



European Powered Flying Union

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Dear Readers

8 April 2018? In several respects this was a date to be remembered by aviators. As regards the Declared Training Organisation (DTO) nothing tangible happened. Information received tell me that it looks like we can relax for the moment because we learned at the AERO 2018 at Friedrichshafen that apparently EASA, in cooperation with the Commission, had prepared a draft of an exemption according to § 14.4 of the Basic Regulation currently in place which all Member States have returned to the Agency. It will be interesting to observe and monitor this issue to see whether the DTO implementing rule will be published early summer 2018. Or later...

With all due respect to the participating European institutions involved: That is no pleasure.

This is the text of art. 14.4 of 216/2008:

Member States may grant exemptions from the substantive requirements laid down in this Regulation and its implementing rules in the event of unforeseen urgent operational circumstances or operational needs of a limited duration, provided the level of safety is not adversely affected. The Agency, the Commission and the other Member States shall be notified of any such exemptions as soon as they become repetitive or where they are granted for periods of more than two months.

NPA 2017-21 «Technical and operational requirements for remote tower operations» [RMT.0624 (PHASE 2)]

was published on 20 December 2017. Comment period will end on **3 April 2018**. The «link» was:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-21>

We have sent 23 comments to Cologne as outlined in our April News Flash. We are looking forward to the Comment Response Document (CRD), and, to be honest, to an invitation to participate in the Review Group...

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)

Opinion 01/2018 was published by the Agency on 6 February 2018, with five texts, but without a real Comment Response Document (CRD). This is the “link”:

<https://www.easa.europa.eu/document-library/opinions/opinion-012018>

For us as partners in a common airspace this is important: The risk evaluation has identified three key risk areas:

- airborne conflicts;
- aircraft upsets (UAS out of control); and
- failures of other systems.

The Agency writes in Opinion 01/2018: “These risk areas are reflected, where appropriate, in the requirements for the ‘open’ and ‘specific’ categories. For example, airborne conflict in the ‘open’ category is mitigated by laying down requirements for:



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- a maximum flying height;
- operations to take place in visual line of sight (VLOS);
- remote pilot competency;
- for some UAS classes, a geo-awareness function and a maximum height limitation; and
- the possible introduction of zones forbidding or limiting the use of UA close to aerodromes.”

The text also contains this paragraph: “Model aircraft are within the scope of this Opinion since, pursuant to the definition of a UA in the new Basic Regulation, a model aircraft is a UA. It is, however, recognised that activities conducted within model aircraft clubs and associations have good safety records due to their high levels of organisation, their procedures and their safety culture.”

The complexity of the papers requires more reading by me to obtain full understanding of all details, this will be done during the next weeks, without this I would not be able to find eventual administrative burdens or hidden equipment requirements

NPA 2018-01 Instructions for continued airworthiness [RMT.0252 (MDM.056)]

was published by the Agency on 29 January 2018, the **new end of the comment period now is 31 May 2018**, so there is room for more proposals, we still are working on it. The „link“ to the NPA is

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-01>

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

We are still working on it also here to get the best possible outcome for General Aviation. The extended comment period ends on 31 May 2018, this is the “link” to the document:

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

Reminder

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

is now open for consultation on the EASA website. This NPA proposes to enhance and modernise the specifications for the installation of flight recorders on board large aircraft (CS-25, CS-29), and addresses the following subjects:

- cockpit voice recorder (CVR) power supplies;
- automatic stopping of the recording after a crash;
- combination recorders;
- deployable recorders; and
- performance specifications for flight recorders.

The proposed changes are expected to:

- increase the level of safety;
- address safety recommendations;
- save costs;
- transpose International Civil Aviation Organization (ICAO) standards into EU rules; and
- achieve greater harmonisation with Federal Aviation Administration (FAA) regulations.



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A second NPA that provides a proposal for further issues identified in the Terms of Reference (ToR) for rule-making task (RMT).0249 Recorders installation and maintenance thereof-certification aspects will be published at a later stage. It is CS-25 and CS-29 stuff, not our core-business. This is the “link” the the present NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-03>

To place your own comments, please use the automated Comment-Response Tool (CRT) available at

<http://hub.easa.europa.eu/crt/>

The deadline for submission of comments is **27 Jun 2018**.

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.

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

None!

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

About this consultation, consultation period: 13 April 2018 - 9 July 2018

Target group: All citizens and organisations are welcome to contribute to this consultation.

Objective of the consultation: 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



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New European Helicopter Safety Team (EHST) Helicopter Flight Instructor Guide published

EHST has developed this comprehensive and fully illustrated Helicopter Flight Instructor guide based on a manual developed by the Australian Civil Aviation Safety Authority (CASA) and other international organisations. CASA kindly made the contents of the publication available to EHST for dissemination without restriction. In issue 1, EHST incorporated changes to reflect European terminology and syllabus content and also enriched the manual.

Published on 27/04/2018, issue 2.2 incorporates some editorial corrections, new references and content improvements. This is the "link":

<https://www.easa.europa.eu/document-library/general-publications/ehst-helicopter-flight-instructor-guide>

Best wishes, kind regards

René Meier

CH-2540 Grenchen, 1 May 2018

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