



European Powered Flying Union

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Dear Readers

Another splendid month behind us, we are awaiting colder days with more low clouds, stronger winds, reminding us to be prepared for the winter season, ready to follow what good airmanship requires us to do. We shall be prepared.

As regards Smartflyer Challenge 2018: You find presentations held via www.smartflyer-challenge.ch on the "Lectures" page under its title and under the presenters' name. We started preparing the 2019 edition, you will be duly informed as regards the intended programme and the date.



Autumn in Hallstatt, Salzkammergut, Austria
(picture found in the internet)

EASA GA Roadmap 2.0, EAS Position: Towards the GA Roadmap 2.0: Key priorities for Europe Airports Copied from the well conceived original text of Europe Air Sports' statement:

"Introduction

More than four years after the launch of the GA Roadmap EASA is taking stock of the achievements – so far – and has invited key stakeholders to submit their assessment and priorities for the future. As the representative organisation of sports and recreational aviation at EU level, Europe Air Sports welcomes this opportunity and applauds EASA for the very positive developments over the past years.

Sports and recreational aviation is a significant activity, not only by looking at the numbers of participants (EAS represents approximately 700.000 airspace users in Europe) but also with regard to its social and economic dimension. By offering Europe's youth a relatively affordable opportunity to take up flying, sports and recreational aviation plays an important role in introducing young people to the sector, thus often preparing them for a future career in commercial aviation. Ensuring that sports and recreational aviation can thrive is therefore also in the wider interest of the European regulator, the EU's Member States ("EASA Member States" your president would have written...) and the aviation industry. Clear evidence of this can be seen significantly in the new Basic Regulation (2018/1139/EU) and EASA's continuing efforts to develop better, lighter, and more risk proportionate rules for sports and recreational aviation.

The future of sports and recreational aviation: it has been a long and winding road

EAS agrees with EASA that the GA Roadmap has already gone some way in improving the regulatory framework for our sector. For too long, European aviation regulation has overburdened sports and recreational aviation with disproportionate rules, driving up costs and frustration among our members, while at the same time generating no more than stagnating safety levels. For too long, the European regulator has imposed rules on our sector, which were often only a minor modification of the rules applicable to commercial air transport. This overregulation has discouraged people to fly recreationally, by increasing the required level of compliance and importantly also the cost of flying. Things started to improve slowly but steadily as of 2007 with the Commission's Communication "An Agenda for Sustainable Future in General and Business Aviation". Following years of dialogue between EAS and the European regulator at political and technical level the GA Road Map, launched in Rome in October 2014, finally brought about



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concrete improvements for our sector, including in the fields of flight crew licensing, maintenance and operations. What often stood in the way of adopting further improvements was the rigid legal framework of the Basic Regulation (2008/216/EC).

Against this background EAS is very supportive of EASA's intention to come forward with a GA Road Map 2.0 that builds on the process and progress made, while fully exploiting the new flexibilities allowed under the new Basic Regulation (2018/1139/EU)." Here below the "link" to the full text of the comprehensive statement:

http://www.europe-air-sports.org/wp-content/uploads/2018/09/EAS-position-GA-road-map-2.0_-final.pdf

NPA 2018-04 'Helicopter emergency medical services performance and public interest sites' (RMT.0325, RMT.0326)

Please note that according to Article 7.5 of Management Board Decision No 18-2015, the **consultation period has been extended until 18/10/2018**. This is the "link" to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-04.pdf>

HEMS not being within the scope of our activities I do not intend to comment.

NPA 2018-07(A) 'Update of ORO.FC — evidence-based training subtask ' (RMT.0599)

is now open for consultation on the EASA website. It addresses these training topics:

- monitoring, cross-checking, error management, mismanaged aircraft state; and
- go-around management; and the manoeuvres training on:
 - go-around, all engines operative;
 - go-around, all engines operative followed by a visual circuit, manually flown; and
 - go-around, all engines operative during flare/rejected landing.

The NPA is "commercial air transport centric". As GA-pilots we are familiar with all the NPA's elements. Studying the text is helpful. Besides the AOC-holders we too are invited to comment, the deadline is **31 /10/2018**. This is the "link" to the document:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28A%29.pdf>

NPA 2018-07(B) 'Update of ORO.FC — evidence-based training subtask ' (RMT:0599)

also is open for consultation on the EASA website. "Further work is foreseen in rulemaking task (RMT).0599 to allow expansion of EBT to the operator conversion course and initial type rating, while expanding the EBT concept to other types of aircraft (e.g. helicopters and business jets)" on page 1 of the (B) attracted my attention, for this reason I include the (B) text of the NPA in our News Flash, it might be of interest to some of our readers. The deadline for submission of comments is **31/10/2018**, and the "link" to the full text is

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf>

Commenting individually to both parts, (A) and (B) is more efficient than preparing a consolidated version, thank you taking note.



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NPA 2018-08 Regular update of CS-MMEL and CS-GEN-MMEL (RMT.0499)

The comment period is extended until 5/11/2018. Please send me **your contributions until 25/10/2018**, many thanks. This is the "link":

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-08.pdf>

NPA 2018-09 Regular update of AMC-20: AMC 20-152 on Airborne Electronic Hardware and AMC 20-189 on Management of Open Problem Reports (RMT.0643)

was not commented by EPFU.

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

is now open for consultation on the EASA website. The Agency writes: "The initial issue of CS-STAN was adopted on 8 July 2015, and it contained a limited number of standard changes and standard repairs (SCs/SRs). The number of published standard changes and repairs increased in 2017 with the publication of ED Decision 2017/014/R (CS-STAN Issue 2)10. Nevertheless, **the development of CS-STAN, including its regular update, remains a core element of the EASA strategy to support GA.** In this NPA, EASA proposes new or amended standard changes and standard repairs, as defined in points 21.A.90B and 21.A.431B of Annex I (Part 21) to Regulation (EU) No 748/201211. The ultimate goal is to support the operation of GA aircraft in Europe by reducing the regulatory burden for the embodiment of simple changes and repairs in certain aircraft when applying the acceptable methods, techniques, and practices."

We are invited to take a careful look at the proposals presented, RMT.0690 is one of the success stories for GA, our contributions will be highly esteemed. The deadline for submission of comments is **11/12/2018**. I am inclined to prepare consolidated comments. Please send me **your contributions until 1/12/2018**. The "link" to the NPA is:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-10.pdf>

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

was published some two weeks ago, it addresses type rating training topics at TC- and RTC-holders level, it is therefore not directly within our scope. I do not intend to prepare consolidated comments. For those readers touched by these themes here you find the "link" to the NPA:

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-11.pdf>

The deadline for submission of comments is **18/12/2018**.



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

CRD's published: CRD 2014-02, published 5/09/2018, on Specific risk & standardised criteria for conducting aeroplane-level safety assessments of critical systems — Specifications for flight control systems & aeroelastic stability. Deadline for commenting: 5/11/2018.

Opinion published: None

Agency Decisions: ED Decision 2018/009/R, published 14/09/2018, AMC/GM to Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011 & update of the related AMC/GM to Annex I (Part-FCL) & to Annex VI (Part-ARA) to Regulation (EU) No 1178/2011. Part-DTO and Part-FCL are amended, illustrated and/or explained, may therefore be important to training organisations and license holders.

Public Consultation: None

A repetition:

For your information: EASA's Annual Safety Conference 2018

Date and time 06/11/2018 - 07/11/2018

Location Vienna Marriott Hotel
Parking 12a
1010 Vienna, Austria



Picture of the hotel found in the internet.

Kind regards, best wishes

René Meier

CH-2540 Grenchen, 1 October 2018



Another example of poor decisionmaking?
(picture found on the Flightglobal website on 28 September 2018)

Distribution EPFU Members
EPFU Board Members
EPFU Friends

Picture taken at Houston (British Columbia, Canada) by an unknown photographer assisting his friend clearing the aircraft before the next flight. Unclear to me: Did it work?

