whichever designation is applied. Happily, a few months ago our sister organisation “European Model Flying Union” was founded. Together, we shall influence this rulemaking activity to get acceptable, appropriate, risk-based provisions.

“European Plan for Aviation Safety” (EPAS), rulemaking programme for 2018 to 2022 is this summer’s second “hot topic” in the fields of my activities. I just started working on it. I have no clear picture yet, so most probably I shall have something ready for the September edition.

The Danish Question, adjusted second edition

A few days ago I received a message from Merete Strandberg from KDA (Denmark) writing about several cases where Private Pilot Licence examination questions were badly formulated, in some cases with faults, both resulting in creating confusion among the students, some have not passing exams because of this.

- a) Is the set of theoretical exam questions for Private Pilot Licences available to students/instructors after a completed exam?
- b) What is the option/procedure to undertake in case of complaints about theoretical exam questions in your country?

You will be invited to **send your answers until 31 August 2017** directly to Merete Strandberg, mail@flyvdmu.dk. Preparing the questionnaire requires some more time to avoid translation problems and other possible difficulties. Many thanks in advance for assisting KDA!

NPA 2017-05 (A)(B) Introduction of a regulatory framework for the operation of drones — Unmanned aircraft system operations in the open and specific category (RMT.0230)

Published on 4 May 2017 with an original comment period ending on 12 August 2017, got a revised end date, it is now **15 September 2017**. Before preparing further texts I shall attend the dedicated workshop to be held at the Agency’s premises at Cologne on 5 July. On 8 July a national workshop took place at Grenchen (LSZG) covering the needs of the Swiss community. In the meantime I prepared a first set of comments for the European Model Flying Union (EMFU). Please let me know if you would like to get a copy of this first set of comments.

NPA 2017-08 Regular update of CS-ETSO, repetition

Normally I do not promote comments on CS-ETSO revisions, this time however, I think it is reasonable to make an exception after reading combined indexes 1 and 2 on pages 12 to 18.



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EASA writes: “This NPA proposes to:

- modify a number of ETSOs in order to harmonise them with the corresponding FAA TSOs;
- introduce several new ETSOs (Index 1) which are, where possible, technically similar to existing FAA TSOs;
- modify an ETSO (Index 2), which does not yet exist in the FAA TSO series (i.e. ETSO-2C514)

The proposed changes are expected to reduce the regulatory burden for the validation of FAA TSO authorisations by EASA and vice versa, to increase cost-effectiveness, and align CS-ETSO with the state of the art.” My proposal is that you check pages 12 to 18, then look at the individual ETSO sheet if a title attracts your attention, and comment individually, if required. This is the «link» to the NPA:

<http://www.easa.europa.eu/system/files/dfu/NPA%202017-08.pdf>

Comment period ends on **31 August 2017**, please let me know if assistance is required. You may also send your comments to me, I shall, as a result of what I get, prepare a common statement.

NPA 2017-09 Update of AMC-20 — In-flight entertainment (IFE), lead-free soldering, harmonisation of safety assurance and software development criteria (RMT.0561)

published on 22 June 2017, is mentioned here just for the records, probably of interest to those among us operating heavier aircraft with IFE systems installed. Comment period ends on **22 September 2017**.

NPA 2017-10 Software assurance level requirements for safety assessment of changes to air traffic management/air navigation services functional systems (RMT.0469)

was published on 28 June 2017, with a deadline of **30 November 2017**. This NPA requires attention, I believe, as it is connected with NPA 2013-08, NPA 2014-07, NPA 2014-13 as well as with several EU Regulations. Furthermore, software aspects for Aeronautical Information Services (AIS) are included, thus what we do within RMT.0464 looking at Aerodrome Flight Information Services (AFIS) should be integrated in the outcome of RMT.0469.

In my opinion, in the very near future many of the aerodromes with limited IFR traffic will have to switch from ATC to AFIS because of the cost of ATC, Grenchen (LSZG) will be one of the first, possibly already very early in 2018.

NPA 2017-11 Integrated Modular Avionics - Phase 2

was published on 21 July 2017, with an end date for comments on 29 September 2017, it addresses avionics integration solutions. For those who are familiar with or interested in the topic, this is the “link”:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-11>

NPA 2017-12 Regular update of CS-25

is for the records only, it deals with the “heavy metals” and the “heavy carbonfibres”. The deadline for comments: 25 September 2017



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NPA 2017-13 Update of flight simulation training devices requirements — Upset prevention and recovery training, FSTD inspector competencies framework, training matrix

might be interesting for those involved in training crews of heavier aircraft. The NPA was published on 25 July 2017, comment period ends on 25 September 2017, lasting two months only. This is the “link” for interested parties:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-13>

ED Decision 2017/017/R, NPA/CRD 2016-10, RMT.0591

amends AMC/GM to Part-ADR.OPS, the publication of information by the aerodrome operator concerning the installation of an arresting system, transfers from CS-ADR-DSN to Part-ADR.OPS the provisions related to temporary runway and taxiway closures, and revises runway surface evenness criteria, all revisions ensure alignment with ICAO Amendment 13 to Annex 14 Volume I. Aerodrome operators are mainly affected. The link to the texts:

<http://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2017017r>

Unfortunately there no further news on the future “Annex I” weight limits, no news on “Part-ML”, no news on the introduction of the B2L and L Licences.

This picture found in the internet, many thanks to the author, mirrors the expression of my feelings after working for many years on these three topics.



Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 August 2017

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