



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: rene.meier2540@bluewin.ch

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Dear Readers

The year is already half over and there is still much to do. But now, for many of us holidays are on the programme, a legitimate concern, I think. So NPAs, CRDs; AMCs, AltMoCs, and Opinions may wait a little bit, but beware, EPAS 2019-2023 looms on the horizon.

After your holidays you may come to the conclusion that flying works perfectly without all sorts of papers. This is the message we will have to spread all over the planet, a bold task, but an important one.



Some congestion also here in Malta...

Our biggest problem?

The further delayed entry into force of Part M Light is, I think, our biggest problem. Two years have passed since the publication of the EASA Opinion 05/2016 in April 2016, and the introduction has been repeatedly announced "for the coming months", what always has been communicated to the best of our knowledge and belief. However, as of this date, nothing has happened.

One no longer understands any further delays, and we have no more arguments. Even if the European Commission has to reduce its budget, a reduction would seriously jeopardize the reputation of the GA Roadmap, EASA, the EU Commission and the associations as well.

Europe Air Sports with EPFU, together with IAOPA reminded the Commission recently to bring the initiated process for the introduction of the Part M Light to a good ending as soon as possible, so let us hope. For many of us not having a Part-M light in force indeed is the biggest problem, hindering our activities in different ways.

All those delaying the entry into force should consider that we do need texts to stand before court, we do not want to go to any court, we simply want to fly.

Ullas-short report on the 3rd ADR TeC Meeting of week 25/2018, selected topics only, those relevant for us:

EASA FS reorganisation:

Nathalie Dejace is the new head of FS 4, ATM/ANS/ADR department.

Yves Morier is now in charge of "disruptive technologies".

Status on drone regulation:

We received an overview on what is going on these days. Having tightly controlled drone operations within aerodrome perimeters and within CTR is of utmost concern to all organisations represented.

Update on New Basic Regulation:

We were told that it should be published by September 2018, the texts being ready. We also were told that in future the Commission would only have the capacity to deal with five EASA Opinions as Rudi informed us earlier already. Agency reps made statements that as a means of compensation more AMC/GM would be produced...



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EPAS 2019-2023:

The first draft nearly is ready, will be distributed early in July. Several RMT of earlier EPAS are put on hold with “negative priority tags” attached, e.g. RMT.0722 on aerodrome data.

Feedback on the idea of “continuous compliance with new CS issues”:

Most of the stakeholder organisations represented think that an any obligation to adjust every existing and certified process and/or document to the latest CS is much too burdensome, creates unnecessarily high costs often without any safety gain.

Next ADR TeC Meeting:

29/30 November, at Cologne.

The presentations given will shortly be available on the Agency’s website.

NPA 2018-02 Provisions of airworthiness requirements in support of global performance-based navigation operations (RMT.0519)

Here as well, I contributed to the submissions of Europe Air Sports and with the Aero-Club of Switzerland. This is the “link” to the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-02>

On request I will send you the comments submitted.

NPA2018-03 Recorders installation and maintenance thereof – certification aspects (RMT.0249, formerly MDM.051)

It is not our core-business, I think, however, we should at least look at what is proposed because RMT.0271 on Inflight recorders for light aircraft, NPA 2017-03, still is in orbit, the Opinion of the Agency being planned for the first quarter of 2019.

NPA 2018-04 Helicopter emergency medical services performance and public interest sites (RMT.0325 and RMT.0326)

was published on 18 June 2018, the comment period lasts until 18 September 2018, probably of interest to some readers. HEMS is considered being Commercial Air Transport, the content of this information is, I think, for information only.

NPA 2018-05 Regular update of CS-25 (RMT.0673)

Published on 18 June 2018, comment period ends on 18 September 2018, “heavy metals” are concerned, for your information only.

Comment Response Documents (CRD), Opinions, Agency Decisions published last month

CRD’s published: CRD 2016-01 **Helicopter ditching** and water impact occupant survivability, published 25 June 2018

CRD 2017-07 **Rotorcraft gearbox loss of lubrication**, published 25 June 2018



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Opinion published: None.

Agency Decisions: ED Decision 2018/007/Review of **CS-27** / Amendment 5 & CS-29 / Amendment 5, publication date 25 June 2018.

Public consultation on drones (unmanned aircraft)– technical standards for drones as a product and conditions for drone operations

This is the consultation period: 13 April 2018 - 9 July 2018, target group: All citizens and organisations are welcome to contribute to this consultation, there still is some time available for comments from us.

Objective: This public consultation asks for your informed opinions and suggestions to help identify what are the gains that could be brought by the use of drones and what are the concerns that would need to be addressed by EU public intervention. The questionnaire is structured as follows:

1. Respondent's profile
2. What benefits Drones can bring
3. Problems to be addressed
4. Market situation
5. Other issues

The results of this consultation will feed into the forthcoming delegated and implementing rules on drones and drones operations and possible future follow-up rules related to drones operations. This is the "link" to the questionnaire:

https://ec.europa.eu/info/consultations/2018-drones_en

Opinion 03/2018 Requirements for air traffic services

My conclusions after studying this Opinion as carefully as possible: We all know that ATC, part of ATS, is very expensive for different reasons. AFIS could help to bring costs down, it also is part of ATS, but the scope is a bit different. For many smaller airports with limited CAT operations AFIS could be the way to go. Of course, there are commercial, political, economical and topographical elements requiring consideration, as we know, however: "Also the longest journey begins with the first step..." (copied from a former Chinese leader).

The Eurocontrol AFIS Manual contains all necessary information, ICAO is also working on such a document. If you need more information please let me know.



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Common rules in the field of civil aviation and the European Union Aviation Safety Agency ***I

European Parliament legislative resolution of 12 June 2018 on the proposal for a regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council (COM(2015)0613 – C8-0389/2015 – 2015/0277(COD))

is available. Please let me know your need for personal copy, for information only, of course.

Have nice flights! Best wishes for permanent CAVOK at least,
and kind regards,

René Meier

CH-2540 Grenchen, 1 July 2018

Distribution

EPFU Members
EPFU Board Members
EPFU Friends



In week 28 I shall be at Sibiu/Hermannstadt.