



European Powered Flying Union

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Dear Readers

From 25 May 2018, the EU General Data Protection Regulation 2016/679 (“GDPR”) governs the processing of personal data in the EU. European Powered Flying Union (EPFU) collects and uses personal data. For correspondence on data protection issues, please contact me via rene.meier2540@bluewin.ch until further notice. Below some information on what for we use personal data.

EPFU uses the contact details of the members for communication purposes, principally to ask their views so that we can represent them better, and to invite them to events. These contact details may be functional (e.g. the General Secretary functional email box and a switchboard number), or may be personal.

EPFU processes this information to administer contact with our member organisation. We may share the contact details of designated representatives with other members. We retain this data until the person concerned ceases to represent a member of our organisation.

We use the email addresses of those who consent to subscribe to the EPFU News Flash to send them that and occasionally other communications about our activities. EPFU does not share the information with other organisations. We retain the data until consent is withdrawn.

If a subscriber to our newsletter wishes to withdraw consent for us to send these communications, they should let us know and we will remove them from our mailing list. The easiest way to do this is sending a message to rene.meier2540@bluewin.ch, this address is to be used until further notice.

If you would like more information on the way we use your personal data, or do not want us to process your personal data, or wish us to stop using it in a particular way, please let us know. You also have the:

- Right to restrict processing
- Right of rectification
- Right to erasure (Right to be forgotten)
- Right to object to processing
- Right to withdraw consent

If you have questions about why it is necessary to process particular types of data, please do not hesitate to contact me.

Recently found on EASA’s web site

<https://www.easa.europa.eu/document-library/research-and-publication-overview>

This “link” opens the door to several publications supporting General Aviation’s activities. The publications prepared are useful sources for flight training organisations (from ATO to “ZTO” ...) and for individual pilots.



Remember the place ?



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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)

Opinion 01/2018 was published by the Agency on 6 February 2018, with five texts, but without a real Comment Response Document (CRD). This is still missing today, this fact hinders me to undertake what I promised: I intended to prepare myself an evaluation of the Agency Staff's position as regards our comments.

In Southern Switzerland recently a “drone” collided with a civil helicopter. The helicopter landed safely, his rotor sporting scratches at the blade-tips. News media reported that the Federal Office for Civil Aviation (FOCA) has found the owner and that he will be prosecuted.

NPA 2018-01 Instructions for continued airworthiness [RMT.0252 (MDM.056)]

This is the “link” to the Notice of Proposed Amendment:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-01>

I coordinated with Nils Rostedt, the new Programme Manager of Europe Air Sports (EAS PM), our comments, 14 in total, concentrating on a possible legal uncertainty with regard to mandatory and non-mandatory items, on the fact that there's still no Part-M light, and on the need for best possible harmonisation with the provisions published by Federal Aviation Authority (FAA).

NPA 2018-02 Provisions of airworthiness requirements in support of global performance-based navigation operations (RMT.0519)

Here as well, I contributed to the submissions of Europe Air Sports and with the Aero-Club of Switzerland. This is the “link” to the document:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-02>

We basically supported the purpose of this NPA, the objectives are shared by our partners, namely

- the update of CS-ACNS;
- the relationship established between the various PBN specifications;
- the setting-up of a subpart C «NAV»;
- the rationalisation of existing texts, including cancellation of some AMC-20s.

Nevertheless, we had some concerns about :

- the alignment with ICAO provisions about ADS-B and subsequent FAA criteria to allow global interoperability and global market and
- the mandatory PBN functionalities.

I shall keep you informed on the next step, awaiting the publication of the CRD.



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Reminder

NPA2018-03 Recorders installation and maintenance thereof – certification aspects (RMT.0249, formerly MDM.051)

is now open for consultation on the EASA website. This NPA proposes to enhance and modernise the specifications for the installation of flight recorders on board large aircraft (CS-25, CS-29), and addresses the following subjects:

- cockpit voice recorder (CVR) power supplies;
- automatic stopping of the recording after a crash;
- combination recorders;
- deployable recorders; and
- performance specifications for flight recorders.

The proposed changes are expected to:

- increase the level of safety;
- address safety recommendations;
- save costs;
- transpose International Civil Aviation Organization (ICAO) standards into EU rules; and
- achieve greater harmonisation with Federal Aviation Administration (FAA) regulations.

A second NPA that provides a proposal for further issues identified in the Terms of Reference (ToR) for rule-making task (RMT).0249 Recorders installation and maintenance thereof-certification aspects will be published at a later stage. It is CS-25 and CS-29 stuff, not our core-business. This is the “link” the the present NPA:

<https://www.easa.europa.eu/document-library/notices-of-proposed-amendment/npa-2018-03>

To place your own comments, please use the automated Comment-Response Tool (CRT) available at

<http://hub.easa.europa.eu/crt/>

The deadline for submission of comments is **27 Jun 2018**.

It is not our core-business, I think, however, we should at least look at what is proposed because RMT.0271 on Inflight recorders for light aircraft, NPA 2017-03, still is in orbit, the Opinion of the Agency being planned for the first quarter of 2019.

Comment Response Documents (CRD), Opinions, Agency Decisions published last month

CRD's published: CRD 2016-09 (A) and (B) **Requirements for Air Traffic**, publication date 27 March 2018, linked with Opinion 03/2018.

Opinion published: Opinion 03/2018 **Requirements for Air Traffic Services**. publication date 22 May 2018.

Agency Decisions: ED Decision 2018/006/R, **CS-FSTD(A) — Issue 2**, publication date 3 May 2018.



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Public consultation on drones (unmanned aircraft)– technical standards for drones as a product and conditions for drone operations

This is the consultation period: 13 April 2018 - 9 July 2018, target group: All citizens and organisations are welcome to contribute to this consultation.

Objective: This public consultation asks for your informed opinions and suggestions to help identify what are the gains that could be brought by the use of drones and what are the concerns that would need to be addressed by EU public intervention. The questionnaire is structured as follows:

1. Respondent's profile
2. What benefits Drones can bring
3. Problems to be addressed
4. Market situation
5. Other issues

The results of this consultation will feed into the forthcoming delegated and implementing rules on drones and drones operations and possible future follow-up rules related to drones operations. This is the “link” to the questionnaire:

https://ec.europa.eu/info/consultations/2018-drones_en

Opinion 03/2018 Requirements for air traffic services

addresses safety and regulatory coordination issues related to the provision of air traffic services (ATS), it was published on 22 May 2018. The proposal aims to transpose the relevant International Civil Aviation Organization (ICAO) provisions on ATS into the EU aviation regulatory framework, thus contributing to their uniform implementation throughout the EU, and supporting EU Member States in fulfilling their obligations stemming from the Chicago Convention; and to define proportionate and cost-efficient rules.

Based on the CRD 2016-09 (A) and (B) the Opinion proposes amendments to Regulation (EU) 2017/373 and Annexes I (Part-Definitions), IV (Part-ATS) and V (Part-MET) thereto; and to Regulation (EU) No 923/2012 and the Annex thereto.

Together with Europe Air Sports I sent quite many comments on both (A) and (B) to EASA in-time as the Aerodrome Flight Information Services (AFIS), important for our members, is a core-element of the publications.

The Opinion proposes a detailed set of provisions, mainly transposed from the relevant ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS), into Regulation (EU) 2017/373, in particular in Annex IV (Part-ATS) thereto. Minor amendments to Annex V (Part-MET) are introduced to ensure consistency with Part-ATS. Amendments to Regulation (EU) No 923/2012 are also proposed for consistency, in consideration of the close interrelationship between the ATS provision and the rules of the air.

In order to get a clear picture I shall have to read the Opinion and parts (A) and (B) of the CRD. I shall do this in the next two weeks and inform you about possible conclusions.



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Have nice flights!

Best wishes, kind regards,

René Meier

CH-2540 Grenchen, 1 June 2018

Distribution

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