



# European Powered Flying Union

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## EPFU News Flash No. 48, September 2017

Dear Readers

The “smartflyer challenge 2017” of 9 and 10 September is the reason for the delay of this edition. First of all some pictures taken by Markus Jegerlehner ([www.fotojeger.ch](http://www.fotojeger.ch)) of Langenthal, Switzerland, of aircraft attending or persons organizing the event. The next edition is planned for 1 and 2 September 2018, at the same location, Grenchen (LSZG), hopefully in better weather conditions than we had to cope with during Saturday, 9 September when rumours were circulating that in 2018 a combined electric aircraft and electric submarines event would take place.

Special thanks to Jean-Luc Charron, president of the Fédération française aéronautique, and Xavier Barral, our Secretary General, for their contribution to the event and their visit.



Magnus “eFusion” piloted by Dr. Frank Anton, Siemens AG (Hungary)



Ruppert Composites “Archeopterix electro” piloted by Cornelia Ruppert (Switzerland)



VOTEC evolaris aerobatics trainer, MSW Aviation (Switzerland)



University of Stuttgart, IFB “eGenius”, brought to Grenchen by Jonas Lay and Len Schumann (Germany)



University of Stuttgart “icaré II xxl” flown-in by Werner “micro” and Jutta Scholz (Germany)



Miroslav Novotny’s electric “EGO Trike” (Czech Republic)



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The organizing team.



A Lange "Antares 20 E", as far as I know the world's first electrically powered aircraft, in front of the venerable DC-3 sporting Serial Number 9555

## **"European Plan for Aviation Safety" (EPAS), rulemaking programme for 2018 to 2022**

Besides the drones/RPAS/UAV/UAS, this document is this summer's second "hot topic" in the fields of my activities. I working on it by now, so I shall have an overview ready for the October edition.

### **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 today, 15 September 2017. After co-ordination with Europe Air Sports, European Model Flying Union and with a number of national aero-modellers associations I only submitted a general comment supporting the concept of clearly separating aero-models and drones/UAV/UAS/RPAS whatever name the latter carry.

### **NPA 2017-10 Software assurance level requirements for safety assessment of changes to air traffic management/air navigation services functional systems (RMT.0469), additional element in para. 2 Repetition**

was published on 28 June 2017, with a deadline of **30 November 2017**. 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.

In my opinion, in the very near future many of the aerodromes with limited IFR traffic will have to switch form ATC to AFIS because of the cost of ATC, Grenchen (LSZG) will be one of the first, possible already very early in 2018. The most difficult task: How and where do we find future Flight Information Service Officers (FISO)?

### **NPA 2017-11 Integrated Modular Avionics - Phase 2, Repetition, for those interested in avionics**

was published on 21 July 2017, with an end date for comments on 29 September 2017, it addresses avionics integration solutions. For those who are familiar with or interested in the topic, this is the "link":

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-11>



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### NPA 2017-13 Update of flight simulation training devices requirements — Upset prevention and recovery training, FSTD inspector competencies framework, training matrix

might be interesting for those involved in training crews of heavier aircraft. The NPA was published on 25 July 2017, comment period ends on 25 September 2017, lasting two months only. **This is the “link” for interested parties:**

<http://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2017-13>

**There still are no final news on the future “Annex I” weight limits, none on “Part-ML”, none on news on the introduction of the B2L and L Licences, and no essential information are available on a new or adjusted “Basic Regulation” as a whole.**

At Europe Air Sports’ level there is hope that the Estonian presidency now in charge of the politics will give a boost to what should be dealt with as soon as possible for the sake of the entire aviation community.

(Picture found in the internet, many thanks to the author.)

Electrically yours

René Meier

CH-2540 Grenchen, 15 September 2017



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