



European Powered Flying Union

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EPFU News Flash No. 65, February 2019

Dear Readers

News Flash no. 65 is here, presenting information on the elections to be held at the Annual General Meeting at Munich, with several “links” to “BREXIT” topics, and with a “status report” on what I did up to now as regards NPA 2018-14, a real multipack tackling aerodrome operations at different levels. Please do also take a look at and answer to Jacques Cochelin’s request for information on transponder tests, 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 accompanies this News Flash as it was added to No. 64 in January.



Picture copied from the Hotels’ website.

Elections

Antti Kääriäinen, nominated by Suomen Ilmailuliitto/Finnish Aeronautical Association, and
Christian Sinet, nominated by Fédération Française Aéronautique

Are available for the presidential office. Both are willing to succeed me, so there will be a real vote taking place at our 2019 AGM at Munich. Attached you will find curriculae of both candidates.

Xavier Barral, nominated by Fédération Française Aéronautique, stands for additional term as Secretary General.

These are the technical details as regards the vote as per our statutes, article 7.16: “The General Meeting will elect, by a simple majority of the Full Members present or represented by a proxy and voting, the members of the Executive Board.

Second request: Can we help?

This is a message I received one month 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.



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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.”

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 supporting Fédération Française Aéronautique in this respect.

Repetition

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), a first evaluation

After working several hours on this NPA I must, unfortunately, write that the Agency’s Executive Summary is not very precise. Of course, one may put nearly everything under a title “mitigating safety risks”, one may even add “focusing mainly on the prevention of incidents on aprons, taxiways, and runways”. In my opinion, the Agency packs too many topics in this NPA. My remarks today:

Nothing, absolutely nothing against the idea to reduce all sorts of ground-operations related incidents to a figure as near to “zero” as possible, but to achieve this, among other means, by requiring a language proficiency near to “level 4” (it is mentioned nowhere in the text, but I think, reading between the lines, this is the idea behind) is in my eyes “mission impossible”, unless you invest time and money to educate drivers which never have been chosen based on language skills. This is, of course, not one of our high priority topics, but I dislike the way chosen to solve a technical problem by imposing mental solutions. What about the staff involved?

NPA 2018-14 is not an ideal platform to prepare regulations for winter operations, particularly in Norway (Alta, Båtsfjord, Honningsvåg, Kirkenes, Mosjøen, and Vadsø are mentioned). There is e.g. no direct link to the language proficiency aspects mentioned above, and, looking at the layouts of these airports, no direct comparison possible as regards the numbers of flights and the operational aspects. I propose to our Nordic members to carefully evaluate the case study “The Norwegian shortfield regional aerodromes network” on pages 198-199. May I invite you to send me comments on the Agency’s positive and/or negative impacts presented within the evaluation framework applied? I think negative surprises must be avoided, and I learnt, admittedly many years ago, that it is the pilot in command who is responsible for the operation of his/her aircraft. What about national solutions for these very special sort of operations?

Mixing operations-related and training-related aspects is not a good idea. Including in an NPA requirements applicable to the largest European airports and at same time such applicable to small one’s like Båtsfjord (RWY 800 m), Førde (RWY 800 m), Hammerfest (RWY 882 m), and Honningsvåg (RWY 882 m) is not appropriate, I think.



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Besides all this: What are the experiences made with the bright yellow RWY/TWY/Apron markings we see e.g. at Fårde? Many thanks for your comments, I think this would be a solution for several airport operated under sometimes harsh winter conditions elsewhere in Europe...

European Action Plans for the Prevention of Runway Incursions and Excursions (EAPPRI, EAPPRE) themes, control of pedestrians at the aerodromes (at night?), the introduction of new requirements for runway surface condition assessment and reporting, aerodrome snow plan, aerodrome maintenance, aircraft towing and Foreign Object Debris (FOD) control programme, performance standards for runway surface friction measurement devices as well as certain changes to existing requirements related to surface movement guidance and control systems (SMGCS) and other operational activities are also proposed. 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'. That is too much for one NPA alone. I have to do more work on it, I shall keep you involved. **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)

I have to invest more time in this topic during the first half of February. As **Comment period ends on 18/3/2019** only there still is sufficient time available for developing well-based comments. 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 , of January

CRD's: None
Opinions: None
Agency Decisions: 28/01/2019, Revision of the operational rules for sailplanes, ED Decision 2019/001/R
28/01/2019, Update of AMC and GM to Part-MED and Part-ARA, ED Decision 2019/002/R
Public Consultations: None

BREXIT "links"

As you most probably know the UK House of Commons rejected the BREXIT deal on 15 January. "Brexit preparedness notices" aiming at preparing citizens and stakeholders for the withdrawal of the United Kingdom have been prepared in a wide range of policy areas. Here are "links" to aviation-relevant texts:

https://ec.europa.eu/info/sites/info/files/file_import/air_transport_en.pdf

https://ec.europa.eu/info/sites/info/files/notice_to_stakeholders_brexit_aviation_safety_rev1_final.pdf

https://eur-lex.europa.eu/resource.html?uri=cellar:f1d02127-044e-11e9-adde-01aa75ed71a1.0001.02/DOC_1&format=PDF

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52018PC0894>

Please let me know if additional information could help. This is the "link" to the list covering all areas:

https://ec.europa.eu/info/brexit/brexit-preparedness/preparedness-notices_en



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Good news no. 1 Trini, successor to Tim and Jeremy

Trini, the sister of the late Tim and Jeremy, is now assisting me in all sorts of aviation topics, starting with sorting out what could be the important points on the agenda of the next board meeting, with limited success...



Lazy days? It's all over now!

Good news no. 2 EPFU website amended

We managed at last to at least partially modify EPFU's website. It is not yet perfect, work still is in progress. We, that means Marc-André Heurtevant, Aimeric Bézard, and me, do our best to finalize this task within the next days.

Good news no. 3 Basic Regulation 2018/1139 E-learning available

Via Rudi Schuegarf, Senior Vice-President of Europe Air Sports, I received the following message distributed by EASA very recently:

"We are pleased to announce that following the New Basic Regulation Workshop which was held on 1 October 2018, EASA has designed free of charge e-learning course for authorities, industry and other interested stakeholders."

For more information and to access the e-learning course please visit EASA's website:

<https://www.easa.europa.eu/newsroom-and-events/news/new-e-learning-course-easa%E2%80%99s-new-basic-regulation-regulation-eu-20181139>

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Kind regards, I am looking forward to seeing many of you at Munich very soon

René Meier, President
CH-2540 Grenchen, 1 February 2019

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