



European Powered Flying Union

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EPFU News Flash No. 43, April 2017

Dear Readers

Spring is here, not only because we write April 1, 2017 today, much more because AERO 2017 is “ante portas”. I think we all are looking forward to seeing more progress in the field of general aviation, foremost in new propulsion concepts.

At home we have introduced “IFR without ATC” on 30 March at LSZG between 1800 and 0800 LT to gain experience for further extending this concept in Swiss airspace. The clear aim is to reduce costs for aerodrome users without reducing the level of safety. There are, as always, “pro’s” and “con’s”. We shall find out how it works, and we will deliver a concluding report as soon as we dispose of a reliable database.

The Agency was very active during March publishing a high number of decisions. I need some more hours to look at all of them. To me the most important of them all is the one that just follows:

CS-23 / CS-VLA is reality!

This is the message I received a few hours ago, addressed to the members of the group preparing these certification specifications known as RMT.0498:

“Dear all,

ED Decision 2017/013/R has been published today that brings the new CS-23 Amendment 5. So, it is a fact that we have a re-organised CS-23 that will come into force on August 15th, the date when the accompanying AMC will be added to the package.

I would like to thank you all for the support and contribution that has help to reach this milestone.

Further work to align even better between CS-23 and Part-23 will be ongoing within the regular update task for CS-23.

Thanks again and see you in the near future

Kind regards.

Boudewijn Deuss
Regulations Officer
European Aviation Safety Agency



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An agency of the European Union 

In other words: We from Europe Air Sports, EPFU, and from all organisations involved did a very good job.



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Further Agency Decisions published between 1 and 31 March 2017, with the date of publication on www.easa.europa.eu, under:

- 31/03/2017 CS-STAN Issue 2, Standard Changes and Standard Repairs,
ED Decision 2017/014/R
- 30/03/2017 AMC/GM to Part-SPO — Amendment 9, Specialised Operations,
ED Decision 2017/012/R
- 30/03/2017 AMC/GM to Part-NCO — Issue 2, Amendment 6, Non-commercial operations with other
than complex motor-powered aircraft,
ED Decision 2017/011/R
- 30/03/2017 AMC/GM to Part-NCC — Amendment 10, Non-commercial operations with complex motor-
powered aircraft,
ED Decision 2017/010/R
- 30/03/2017 AMC and GM to Part-SPA — Amendment 6, Special approvals,
ED Decision 2017/009/R
- 30/03/2017 AMC and GM to Part-CAT — Issue 2, Amendment 12, Commercial air transport,
ED Decision 2017/008/R
- 30/03/2017 AMC and GM to Part-ORO — Issue 2, Amendment 11, Organisation requirements,
ED Decision 2017/007/R
- 30/03/2017 AMC and GM to Part-ARO — Issue 3, Amendment 6, Authority requirements,
ED Decision 2017/006/R
- 30/03/2017 GM to Annex I (Definitions) — Amendment 6
ED Decision 2017/005/R
- 09/03/2017 AMC/GM to Part-ARO — Issue 3, Amendment 5 AMC/GM to Part-ORO — Issue 2,
Amendment 10 AMC/GM to Part-CAT — Issue 2, Amendment 11 AMC/GM to Part-SPA —
Amendment 5; ORO, CAT, SPA full text above,
ED Decision 2017/004/R
- 08/03/2017 AMC/GM to Part-CAT – Issue 2, Amendment 10, AMC/GM to Part-NCC -Amendment 9,
AMC/GM to Part-NCO – Issue 2, Amendment 5, and AMC/GM to Part-SPO –Amendment 8;
NCC, NCO, SPO full text above,
ED Decision 2017/003/R
- 08/03/2017 AMC/GM to Part-CAT – Issue 2, Amendment 9 & AMC/GM to Part-NCC-Amendment 8
ED Decision 2017/002/R
- 08/03/2017 AMC/GM to Regulation (EU) 2017/373
ED Decision 2017/001/R

I shall take a more in-depth look at all these decision, if required a further News Flash will be distributed. To avoid surprises all publications must be checked, one never knows, 10 publications in two days was toooooo much for my assistance and for me...



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An NPA RPAS/Drones/UAV's will be published very soon!

This will require our utmost attention and careful treatment. As I always stated: We shall not re-equip or install new equipment onboard our aircraft just because RPAS/drones/UAVs operate more or less anywhere in the lower airspace segments. I fully support the model aircraft operators in their fight to stay out of any disproportionate RPAS/drones/UAV regulation. I shall send you in-time all relevant information on this challenging task.

By the way, Swiss Post has started a trial service between two hospitals situated in an urban area flying in the lowest layer of the Lugano CTR.

B2L and L-Licences, RMT.0276

The long overdue entry into force will most probably suffer from further delays, nearly incredible, I know. A few days ago I was explained that further clarifications are required as new provisions in other documents are now in contradiction to what we developed as B2L and L licences. This fact is difficult to accept, easy to understand, however, as the task was started some 8 years ago...

Visiting European Hang- and Paraglider Union's (EHPU) 2017 Annual General Meeting

At the end of January 2017 I had the unique opportunity to attend the Annual General Meeting (AGM) of EHPU held at Sibiu/Hermannstadt in Transylvania, a picturesque town in an area of alpine character.

The members of EHPU exclusively operate aircraft outside of the EASA world, contained in today's „Annex II“, tomorrow's „Annex I“ once the reworked „Basic Regulation“ enters into force.

EHPU being an important specialised union with some 100'000 members contributes greatly to funding Europe Air Sports. To explain to the AGM audiences of the past three years, Timo Schubert, legal advisor, and me, alternatively held presentations on the aspects of the working methods of the European Union, of technical aspects as electronic conspicuity, and of airspace questions. Furthermore this year the «drones threat» gathered momentum requiring continuous surveillance of the airspace hang- and paragliders are operating in.

The «business part» of the event was carefully prepared by Arne Hillestad, Secretary General, and elegantly guided by Valentin Popa, EHPU's President. Electing a new president was one of the numerous points of this AGM,was elected, he will lead the union during the next turn.

As we know it from all other sports and recreational aviation organisations money always is an important point leading to questions on the how and the why contributions have to be paid. My personal conclusion: «value for money» counts more than ever. Members are entitled to learn what organisations achieve, and how these achievements mirror privileges as regards use of airspace, flight crew licencing, aircraft equipment and maintenance, occurrence reporting, to name just a few of the many well-known topics. Europe Air Sports as the major European sports and recreational aviation organisation achieved for, and with EHPU the continuous staying outside of the EASA-framework regulating flight crew licencing, aircraft equipment and maintenance. A special effort was required to do so as well for occurrence reporting.

As per my perception flying with a minimum of restrictions within an optimum of free airspace is what hang- and paragliders always have been looking for. There is wide consensus on that within all our communities.



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Four pictures taken by me :



View from the Ramada Hotel at Sibiu/Hermannstadt



What a contrast to the picture below...



To the left the Tourist Office, former Party Headquarter, to the right the Catholic Church



Street scene, with the Casa Frieda restaurant, the first building on the left, where they serve an excellent Cappuccino.

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

Comment period ended on 31 March 2017, no request for commenting on this arrived on my desktop, so I did nothing. I shall follow how things develop and act directly via the airspace technical officers.

Second abbreviated repetition

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

The comment period now ends on 22 May 2017. This is the "link" to the document

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

Please send me your comments by 2 May 2017.



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Electric propulsion rendez-vous at Grenchen (LSZG) 9 and 10 September 2017

Several manufacturers already announced their participations, workshops and presentations are planned to discuss and develop

- Flight Crew Licensing (SEP: Single Engine Piston, or Single Engine Propeller, that is one of the questions.)
- Aircraft Maintenance,
- Where to find qualified aircraft maintainers?
- Further developments in the field of powerplants and propulsion systems.
- how do the new CS-23/CS-VLA affect our community?

Will be on the list, new titles will follow as the preparations continue. Come to see us, we will friendly accept piston-engined or turbine-powered aircraft as well...



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

We sent 13 comments to the Agency, our main request was to start generating new provisions covering future propulsion systems, powerplants, energy sources and supply to come in the end to a SEP where "P" no longer means "piston" but "propeller".

STOP PRESS 2017 AGM Minutes draft

Not ready yet, deeply sorry, I shall do my best to remind my boss of this open task!



Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 April 2017 Distribution

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