



## European Powered Flying Union

René Meier, President  
Haldenstrasse 18  
CH-2540 Grenchen  
Switzerland

Phone: +41 79 333 63 93  
Fax: +41 32 653 42 86  
E-Mail: rene.meier2540@bluewin.ch

### EPFU News Flash No. 59, August 2018

#### Dear Readers

Summer is here, and how! In some areas it is so hot that the trees jump after the dogs. Besides the high temperatures, conditions are more or less ideal for flying.

I stayed on ground, I had to do some paperwork, this News Flash is included. I hope it contains some useful information.



Picture found at Pixabay in the internet, many thanks

#### **NPA 2018-06 (A)(B)(C)(D) All-Weather Operations (RMT.0379) published on the Agency's website,**

Nils Rostedt, Programme Manager of Europe Air Sports, sent me this:

#### **"My Quick Summary:**

The NPA is of high importance to a small part of Europe Air Sports membership. I propose that EAS responds to it." My addition to Nils' statement: EPFU will contribute in the best possible way.

#### Nils added: **"My Long Comment:**

After a quick read through of the various parts NPA 2018-06 (A) to (D) my observations are as follows: Most of the NPA is focused on commercial operations (CAT, SPA, NCC) and has to do with the adoption of new technology such as enhanced flight vision system (EFVS). However, the NPA includes several items of interest to General Aviation, in particular IFR operations but also other NCO operations.

Page 17 to 18 of NPA 2018-06 (A) list a number of General Aviation (or NCO) related things:

- "The relevant rules should have an encouraging impact on the GA community to fly in the IFR instead of forcing them into the VFR".
- " the assumption of the lower acceptable level of safety in the domain of Part-NCO, compared to the domains of Part-CAT and Part-NCC, should also be recognised."
- "There needs to be a distinction between the case when Part-NCO operations are carried-out in the 'isolated environment' of the GA aviation/pure Part-NCO operations, (e.g. one light, piston engine aeroplane operating at the local airfield) and the case when a Part-NCO operator 'interfaces' with or even 'penetrates' into the demanding environment of an aerodrome used largely by airlines (operating in the regime of LVOs)."
- **"IFR access to smaller aerodromes: IFR access to smaller aerodromes should be considered having regard to the advent of new technologies as GNSS, SBAS (in Europe, EGNOS), etc. It is desirable and cost-effective to enable IFR using instrument approach procedures (IAPs) at aerodromes where only VFR was previously possible due to the very limited facilities for weather reporting and characteristics of the non-instrument runways. It is important that the newly developed regulatory proposal does not require unrealistic safety for NCO at these aerodromes, driving them back into a more hazardous VFR operational regime."**



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However, after these encouraging statements, I was disappointed to read in NPA 2018-06 (C) which is the subpart including the proposed amendments to air operations (OPS) and flight crew licensing (FCL) :

- “The NPA proposing amendments to Part-NCO and to helicopters will be published at a later stage. The changes to Part-NCO will be made taking into account the proportionality principle towards the more complex Part-CAT or Part-NCC operations. Consequently, the IRs in Part-NCO will be more prescriptive than for CAT operations, including detailed technical aspects.” (NPA 2018-06 (C) page 40)

Finally on page 188 of NPA 2018-06 (C) there is an interesting note regarding NCO operations:

- “Note: **The wording of this Part is in final development stage by the dedicated Part-NCO OPS task force group; outcome will be published as part of the AWO Opinion.**” Bold characters by me, René, as this is quite an extraordinary way to promote rules...

**Comment period ends on 15 October 2018**, please send me your remarks until 15 September, this will allow me to coordinate with Nils and with PPL/IR.

<https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-06%28A%29.pdf>

is the link to the document.

### **NPA 2018-07(A) and (B) Update of ORO.FC — evidence-based training subtask (RMT.0599)**

The Agency writes: “The objective of this notice of proposed amendment (NPA) is to update the flight crew training requirements to improve pilot competencies. At the same time, it provides additional efficiency in the field of flight crew training and achieves a smooth transition to competency-based training.”

NPA 2018-07 is divided in two parts. The present sub-NPA(A) includes:

- the presentation of the issue under discussion;
- the impact assessment; and
- the proposed actions to support implementation.

Sub-NPA(B) includes the proposed draft rules (implementing rules, acceptable means of compliance and guidance material.

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

is the link to (A)

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

is the link to (B)

### **Commission Regulation (EU) 2018/1042 of 23 July 2018 in the Official Journal of the EU (OJ L 188)**

amending Regulation (EU) No 965/2012, as regards technical requirements and administrative procedures related to introducing support programmes, psychological assessment of flight crew, as well as systematic and random testing of psychoactive substances to ensure medical fitness of flight and cabin crew members, **and as regards equipping newly manufactured turbine-powered aeroplanes with a maximum certified take-off mass of 5 700 kg or less and approved to carry six to nine passengers with a terrain awareness warning system**



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is partly of interest to our community because of what is represented in bold characters in the title of the document. This is the “link” to the document:

<https://eur-lex.europa.eu/eli/reg/2018/1042/oj>

**Commission Regulation (EU) 2018/1065 of 27 July 2018 amending Regulation (EU) No 1178/2011 as regards the automatic validation of Union flight crew licences and take-off and landing training (OJ L 192, starting on page 31**

FCL always is important for us and requires attention, I have to study the text and shall send you a further message if it helps. This is the “link” to the document:

<https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-20181065>

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

CRD's published: None.

Opinion published: None.

Agency Decisions: None.

### **Public consultation on a new online platform for public access to documents held by the Commission**

Could probably be of interest to those of us frequently using Commission publication platforms. Consultation period: 29 June 2018 - 21 September 2018, and the “link”:

[https://ec.europa.eu/info/consultations/public-consultation-new-online-platform-public-access-documents-held-commission\\_en](https://ec.europa.eu/info/consultations/public-consultation-new-online-platform-public-access-documents-held-commission_en)

### **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

### **Description of the event by the Agency:**

“for the 2nd time focuses on General Aviation (the first conference took place in 2014 in Rome) underlining the Agency's continued commitment towards GA. This year, the conference is taking place in Vienna coinciding with the country's Presidency of the Council of the EU.

In the past years, EASA and the European GA community have relentlessly worked at making General Aviation regulation simpler, better, accessible and more straightforward. Many waypoints of this action plan - the EASA GA Roadmap - have been achieved but we need to keep moving and take a positive view of the future that comes with many challenges. We need to promote safety together, and we need to better cooperate at all levels in order to revitalise European GA and evolve and develop the sector to face the



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future in a positive spirit. **We need a vision for GA! (Nasty question: Who is meant by “we”? Sorry for that...)**

We therefore invite you to participate and discuss with us on how that vision should look like and on the many challenges and opportunities that the future has in store. The panels that we are currently setting up range from our achievements in GA via more affordable modern aircraft to sharing the airspace with others (meaning “drones”, remark our presidency...), innovation, **electrical aviation** and cost-sharing. We will also dedicate one panel to this vision and, consequently, our new GA Roadmap “

The Agency also writes:

“**EASA has reserved a room block** from 5 – 8 November 2018 for the conference participants at the conference venue Vienna Marriott Hotel. The room rate is 205,00 € for a single room including American breakfast, internet connection and all applicable taxes and service charges. All reservations must be guaranteed by credit card. To book your room and for more information on the conference venue, please click on the following link:

Book your group rate for EASA Annual Safety Conference

Rooms are blocked until 8 October 2018. After this date the preferential rate is subject to availability.

### **Accommodation cancellation policy**

Cancellation permitted until 24 hours prior to arrival date. Failure to cancel will result in a cancellation charge for the first night, remaining nights of the stay will automatically be cancelled.

### **Fatigued CJ4 pilot likely failed to engage autopilot before fatal crash – NTSB**

Normally I do not comment on aeronautical mishaps, but this here was most probably caused by a rare combination of fatigue, lack of familiarization, passenger pressure, time constraints, and bad weather conditions. I found it on Flightglobal of 27 July 2018.

There are a number of lessons which should have been learned before which led to the accident.



Picture of the type of aircraft involved, from Flightglobal

“US investigators believe a fatigued Cessna CJ4 pilot failed to engage the autopilot after taking off in darkness from Cleveland, before the light business jet fatally dived into Lake Erie. The Maverick Air aircraft had departed runway 24R at Burke Lakefront airport, on a return flight to Columbus's Ohio State University, but commenced a rapid climb and overshot its cleared altitude of 2,000ft. It had been instructed to turn right after take-off but it banked excessively, reaching 62°. The aircraft passed through its assigned heading and entered a 15° nose-down attitude. While the bank subsequently reduced to 25° the aircraft descended at 300kt (556km/h), at a rate of 6,000ft/min (30m/s), disintegrating as it struck the water. None of the six occupants survived.

The National Transportation Safety Board points out that the pilot had been awake for nearly 17h and that he was "likely fatigued" before the late-night departure on 29 December 2016. He had probably attempted to engage the autopilot after take-off, as trained, but failed to confirm with an instrument scan.



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"Based on the flight profile, the autopilot was not engaged," the inquiry says. "A belief that the autopilot was engaged may have contributed to [the pilot's] lack of attention." The pilot had previously flown the Cessna 510 Citation Mustang. Not only is the Mustang's autopilot button located slightly differently to the CJ4's, it crucially has a completely different type of attitude display – one which uses a fixed horizon, rather than the moving horizon on the CJ4. Investigators point out that the combination of a large featureless lake, in darkness and instrument weather conditions, would have been spatially disorientating. Once this disorientation set in, says the inquiry, the differences in the cockpit instruments compared with the Mustang "may have hindered" the pilot's ability to make proper corrective control inputs.

The pilot twice tried to reply briefly to transmissions from the tower controller but neither was received, and the inquiry suggests the pilot did not have the microphone push-to-talk button pressed. Several cues about the developing loss of control had been issued by the aircraft, including alerts that the CJ4 had passed its cleared altitude, while the enhanced ground proximity warning system sounded "bank angle" and "sink rate" warnings before ordering "pull up" seven times as the aircraft dived. Investigators determined that the aircraft (N614SB) was airborne for only 70s. Examination of the wreckage did not indicate any evidence of failure or malfunction before impact.



### Special events and opening hours:

**Friday, 31 August 2018**, 20.00 h „welcome drink“  
for invited guests at the airporthotel

**Saturday, 1 September 2018**, open from 10.00 till 19.00 h

**Saturday, 1 September 2018**, 2000 h  
Dinner by invitation at the airporthotel

**Sunday, 2 September 2018**, open from 10.00 till 17.00 h

Arrival by car:  
A5 motorway, exit 30 Grenchen

Arrival by train:  
Grenchen-Nord station, Basel-Biel-Genève Aéroport line;  
Grenchen-Süd station, Biel-Zürich/Flughafen line

Arrival by aircraft, limits according to AIP, LSZG pages:  
Regionalflughafen Grenchen (LSZG) +41 (0)32 396 96 96  
[www.airport-grenchen.ch](http://www.airport-grenchen.ch)

Accommodation and restaurants:  
airporthotel, +41 (0)32 654 70 70, flyer enclosed.  
[www.airporthotel.ch](http://www.airporthotel.ch)

smartflyer challenge website:  
[www.smartflyer-challenge.ch](http://www.smartflyer-challenge.ch)



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Have nice flights! Best wishes for  
permanent CAVOK at least,  
and kind regards,

René Meier

Distribution

EPFU Members  
EPFU Board Members  
EPFU Friends

CH-2540 Grenchen, 1 August 2018