



## European Powered Flying Union

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### EPFU News Flash No. 40, January 2017

#### Dear Readers

Best wishes for a happy 2017 from your president.

This first 2017 News Flash adjusts several messages communicated earlier, and contains a few new ones. Overall, 2016 was heavily RPAS-centric. I do not want to be unfair vis-à-vis these “newcomers”, I think, however, all of us have to follow carefully what is going on, what the regulators intend to do, what is pure speculation, and what is reality. We keep our eyes open, for the best of our experienced community, making use of the airspace for definitely more than 100 years now.



Many thanks to Knud for the pictures!

#### Adjusted entry NPA 2016-05 CS-23 / CS-VLA (RMT.0498)

The next meeting of the rulemaking group now takes place from 25 to 27 January 2017 to prepare the Comment Response Document to correctly handle the 318 comments we received. Interesting fact: Some commenters asked for clear definitions for daily-use words as “likely” or “probably”... We shall keep you informed on the outcome of our efforts.

#### Adjusted entry NPA 2016-09(A)(B) Requirements for Air Traffic Services

comes in two parts, (A) and (B) Comment period for both parts **now end on 28 February 2017**, these are the ‘links’:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-09a>

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-09b>

Please send me your comments on (A) and (B) by **6 February 2017**, many thanks.



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### Adjusted entry

#### **NPA 2016-12 Transposition of provisions on Electronic Flight Bags from ICAO Annex 6**

We made a thorough evaluation of the content of the NPA, focused on the particular needs of our community. We are of the opinion that we shall get a set of provisions appropriate to our needs, i.e. «Part-NCO» (pages 75 and 76) and «Part-SPO» non-commercial, with non-complex aircraft (pages 77-94), at the same time maintaining the high level of safety European institutions insist on.

You may submit your comments directly to the Agency by using the Comment Response Tool (CRT), this is the 'link' to the NPA :

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-12>

Comment period ends on 6 January 2017. I have posted 6 short comments. Very helpful are the tables printed on pages 135, 136, 137, 138 of NPA 2016-12.

#### **NPA 2016-13 Technical requirements and operating procedures for airspace design, including flight procedure design**

This is the 'link' to the text:

<http://www.easa.europa.eu/system/files/dfu/NPA%202016-13.pdf>

**Comment period now ends on 31 March 2017**, extended by two months. **I planned to do a first reading by the end of the year, but I am not ready yet.**

#### **Repeated because of the importance of the topic**

#### **NPA 2016-14 Easier access for general aviation pilots to Instrument Flight Rules (IFR) flying (RMT.0677)**

EASA published NPA 2016-14 on 9 November 2016, comment period will end on 31 January 2017, interested parties are invited to comment on the proposals prepared by a dedicated Task Force (TF) for an even easier way to obtain an Instrument Rating (IR) than via today's Competence-based Instrument Rating (CB-IR) and En-route Instrument Rating (EIR). My text is based on official publications of the Agency.

As we know the goal of EASA's General Aviation (GA) Road Map is to work towards simpler, lighter and better rules for our communities. During the 2014 EASA Safety Conference on General Aviation, the topic of «easier access to IFR flying» was identified as an important initiative to improve the safety and utility of our flying. This was in response to the safety concerns and to our views that the current regulations for many aspects of IFR flying should be made more proportionate.

With an easier access to IFR flying, we would be able to plan A-B flights with more confidence of safe completion. We would be less vulnerable to changing weather conditions and the associated risk of continuous visual flight rules (VFR) flights into instrument meteorological conditions (IMC).

As well as increasing the safety and resilience of GA flying, it will also reduce the complexity of longer flights, which often require extensive planning before the flight, re-planning in-flight, and other contingency provisions to be executed when flying under VFR.



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IFR flight planning for longer A-B flights is more straightforward — thus encouraging our pilots to conduct flights that they might otherwise have not attempted. This will bring safety and economic benefits. Furthermore, powerful tools are available on the market today making planning of IFR flights easy indeed.

In order really get appropriate provisions the work of the TF was targeted across the different regulatory domains. In view of this, one of the deliverables was a comprehensive action to address relevant cross-functional issues. After an initial review, a new Terms of Reference (ToR) text, (Issue 2) was drafted, together with a Concept Paper (published on 18 December 2015), addressing the different identified issues for improvement or resolution:

- More proportionate flight crew licensing (FCL) requirements;
- IFR procedures at aerodromes;
- Air traffic management (ATM) more compatible with GA flight profiles; and
- Certification of aircraft and equipment used for IFR flying.

Aircrew issues are addressed first. Further tasks are planned, they will contain recommendations for amendments to airworthiness, ATM, and aerodrome requirements. This is the 'link' to the NPA:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-14>

for individual comments. You may also send your proposals for comments to the Programme Manager by 15 January 2017, a consolidated set will then be sent to the Agency in-time.

### **NPA 2016-16 Regular update of Part-FCL, part of Regulation (EU) No 1178/2011, and other parts**

The objective of this NPA, published on 30 November 2016, is to address a non-controversial safety and regulatory coordination issue linked with pilot training and licencing requirements of Annex I (Part-FCL), Annex III (Conditions for the acceptance of licences issued by or on behalf of third countries), Annex VI (Part-ARA) and Annex VII (Part-ORA) to Regulation (EU) No 1178/2011 (the Aircrew Regulation).

This NPA proposes to clarify already existing rule text in order to make the regulatory framework more precise and effective, as well as to correct the current inconsistencies and editorial errors. Comment period ends on 17 March 2017, please send me your comments until 1 March 2017. This is the link to the NPA:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-16>

### **NPA 2016-17 Regular update of certification specifications for standard changes & standard repairs (CS-STAN)**

On 11 December 2016 I have distributed an advice directing your attention to this new set of Certification Specifications for Standard Changes and for Standard Repairs. This is the "link" to the document:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-17>

Because of the comment period shortened to 2 months ending on 7 February 2017, please send me your comments by 24 January 2017 so that I have time available for a co-ordinated input.



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### **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**

EASA writes (slightly adjusted by me...) The specific objective of this NPA is to update the IRs of Regulation (EU) No 216/2008, the actual Basic Regulation (BR), and the related AMC/GM in order to be aligned with Regulation (EU) No 376/2014 as regards the reporting, analysis and follow-up of occurrences in civil aviation.

This NPA proposes changes to ensure that the IRs of Regulation (EU) No 216/2008 and the related AMC/GM adequately reflect the specific obligations stemming from Regulation (EU) No 376/2014 for the European Aviation Safety Agency (EASA) Member States' competent authorities, individuals, as well as organisations having their principal place of business in an EASA Member State. These obligations currently exist in parallel with the reporting obligations of Regulation (EU) No 216/2008 and its IRs. While all the aforementioned Regulations are overall deemed to be consistent with one another, in practice, there is potential for overlaps and ambiguities that need to be addressed. The proposed changes are expected to increase legal certainty by clarifying the occurrence-reporting requirements within the scope of Regulation (EU) No 216/2008; prepare the ground for standardisation inspections to monitor the implementation of Regulation (EU) No 376/2014; and support the implementation of effective occurrence-reporting systems by all stakeholders concerned.

What EASA does not mention: BR 216/2008 will be replaced very soon by a new edition. I am therefore inclined to ask for a postponement of the end date of this NPA which currently is 20 March 2017. This would take away a burden from you and me, because we all shall suffer when we do not these things right. "Occurrence Reporting" is not an "EASA baby", it was born at Brussels... This is the "link":

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2016-19>

I shall revert to this task in our February News Flash at the latest.

### **Preparing the Elections 2017**

According to our statutes European Powered Flying Union needs a vice-president, a position not occupied now. May we kindly ask you for your proposals? It would be an ideal cost-saving solution if your candidate could act as webmaster. Looking forward to receiving candidate names by 10 January 2017 for the elections taking place at the 2017 Annual General Meeting at Helsinki on Saturday, 25 February 2017 in the afternoon as announced earlier already, at the brandnew Clarion Hotel adjacent to the harbour, an excellent location.





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### Not new, but important: Inputs 2017 Annual General Conference of EPFU

As already communicated we found the weekend of 24/25/26 February 2017 being the most suited date for our AGM, it will be held at Helsinki. Today you are kindly invited to send your proposals for topics to be integrated in the agenda of the meeting as soon as possible to our Secretary General

[baf747@aol.com](mailto:baf747@aol.com) or to me:

[president@epfu.eu](mailto:president@epfu.eu)

Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 January 2017

Distribution

EPFU Members  
EPFU Board Members  
EPFU Technical Officer

Silja "Symphony", Helsinki Harbour in  
winter

(Picture found in the internet)

