



European Powered Flying Union

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Dear Readers

Summer arrived on-time, with quite high temperatures, lots of CB, thunderstorms in our area, and with some new “paperwork”, so “same procedure as every year” best describes the situation. As usual selected information about topics of interest to our community follow.

Have a good time and interesting flights!

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

As communicated earlier this NPA’s comment period ended on 22 May 2017. I only sent two comments to the Agency, the first one repeating that we never liked the provisions governed by politics. I asked for an immediate halt to all work connected with Occurrence Reporting until publication of the new or revised Basic Regulation. I secondly asked for stopping adding more internal safety reporting schemes to Part-145 undertakings, this with the rationale that safety is not generated by such but by staff selection and training, and by honest pay.

NPA 2017-03 In-flight recording for light aircraft

was presented in the May edition already, comment period ends on 3 July 2017, I distributed several intermediate comments on 22 May 2017. The “link” to the NPA is:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-03>

Please send me your comments until 12 June to prepare a common position. Many thanks.

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

I studied NPA 2017-04 during the past weeks together with ICAO Annex 14, 7th edition, I commented in-time by 31 May 2017. The NPA only contains certification specifications and guidance material, in other words „soft law“ normally not translated in the Unions official languages. The main topics for our communities are:

- a) The «Aerodrome Reference Codes» (ARC) methodology will be changed and presented in two different tables;
- b) „FOD“ means now „Foreign Object Debris“, in earlier days this was «Foreign Object Damage»;
- c) «Autonomous Runway Incursion Warning Systems» (ARIWS) should installed, but not all aerodromes, of course.

On page 24 «aerodrome reference field length» (page 7) does not fit with «aeroplane reference field length». I suggested an adjustment.

On the other hand I paid attention to the «ARIWS» as proposed on pages 107...109: Of course we find the statement «An ARIWS does not have to be provided at all aerodromes... », but this formula lacks precision, is too open. I asked for a clearer text, e.g. „No ARIWS installation are required at aerodromes with simple runway and taxiway layouts as well as low traffic/passenger volumes“, being aware of the fact that topography dictates to a great extent aerodrome designs.



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NPA 2017-05 Introduction of a regulatory framework for the operation of drones — Unmanned aircraft system operations in the open and specific category

Published on 4 May 2017 with a comment period ending on 12 August 2017 this NPA disposes of all ingredient to spoil many aviations summer holidays. Model aircraft are not unmanned aircraft systems, age limits are ridiculous, it is not aircraft models operations that require regulations, it is the use of RPAS we have to restrict to a reasonable minimum. “Innovation” and “job creation” are no arguments when the safety and the security plus the privacy of all other stakeholders are at stake. My personal position: No compromises, it is not up to us to make concessions. The “links” to the two sub-parts of the NPA, to sub-part A:

http://www.easa.europa.eu/system/files/dfu/NPA%202017-05%20%28A%29_0.pdf, and to sub-part B:

<http://www.easa.europa.eu/system/files/dfu/NPA%202017-05%20%28B%29.pdf>

The Agency writes: “In accordance with Regulation (EC) No 216/2008 (hereinafter referred to at the ‘Basic Regulation’), the regulation of unmanned aircraft systems (UAS) with a maximum take-off mass (MTOM) of less than 150 kg falls within the competence of the European Union (EU) Member States (MSs). This leads to a fragmented regulatory system hampering the development of a single EU market for UAS and cross-border UAS operations. A new proposed Basic Regulation (hereinafter referred to as ‘the new Basic Regulation’), currently under discussion between the Council, the European Commission, and the European Parliament, aims to solve this issue, by extending the competence of the EU to regulate all UAS regardless of their MTOM.

In view of the adoption of this new Regulation, the objective of this Notice of Proposed Amendment (NPA) 2017-05 is

- to ensure an operation-centric, proportionate, risk- and performance-based regulatory framework for all UAS operations conducted in the open and specific category;
- to ensure a high and uniform level of safety for UAS;
- to foster the development of the UAS market; and
- to contribute to enhancing privacy, data protection, and security.

This NPA proposes to create a new regulation (hereinafter referred to as ‘Regulation (EU) 201X/XXX’) defining the measures to mitigate the risk of operations in:

- the open category through a combination of limitations, operational rules, requirements for the competence of the remote pilot, as well as technical requirements for the UAS; and
- the specific category through a system including a risk assessment conducted by the operator before starting an operation, or the operator complying with a standard scenario, or the operator holding a certificate with privileges.

Regulation (EU) 201X/XXX will provide flexibility to MSs mainly by allowing them to create zones on their territory where the use of UAS would be prohibited, limited or on the contrary facilitated.

Pursuant to new Basic Regulation, market product legislation (CE marking) ensures compliance with the technical requirements for mass-produced UAS operated in the open category. A dedicated Annex (Part-MRK) to Regulation (EU) 201X/XXX is proposed to define the conditions for making UAS available on the market.

Regulation (EU) 201X/XXX is expected to increase the level of safety of UAS operations , harmonise legislation among the EU MSs, as well as create an EU market that will reduce the cost of the UAS and allow cross-border operations. (bold characters by me, combined with the question “What about the other airspace users?”)



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NPA 2017-06 Loss of control or loss of flight path during go-around or other flight phase

concentrates on CS-25 aircraft, the “heavy metals” as I used to write, which is no longer correct of course. The NPA was published on 11 May 2017, **comment period ends on 11 August 2017**. I shall study the document to find out if there are future training elements for our ATO's/DTO's. Any go-around requires alertness and correct sequencing of the necessary actions, think of the “overboost” if the aircraft is equipped with an engine of mature (not to write “old” design), a retractable landing gear, or if you happen to encounter unfriendly weather conditions in a narrow valley obliging you to make a “one eighty” ... The “link”:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-06>

NPA 2017-07 Rotorcraft gearbox loss of lubrication

Was published on 31 May 2017 with **comment period ending on 31 July 2017**, shortened by one month because of the urgency of the topic. I shall let you know in-time if comments from us could be helpful, but I have to read the document first. To prepare your own comments this is the “link” to the document:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-07>

The objective of this NPA is to address a safety issue related to the ability of Category A rotorcraft to continue safe flight for an extended duration after suffering a loss of oil from a gearbox that is reliant on a pressurised lubrication system to provide lubrication and cooling of rotating components.

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

Timo Schubert of Europe Air Sports (EAS) informs us continuously about the ongoing discussions as regards the upper weight limit for the future “Annex 1”. 560 kg or 600 kg MTOM is still 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. **More statements are expected by 6 June 2017.**

First meeting of the Stakeholders Technical Bodies (STeB) Aerodromes (ADR)

I attended the 1st STeB Aerodromes meeting held at Cologne on 18 May 2017. The two major topics were:

- 1) RMP/EPAS 2018-2022 will be published as 1st draft in June in a new form (again!) with new title.
- 2) The actual CIRCA BC sharepoint will be replaced by something that looks amazingly user-friendly.

The other topics do not directly influence our operations, I will serve you with the official information once these are available.

Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 June 2017

Distribution

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