



EUROPE AIR SPORTS NEWSLETTER

The Association representing European National Aero Clubs and Air Sports Organizations in Regulatory Matters with European Authorities and Institutions.

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This year has been extremely busy for all representatives of Europe Air Sports (EAS) involved in regulatory matters at European level, initiated by the European Commission, EASA, Eurocontrol and Single European Sky.

This is a general overview. More detailed information is available on our website (see above).

Board and Members of Europe Air Sports wish you all a successful and enjoyable FAI General Conference!

The Board

The Board and advisors have had a number of internal meetings and a special meeting with the Members' Presidents in February. Developments in Commission and EASA regulation as well as the financial situation were the main subjects. In particular the rapid increase in working group meetings takes up a major part of the finances. The proposed 2008 budget is still under consideration in view of the forecast of the activities, but will be distributed to the Members shortly.

A delegation of the Board had meetings with top management of Eurocontrol and EASA.

The General Meeting took place in March of this year.

Next General Meeting is planned 15/16 March 2008.

European Commission matters.

Amendment COM 579 of Regulation 1592 deals with the extension of EASA competence for licensing and operation setting also the framework for Recreational Aviation. During the process of consultation various positive adjustments and prevention of negative adjustments have been achieved already. Based on the original Commission proposal there are now two different documents, from the Council (Ministers of Transport) and from the Parliament, which have not passed the first reading in Parliament. A trilogy process is going on and the second reading is set for 15 January 2008. This experience proves again that the real decision-making is in the political process!

The European Commission has published a "Commission Staff discussion paper about General Aviation in Europe" in February 2007. **EAS** has submitted a comment letter by 31 March.

Other important rulemaking is going on for Airport Security and the Extension of EASA competencies for airport safety and interoperability. Both areas require our attention, but the focus is on commercial aviation.

EASA matters.

The exercise with the highest impact for the air sports community is taking place in the rulemaking group MDM.032. The general concept for rulemaking in recreational aviation is being discussed, certification, maintenance, licensing as well as operation.

A qualified team of our experts is participating.

The Comments Response Document (CRD) of the NPA of last year (14/2006) has been analyzed. The intention is to get a full NPA later this year.

Subgroups Licensing concerning JAR-FCL transfer, non-JAR (including ballooning and gliding), Light Aircraft Pilot Licence (LAPL) and Medical all benefit from participation of our experts. The LAPL-group has finished the Implementing Rules positively and submitted a report to EASA. The (PPL/IR) issue of PPL holders who fly IMC will be handled separately to come up with an acceptable solution in Europe. The Medical group, with participation of Dr Saundby, is making progress generally in favour of our case.

Another major rulemaking group (M.017) is dealing with (pilot) maintenance and maintenance licensing. Major issues of Part M have been discussed. There is concern that, if the changes are not implemented by the Sept 2008 deadline, the national authorities will start to implement Part-M as it is now. A combined NPA 08/2007 for Revised Part-M Requirements for Aircraft not used in Commercial Air Transport and Pilot Owner Maintenance has been published in June with a deadline for comments on 13 October.

A number of Workshops have been organized by **EAS** in various countries, managed by EASA explaining the issues of the NPA. All presentations are available on the **EAS** website (see above).

At higher hierarchy level we have a delegate in EASA Advisory Board (our President, Sir John Allison, alternate the secretary-general, Harry Schoevers) and our Programme Manager Rudi Schuegraf is member of the Consultative Committee (SSCC) to the Rulemaking Director. Issues like fees and charges budget, next year's planning and rulemaking program are discussed in these committees for comments.

Single European Sky.

SES has the power, derived from its position in the Commission's hierarchy, to take initiatives for airspace matters and to issue mandates to Eurocontrol for study and implementation of various regulatory actions. Including Classification of Airspace below FL195 and Extension of SES to Lower Airspace.



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A Commission's workshop on communication on SES developments, SES legislation, safety legislation, is planned for January 22, 2008

The main project is SESAR, the future Air Traffic Management System in Europe. Our argumentation is that such a system is for the commercial airlines, but we must be part of the preparatory organization in order to safeguard our interests.

We have concerns, since this is a business venture with private capital that should achieve profit results, not primarily to the advantage of the VFR pilot.

SESAR has developed an Operational Concept which will be presented and discussed in a Stakeholders Forum on 11 October. *EAS* will be represented.

EAS is now member of the Airspace Users Group in the Industry Consultation Committee (ICB).

Eurocontrol matters.

Two high level committees make policy and approve actions of working groups: the Airspace and Air Navigation Team ANT and Stakeholders Consultation Group SCG. Our Board Member Günter Bertram is member in each group.

Currently airspace classification seems to be under control. The Commission arranged a workshop on harmonising the application of airspace classifications in the EU and confirmed that a single harmonised airspace classification below FL195 is not required. Only the airspace needed to protect IFR flight paths should be designated as controlled airspace (Class C/D/E) and Class G airspace should not be changed into airspace with restricted access. There is, however, a requirement to harmonise in Europe the rules which apply to each of the airspace classifications.

Application of 8.33 kHz radio channel separation is mandatory above FL 195. A business case study for 8.33 below FL 195 is in progress. A decision by the EU is expected next year. We need a reasonable transition period, because 25 kHz radios are still being installed because of uncertainties and price differences. *EAS* asks the now usual seven years for the transition, in order to depreciate the 25 kHz radios, from the moment the decision is formally taken to extend 8.33 to the airspace below FL 195. *EAS* has submitted a position paper to SCG who agreed that the concerns expressed by General Aviation should be considered in further work for 8.33 below FL 195.

Mode S transponder technology is mandatory after 31/3/2008 for all aircraft in those airspaces requiring transponders. France and UK will implement this later. At present there simply are no suitable transponders for the generator-less, while many States maintain that balloons, gliders and even paragliders and hang gliders shall carry (Mode S) transponders per 31/3/2008. This is unacceptable.

There is a need for operational requirements of the Low Power SSR Transponder. Non-generator aircraft would need it (gliders, hang- and para-gliders). Eurocontrol has kept the project rolling by asking the UK CAA to develop a draft paper on the (generic) concept of operations. We have the impression that it has a low priority in Eurocontrol if any.

Developments of ADS-B are actively monitored. ADS-B-out is attractive for sports aviation for its relative simplicity and power economy.

EUROCAE announced a special General Aviation ADS-B working group. *EAS* has shown its interest.

Although not primarily in Eurocontrol, the issue of UAV's (unmanned aerial vehicles) is accelerating. UAV's will be an opportunity for civil applications.

Our Aeromodelling Officer Graham Lynn is member in the relevant Eurocae working group and the Industry Small UAV Working Group. Requirements for safety, security, airspace capacity and efficiency will be observed. UAV's will apply "Sense and Avoid" technologies. Various meetings are scheduled during the coming months.

Sporting and Recreational Aviation Conference.

This conference (last year on 1 Dec at Eurocontrol) is considered to have been a great success.

The scene of the conference was set by speeches of the president of *EAS*, Sir John Allison, and Mr Bo Redeborn, Eurocontrol Director of ATM Strategies.

The air sport delegates made presentations about the specifics of their sport and the main concerns regarding (access to) airspace.

Eurocontrol specialists made presentations of the main topics of interest, followed by lively discussions.

Documentation is available on Eurocontrol website; http://www.eurocontrol.int/eatm/public/site_preferences/display_event_list.html.

A follow-up meeting with a smaller group has been arranged. Planning is that *EAS* and IAOPA will have conferences each alternate year. The *EAS* Conference will be held in spring 2009.