



# 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 1: president@epfu.eu  
E-Mail 2: rene.meier@aeroclub.ch

## EPFU News Flash No. 46, July 2017

### Dear Readers

Quite different topics we found on the summer menu of June, some continue to ask for attention during July, foremost UAV/RPAS/drones related publications. AFIS is another chapter we shall have to deal with in the very near future. "You do social dumping when engaging flight information service officers (FISO) to do what is done by air traffic controllers (ATCO) today." was a clear statement. "But you get two and a half FISO for one ATCO!" was the equally clear answer from a CAA representative. And: "What an ATCO tells a pilot to do is an 'order'!" Imagine the answer I gave. Interesting times are ahead.

### The Danish Question

A few days ago I received a message from Merete Strandberg from KDA (Denmark) writing about several cases where Private Pilot Licence examination questions were badly formulated, in some cases with faults, both resulting in creating confusion among the students, some have not passing exams because of this.

To find out how such situations are dealt with in other countries I am actually preparing a questionnaire which I shall distribute at the beginning of week 27 with questions like

- a) Is the set of theoretical exam questions for Private Pilot Licences available to students/instructors after a completed exam?
- b) What is the option/procedure to undertake in case of complaints about theoretical exam questions in your country?

You will be invited to **send your answers until 31 August 2017** directly to Merete Strandberg, [mail@flyvdmu.dk](mailto:mail@flyvdmu.dk). Preparing the questionnaire requires some more time to avoid translation problems and other possible difficulties. Many thanks in advance for assisting KDA!

### "English only..."

Not only in smaller countries the question of the language(s) to be used when contacting aeronautical fixed or mobile radio stations gained momentum in the past years, also in larger ones. Granting exceptions from the "English only" in airspaces near to the national border will become law in Switzerland, provoking the question of "What is 'near to the national border', the most central point of the country being at a distance of some 50 km only to such a border?"

### **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)**

Published on 4 May 2017 with an original comment period ending on 12 August 2017, got a revised end date, it is now **15 September 2017**. Before preparing further texts I shall attend the dedicated workshop to be held at the Agency's premises at Cologne on 5 July. On 8 July a national workshop will take place at Grenchen covering the needs of the Swiss community. After these two meeting I shall have a clearer picture about what changes to the NPA's proposals we have to ask for. You will get more information during week 28.



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### **NPA 2017-06 Loss of control or loss of flight path during go-around or other flight phase (RMT.0647)**

concentrates on CS-25 aircraft, the “heavy metals” as I used to write, which is no longer correct of course. The NPA was published on 11 May 2017, **comment period ends on 11 August 2017**. I shall study the document to find out if there are future training elements for our ATO’s/DTO’s. Any go-around requires alertness and correct sequencing of the necessary actions, think of the “overboost” if the aircraft is equipped with an engine of mature (not to write “old” design), a retractable landing gear, or if you happen to encounter unfriendly weather conditions in a narrow valley obliging you to make a “one eighty” ... The “link”:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-06>

### **NPA 2017-07 Rotorcraft gearbox loss of lubrication**

was published on 31 May 2017 with **comment period ending on 31 July 2017**, shortened by one month because of the urgency of the topic. To prepare your own comments this is the “link” to the document:

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-07>

The objective of this NPA is to address a safety issue related to the ability of Category A rotorcraft to continue safe flight for an extended duration after suffering a loss of oil from a gearbox that is reliant on a pressurised lubrication system to provide lubrication and cooling of rotating components. The NPA concentrates on the CS-29 helicopters, the large ones, but CS-27 is mentioned repeatedly in the text.

### **NPA 2017-08 Regular update of CS-ETSO**

Normally I do not promote comments on CS-ETSO revisions, this time however, I think it is reasonable to make an exception after reading combined indexes 1 and 2 on pages 12 to 18.

EASA writes: “This NPA proposes to:

- modify a number of ETSOs in order to harmonise them with the corresponding FAA TSOs;
- introduce several new ETSOs (Index 1) which are, where possible, technically similar to existing FAA TSOs;
- modify an ETSO (Index 2), which does not yet exist in the FAA TSO series (i.e. ETSO-2C514)

The proposed changes are expected to reduce the regulatory burden for the validation of FAA TSO authorisations by EASA and vice versa, to increase cost-effectiveness, and align CS-ETSO with the state of the art.” My proposal is that you check pages 12 to 18, then look at the individual ETSO sheet if a title attracts your attention, and comment individually, if required. This is the «link» to the NPA:

<http://www.easa.europa.eu/system/files/dfu/NPA%202017-08.pdf>

Comment period ends on **31 August 2017**, please let me know if assistance is required. You may also send your comments to me, I shall, as a result of what I get, prepare a common statement.

### **NPA 2017-09 Update of AMC-20 — In-flight entertainment (IFE), lead-free soldering, harmonisation of safety assurance and software development criteria (RMT.0561)**

published on 22 June 2017, is mentioned here just for the records, probably of interest to those among us operating heavier aircraft with IFE systems installed. Comment period ends on **22 September 2017**.



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### Still ongoing discussions on the upper weight limit for “Annex 1” aircraft of the future...

Timo Schubert of Europe Air Sports (EAS) informs us continuously about the ongoing discussions as regards the upper weight limit for the future “Annex 1”. 560 kg or 600 kg MTOM is still discussed. EPFU fully supports EAS to find a viable, practical, safe solution which increases safety of the operators on the one hand, sales prospects of European manufacturers on the other. “More statements are expected by 6 June 2017” was my statement in the June News Flash. Today I only am able to inform you that the discussions are still on-going as other points of disagreement, not linked with our communities, exist. So “wait and see” is the only thing I can do for the moment, not much, I know, but I have to accept this situation.

### NPA 2017-10 Software assurance level requirements for safety assessment of changes to air traffic management/air navigation services functional systems (RMT.0469)

was published on 28 June 2017, with a deadline of **30 November 2017**. EASA writes: “The objective of this NPA is to maintain a high level of safety by providing a set of harmonised software assurance level (SWAL) measures for providers of air traffic management (ATM)/air navigation services (ANS) and other ATM network functions when dealing with the (safety) assessment of changes to a functional system. It thus aims at achieving a smooth transition into the new ATM/ANS regulatory framework. This NPA proposes a set of acceptable means of compliance (AMC)/guidance material (GM) for the definition and implementation of a software (safety) assurance system by providers of ATM/ANS and other ATM network functions that is based on the requirements laid down in Regulation (EC) No 482/2008, which is repealed by Regulation (EU) 2017/373.”

This NPA requires attention, I believe, as it is connected with NPA 2013-08, NPA 2014-07, NPA 2014-13 as well as with several EU Regulations. Furthermore, software aspects for Aeronautical Information Services (AIS) are included, thus what we do within RMT.0464 looking at Aerodrome Flight Information Services (AFIS) should be integrated in the outcome of RMT.0469. The next step by me is a more in-depth reading of the text before making any proposal.

Kindest regards, best wishes!

René Meier

CH-2540 Grenchen, 1 July 2017

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