



European Powered Flying Union

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Dear Readers

EPFU needs a new president to govern several construction sites! Of course, together with other Unions, Federations, and Associations we repeatedly obtained good results with regard to our efforts undertaken in the last years. We still lack, however,

- 1) a "Part-M light";
- 2) "B2L and L Licences" for aircraft maintainers;
- 3) "Technical Records" fitting our requirements;
- 4) a LAPL (seaplane)

to name just four important shortcomings, this in order not to discourage my successor. May I kindly invite you to propose nominations? Many thanks!

NBAA: Safran shows off electric power technology
(17 October, 2018 FlightGlobal.com, by Max Kingsley-Jones)

"A Safran-designed electric motor could be flight-tested on an advanced demonstrator within two years, as the company seeks potential applications for the technology.

The first electric motor from Safran's ENGINEUS range is being presented at NBAA – the ENGINEUS 45 motor, which has a continuous power of 45kW. It forms part of a family of electric motors designed for future hybrid and electric aircraft which will eventually include a range of electric motors up to 500kW."

Electric propulsion advances rapidly. I think we have to ask for adjusted training syllabi and Part-FCL provisions to make the most of the opportunities. A topic for our next Annual General Meeting?

Therefore, at Grenchen:

NBAA: Pilot shortages and airspace improvements become focus following regulatory victory
(16 October, 2018 Flight Daily News, by Jon Hemmerdinger)

He reports on a significant concern named pilot shortage roiling the entire aviation industry: "We need to engage our youth at a much younger age," says NBAA board member and executive committee chair Lloyd Newton. "Let's start talking to them while they're in grade school."

Did he only just now start considering what needs to be done? We could try to sell him the idea of "Youth Camps", "Young Eagles", "Air Cadets", "Holiday Passes", all of them encompassing aviation activities by the participants...



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

HEMS not being within the scope of our activities I did not comment.

NPA 2018-06 'All-Weather Operations' (RMT.0379)

The comment period is **extended until 15 November 2018**, this is for your information. This is the “link”

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-06>

NPA 2018-07(A) 'Update of ORO.FC — evidence-based training subtask ' (RMT.0599)

The NPA is “commercial air transport centric”. As GA-pilots we are familiar with all the NPA’s elements. Studying the text is helpful. Besides the AOC-holders we too are invited to comment, the **deadline is now 14 November 2018**. This is the “link” to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28A%29.pdf>

NPA 2018-07(B) 'Update of ORO.FC — evidence-based training subtask ' (RMT:0599)

also is open for consultation on the EASA website. “Further work is foreseen in rulemaking task (RMT).0599 to allow expansion of EBT to the operator conversion course and initial type rating, while expanding the EBT concept to other types of aircraft (e.g. helicopters and business jets)” on page 1 of the (B) attracted my attention, for this reason I include the (B) text of the NPA in our News Flash, it might be of interest to some of our readers. **The deadline for submission of comments is now 14 November 2018**, and the “link” to the full text is

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf>

I still think that commenting individually to both parts, (A) and (B) is more efficient than preparing a consolidated version, thank you for your taking note.

NPA 2018-08 Regular update of CS-MMEL and CS-GEN-MMEL (RMT.0499)

The comment period is extended **until 5 November 2018**. Please send **your contributions to me until 3 November 2018**, many thanks. This is the “link”:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-08.pdf>

NPA 2018-09 Regular update of AMC-20: AMC 20-152 on Airborne Electronic Hardware and AMC 20-189 on Management of Open Problem Reports (RMT.0643)

was not commented by EPFU.



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Repetition, because of its importance to GA NPA 2018-10 'Regular update of the certification specifications for standard changes & standard repairs (CS-STAN) (RMT.0690)

still is open for consultation on the EASA website. The Agency writes: “The initial issue of CS-STAN was adopted on 8 July 2015, and it contained a limited number of standard changes and standard repairs (SCs/SRs). The number of published standard changes and repairs increased in 2017 with the publication of ED Decision 2017/014/R (CS-STAN Issue 2)¹⁰. Nevertheless, **the development of CS-STAN, including its regular update, remains a core element of the EASA strategy to support GA**. In this NPA, EASA proposes new or amended standard changes and standard repairs, as defined in points 21.A.90B and 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/2012¹¹. The ultimate goal is to support the operation of GA aircraft in Europe by reducing the regulatory burden for the embodiment of simple changes and repairs in certain aircraft when applying the acceptable methods, techniques, and practices.”

We are invited to take a careful look at the proposals presented, RMT.0690 is one of the success stories for GA, our contributions will be highly esteemed. The deadline for submission of comments is **11/12/2018**. I am inclined to prepare consolidated comments. Please send me **your contributions until 1/12/2018**. The “link” to the NPA is:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-10.pdf>

Repetition

NPA 2018-11 'Certification Specifications and Guidance Material for maintenance certifying staff type rating training' (RMT.0106)

was published some two weeks ago, it addresses type rating training topics at TC- and RTC-holders level, it is therefore not directly within our scope. I do not intend to prepare consolidated comments. For those readers touched by these themes here you find the “link” to the NPA:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-11.pdf>

The deadline for submission of comments is **18/12/2018**.

NPA 2018-12 Runway Excursions (RMT.570)

Just for your information, I do not intend to comment: Published on 15 October 2018, this NPA proposes to require the installation of a runway overrun awareness and alerting system on new large aeroplane designs (CS-25), and on certain new large aeroplanes operated in commercial air transportation (CAT), and manufactured after a predetermined date (Part-26/CS-26). The proposed regulatory changes are expected to increase safety by supporting the flight crew during the landing phase in identifying and managing the risk of a runway excursion. This should reduce the number of runway excursions that occur during landings. **Comment period ends on 15 January 2019**. The “link” to the full text:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-12>



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Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published in October

CRD's published: None

Opinion published: None

Agency Decisions: None

Public Consultation: None



Having read the "Chicago Convention" when he was younger, Santa Claus called me before departure from Rovaniemi (EFRO) to Grenchen (LSZG) and said:

"ICAO asks Grenchen ATC, and all others, to promote a safe, orderly and expeditious flow of air traffic. **Is any slot regime not illegal?"**

Picture found in the internet at the site '1ZOOM.Me'

EPFU 2019 Annual General Meeting (AGM)

Date and time Friday, 15/2/2019 – Sunday 17/2/2019

Location Maritim Hotel
Goethestrasse 7
D-80336 München
Germany

The event starts early in the evening on Friday, it ends early Sunday afternoon. All details follow in week 46! My thanks to Pit Schoeffler for the preparations done.



Picture of the hotel found in the internet.

Kind regards, best wishes

René Meier

CH-2540 Grenchen, 1 November 2018

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