



European Powered Flying Union

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EPFU News Flash No. 64, January 2019

Dear Readers

News Flash no. 64 contains some short and some longer articles on events and on publications of EASA and of SESAR Joint Undertaking, my contribution to keep the readers up-to-date. This time I start with a request for information on a technical topic following the 2019 AGM reminder. Please take a look at and answer to Jacques Cochelins request for information, many thanks.

EPFU 2019 Annual General Meeting (AGM), please register!

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

Location Maritim Hotel
Goethestrasse 7
D-80336 München
Germany

A registration form is accompanies this News Flash.

PS: We are in search of a new president!

The IBAN for payments is DE31 3002 0900 5230 0835 41. If your banking template asks for it: Here are the probably requested details for the bank account in use:

Hans-Peter Schoeffler
Hans-Boeckler-Str. 1
D-96050 Bamberg
Deutschland/Germany

Many thanks for joining us at Munich for the elections and to exchange information.

Can we help?

This is a message I received a few days ago from our friend Jacques Cochelin of Fédération Française Aéronautique (FFA):

“In the Minimum Inspection Programme (MIP) (AMC M.A.302 (i)) an item provides for an "operational test" of the transponder at each visit (100 h / 1 year). Nowhere in the texts appears neither the explanation nor the content of this test. Our authority (DGAC) has recently modified a document defining the maintenance requirements of the on-board radio installation and the ATC chain in which it now imposes on all ELA 1 under EP (maintenance program) declared to perform this operational test at each visit.

Not making any distinction, in its application, between the traditional test as it is envisaged in the regulation and this operational test this is very penalizing. Indeed, an aeroclub performing under declared PE that performs 500 to 550 h / year with its ELA 1 must perform 5 to 6 tests / year / aircraft.”



Picture copied from the Hotels' website.



Picture copied from the Augustiner Keller website.



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My proposal: Please send your information on how this AMC text is dealt with in your country directly to Jacques Cochelin. He is particularly interested in answers covering the situation in the UK, in Germany, in Switzerland, and in Spain. His E-mail address: cochelin@free.fr

Many thanks for your support.

EASA inviting GA Pilots to participate in an a novel VFR into IMC Simulator Experiment on 13-14/3/2019

During the EASA Safety Conference held in Vienna early November EASA announced to create a Safety Promotion Portal for General Aviation. Work on this has started as part of EASA's new Safety Promotion Strategy which will take a new and innovative approach to Safety Promotion. One of the first major initiatives is about VFR flight into IMC conditions targeted at GA pilots.

EASA is inviting 12 pilots to take part in a simulator experiment. The pilots will be filmed when flying into IMC conditions with a scenario developed with flight instructors and weather experts. The pilots will then be interviewed about what happened, and what their perception was. A second group of pilots will be instructed in some basic techniques as regards how to handle such situations in order to be better prepared and to reduce the effect of surprise in such situations.

The Agency has issued a call for interest to GA pilots to join this project. It will take place on 13 and 14/3/2019. **The deadline for application is set for 25th of January 2019.** The Agency will directly take care of the travel arrangements for the selected pilots to travel to Germany. This is the "link" to additional information:

www.easa.europa.eu/STAYINCONTROL

SESAR Joint Undertaking Innovation Days, Salzburg, 3-7/12/2019

On behalf of EPFU I attended some of the presentations held at this years' SESAR JU Innovation Days. All of them could in fact be reported on, but because of the multitude of events I concentrated on two:



EMPHASIS Workshop

Mr. Petr Casek from Honeywell presented this hot topic, dealing with the seamless integration of RPAS/ UAV/UAS/drone operations in today's airspace structure and operational environment. I would say there is nothing new under the sun, any integration will be difficult, unfortunately most certainly to the detriment to the users of airspace G: Most of the (civil) operations of these flying machines would take place in the Very Low Level (VLL) segment, it was, however, difficult to convince some participants that there are many other aircraft operators already flying there and that in my views no exclusive rights should be granted to the VLL newcomers.

Identification of Complexity Factors for Remote Towers

Mrs Christiane Schmidt of Linköping University presented the results of the study on remote tower operations, foremost in Sweden. By now, I think, we all know about the strengths, the weaknesses, the chances, and the threats of remote tower operations, and, together with a well-instructed team we could launch a "SWOT" analysis for our aerodromes. By the end of the presentation I had mixed feelings: Mrs Schmidt told the audience that VFR traffic was not included in the studies, she said that VFR traffic is not



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“plannable”, a statement I did not accept. And when I asked her about the national regulators opinion on the study and the presented result she diverted my question to the Swedish representative in the room who said: Well, there still is a lot of paperwork we have to evaluate very carefully.” It seemed to me that the Swedish competent authority was not very happy with what was presented. My comment on this was not confirmed nor denied.

All proceedings of the entire programme of the 2018 SESAR JU Innovation Days (papers, presentations, summaries of the posters, pictures, etc) can be found at www.sesarju.eu/sesarinnovationdays.

NPA 2018-10 'Regular update of the certification specifications for standard changes & standard repairs (CS-STAN) (RMT.0690)

We sent 20 EPFU comments to the Agency after co-ordinating our texts with those of Europe Air Sports and of PPL/IR. Many thanks to those who contributed to our comments.

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

I did not comment on behalf of EPFU

Repetition:

NPA 2018-12 Runway Excursions (RMT.0570)

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 aero-plane 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 15/1/2019.** The “link” to the full text:

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

NPA 2018-13 Appendix I to AMC to Annex III (Part-66) - Aircraft type ratings for Part-66 aircraft maintenance licences (RMT.0541)

EASA published NPA 2018-13 on 5/12/2018, it is indirectly important for our community as it affects maintenance licence holders. The **comment period ends on 5/3/2019**, as in the past I do not intend to submit EPFU comments. For those interested in the subject: this is the “link” to the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-13>

NPA 2018-14 Runway Safety (RMT.0703 and 0704, but also RMT.0296)

This NPA was published just before the start of the seasons holidays to keep us busy, “us” means Nils Rostedt, Rudi Schuegraf and me. We shall have to assess carefully the intentions of the rulemakers in order to avoid operational constraints for our aerodome operations. Our trio is of the opinion that utmost care must be applied when commenting on this NPA. Here follows the Agency’s introductory text:



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“EXECUTIVE SUMMARY

The objective of this NPA is to mitigate the safety risks associated with runway safety, from an aerodrome’s perspective, focusing mainly on the prevention of runway incursions and on runway surface condition assessment and reporting, but also addressing issues such as ground collisions, runway confusion, foreign object debris (FOD)-related occurrences as well as runway pavements’ maintenance.

This NPA proposes changes to existing operational requirements of Regulation (EU) No 139/2014, as well as the introduction of new ones, which are based on ICAO provisions and recommendations contained in the European Action Plans for the Prevention of Runway Incursions and Excursions (EAPPRI, EAPPRE) as well as safety recommendations addressed to EASA by the Accident Investigation Boards of Norway and Sweden. It also provides for alignment with the International Civil Aviation Organization (ICAO) State Letters AN 4/1.2.26-16/19, AN 4/27-16/28 and AN 13/2.1 – 16/54, as regards runway surface condition assessment and reporting which will be applicable worldwide by November 2020.

In particular, the proposed changes concern the framework for the operation of vehicles at an aerodrome, including the authorisation of drivers and the conformance of vehicles operating on the manoeuvring area with certain safety prerequisites to ensure runway safety. Linked to this is also the proposal for a new requirement on communications, but also a different proposal for the **control of pedestrians at the aerodrome**. In addition, the NPA proposes the introduction of new requirements for runway surface condition assessment and reporting, aerodrome snow plan, aerodrome maintenance, aircraft towing and FOD control programme as well as performance standards for runway surface friction measurement devices.

Finally, certain changes to existing requirements related to surface movement guidance and control systems (SMGCS) and other operational activities are also proposed. The proposed changes are expected to improve safety by reducing the number of runway-safety-related occurrences from an aerodrome perspective. In addition, it is expected that some of the changes will improve harmonisation as a result of the introduction of new common requirements which do not exist currently. The proposed changes will ensure alignment of the current EU aerodrome regulatory framework with the relevant aerodrome-related ICAO provisions of Annex 14, PANS – ATM and PANS – Aerodromes. Finally, the new requirements for runway surface condition assessment and reporting are aligned with the outcome of RMT.0296 ‘Review of aeroplane performance requirements for commercial air transport operations’”

Comment period ends on 18/3/2019, this is the “link” to the NPA:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-14.pdf>

NPA 2018-15 Rescue and firefighting services at aerodromes (RMT.0589)

Well, how to deal with battery fires is not included satisfactorily, therefore comments from our side will be welcome at Cologne. And we think any assessment of medical fitness should be left to the national competent authorities as, most probably, one discovers that conditions in Iceland or Greece, in Northern Europe or on the Azores differ widely.

EASA writes:

“The objective of this NPA is to maintain a high level of safety for aerodrome operations and support level playing field. In particular, it aims to enhance the effectiveness of rescue and firefighting personnel when responding to aviation emergencies at an aerodrome, and to allow the training of rescue and firefighting personnel on pressure-fed fuel fires at facilities that utilise other than jet fuel (e.g. gas). This NPA proposes guidance material for the aerodrome operators in order to verify the suitability of their existing medical and physical medical requirements for rescue and firefighting personnel and



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revise them, if considered necessary. Furthermore, alternative fuel types are allowed for the training of rescue and firefighting personnel on pressure-fed fuel fires.

The proposed changes are expected to maintain and in certain cases enhance safety as well as to support level playing field. Aerodrome operators will be affected by the proposed guidance material if they elect to review their current requirements based on the guidance provided by EASA. Additionally, the use of alternative fuel types for the training of rescue and firefighting personnel on pressure-fed fuel fires would provide the opportunity for the aerodrome operators to use facilities which are more cost-effective and environmentally friendly for the training of rescue and firefighting personnel.”

The Agency also writes: “Earlier, during the drafting of the medical criteria, EASA had issued three questionnaires to the Member States and the aerodrome operators in order to collect information on the current requirements in each Member State, and to have their initial view on the proposed criteria. The responses received confirmed that there are indeed national regulations or policies that establish medical and physical fitness requirements for rescue and firefighting personnel which are followed by those employed at aerodromes. However, the responsibility of establishing these regulations or policies rests with different authorities in the Member States. The responses also showed that the level of detail as well as the frequency of re-assessments of medical fitness differs among the Member States.”

Considering all this I shall, together with others, carefully study the texts proposed and prepare EPFU comments in time. **Comment period ends on 18/3/2019.** This is the “link” to the NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-15>

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

CRD’s published:	14/12/2018 CRD 2017-16 Certification Specifications and Acceptable Means of Compliance for Engines ‘CS-E Amendment 5’
Opinion published:	None
Agency Decisions:	17/12/2018 CS-27 Amendment 6, CS-29 Amendment 6, and CS-VLR Amendment 3, ED Decision 2018/015/R 14/12/2018 CS-E Amendment 5 - Certification Specifications and Acceptable Means of Compliance for Engines — CS-E, ED Decision 2018/014/R
Public Consultations:	None

Crediting of hours flown on Annex I aircraft, and new ideas for future pilots licences

Rudi Schuegraf, Senior Vice-President of Europe Air Sports (EAS) writes in the November issue of the EAS Newsletter: “EAS re-initiated the discussion last year. EASA and the Member States this time supported the case and in July 2018 a small group of MS representatives and EAS started to draft the necessary amendments to the EASA Opinion 06/2015. During a focused consultation in October, EASA introduced the result to the majority of MS authorities who accepted and agreed to the text of the amendments. These clarify and allow the use of aircraft covered in Annex I a-d of the new Basic Regulation for

- Flight Instruction,
- Checking and Testing and
- Crediting of hours flown on all Annex I aeroplanes.



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For the crediting issue an acceptable means of compliance (AMC) was drafted and endorsed which says: All hours flown on any aeroplane registered in an ICAO Contracting State shall count in full towards fulfilling the hourly requirements of this Part as long as the aircraft matches the definition and criteria of the respective Part-FCL aircraft category as well as its class and type ratings. This time EASA publicly confirmed that aeroplanes called three axis microlights also fall under this AMC.

But but, before the amendments come into force, the legal services will scan the proposal, hopefully without changing the main content. The intention is that the EASA Committee will discuss and vote positively in February 2019, to have the regulation published in summer before the new parliament is elected. **This means that some uncertainty remains and pilots cannot rely on this AMC before the regulation has been formally published.**"

We, Rudi and me, shall discuss all this during the next few weeks as clarity is needed and as the European FCL-system urgently needs a review. We keep you informed.

Sad news



My two assistants died in November at the age of 15 years and 6 months. They had a good live at Haldenstrasse 18 here at Grenchen, we miss them very much.



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Kind regards, best wishes for 2019

René Meier, President
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