

**FEBRUARY 2013**

A new year and time for all those resolutions to enjoy ourselves in our favourite air sport and to make the most of the weather, whatever it is. EAS Board members have been busy as usual, working behind the scenes to keep you flying and to slow down the march of regulation. Whatever you fly, we hope that you enjoy the better weather when it arrives and have plenty of great quality flying.



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**REMOTELY PILOTED AIRCRAFT SYSTEMS (RPAS) – SAFETY COMES FIRST**

***Timo Schubert, EAS’s Political adviser***

The European Commission is working towards a “strategy for the development of civil applications of Remotely Piloted Aircraft Systems”. A key objective is to facilitate the gradual integration of RPAS in non-segregated airspace of any class.

Europe Air Sports has been in close dialogue with the Commission in order to discuss the implications for recreational aviation. Our representatives have stressed that the vast majority of sports flying activities takes place in non-controlled airspace (Classes F and

G), controlled airspace (Class E) and according to the Visual Flight Rules (VFR) in Visual Meteorological Conditions (VMC). The integration of RPAS in this airspace and kind of operation is therefore a major safety concern, if it is not done appropriately.

In view of the above EAS takes the position that four guiding principles are of paramount importance for the safe and successful integration of RPAS operation in the existing air space structure:

1. Safety of flight must not be impaired and there must be no increase in the low level of mid-air collisions
2. There should be no additional equipment requirements for manned aircraft
3. Detect and avoid systems used by RPAS must work with uncooperative aircraft (that is, aircraft that are not equipped with specialist detection systems)
4. RPAS should be marked to improve their visual detectability

Furthermore, the Commission has appreciated our advice as regards keeping model flying strictly apart from RPAS. This is of key importance in order to ensure that aeromodelling is not negatively affected by future legislation on RAPS. EAS insists that any regulation applicable to RPAS must - by definition - not apply to aeromodels.

We have insisted that the fundamental characteristics of an aeromodel are:

1. It is operated for sport and recreational purposes and in a non-commercial environment
2. It is operated within visual line of sight (VLOS) of the operator
3. The primary purpose of a flight is to fly the aeromodel, whereas with an RPAS the primary purpose of the flight is the achievement of the task (aerial work) with the control of a flight being a secondary or automated function.



EAS will stay closely involved in further regulatory activities in this area and keep readers updated.

## **GENERAL AVIATION SAFETY STRATEGY REACHES EUROPEAN PARLIAMENT**

Following the endorsement of the GA Safety Strategy at the level of the EASA Management Board, Europe Air Sports is pleased to note that it has now also caught the attention of the European Parliament.

In a written question for the European Commission, Dr. Hans-Peter Mayer, an influential German Member of European Parliament (MEP) who belongs to the Conservative Group, reiterates the key objectives of the new strategy.



*Professor Dr. Mayer, MEP*

He stresses that the new strategy proposes a fundamental review of European regulation applicable to the light end of general aviation, in order to take into account the specific nature and requirements of this sector. Referring also to the Communication on Sustainable future for General and Business Aviation, which was adopted by the Commission in 2007, he insists that the new GA strategy is a concrete opportunity to implement the long-established principle of specific and more proportionate regulation for sports and recreational aviation.

Dr. Mayer asks the Commission how it seeks to involve the air sports organisations in the implementation of the strategy, and to what extent existing implementing rules on important aspects such as aircraft maintenance and personnel licencing will be reviewed. Furthermore, he enquires how – and to what extent – the Commission intends to review the Basic Regulation (216/2008/EC) which specifies not only the scope of EU aviation safety rules but also the powers and tasks of EASA. Finally, he asks when the Commission intends to report to the Parliament on the implementation of the Communication on Sustainable Future for General and Business Aviation, a task which should have been completed by the Commission in 2009.

In its written answer, the Commission emphasises that it will pursue a risk-based approach towards future regulation. It suggests that the relatively recent adoption of the EU-FCL, i.e. the new EU framework on pilot licences, is a good example of this approach. Furthermore, the Commission reports it will come forward – in the near future - with a clear action plan outlining the next steps in the implementation of the strategy. Finally, it promises to study in detail the extent to which existing implementing rules and the Basic Regulation will need to be reviewed.

Europe Air Sports appreciates the Parliament’s interest in recreational aviation and looks forward to a constructive dialogue on the GA strategy, both with the European Commission and with Members of the European Parliament.

## **DEVELOPMENTS ON SPECIALISED OPERATIONS**

### ***Julian Scarfe reports***



*Glider on aerotow (Paul Haliday)*

When EASA published its NPA 2009-02 on “Implementing Rules for Air Operations of Community Operators” (Part-OPS) it proposed a set of general rules (subpart GEN) for all operators. It also proposed an additional set of rules (subpart COM) for commercial operators, other than those conducting commercial air transport (CAT). The class of operator which is affected by subpart COM corresponds to what is generally termed “aerial work”. It was intended that all commercial operators would be certified by National Aviation Authorities.

In response to comments by stakeholders, in the transition through CRD to Opinion, Part-OPS was restructured into four separate parts. It was intended that each operator would have to obey only the part applicable to the nature of their operation. At the same time as this restructuring, EASA decided that one part, instead of dealing with aerial work (COM), would deal with “specialised operations” (SPO) whether commercial or not. Because of the way that specialised operations are defined, this part has great significance for our community for glider towing, parachute dropping, aerobatics etc. The section relating to SPO was in Opinion 02/2012.

The restructuring worked well for Part-CAT (which is now a published regulation applicable to commercial air transport, replacing EU-OPS). It was also effective for Parts-NCC/NCO (non-commercial operations with complex/non-complex aircraft). However, the restructuring has introduced numerous issues in the area of specialised operations, including:

- a lack of specificity about exactly what constitutes a “specialised operation”;
- differences, without any rational basis, between Parts-NCC/NCO and Part-SPO; and
- a lack of proportionality when applied to non-commercial specialised operations.

Europe Air Sports submitted a position paper on Part-SPO to EASA and the Commission in November 2012, outlining these issues and recommending solutions. We have also

shared our serious reservations over the far-reaching definition of “commercial operation” which, if interpreted broadly, has the potential to affect air sports that are typically carried out in a club or recreational environment.

*Tandem instructor Dave Morris taking a student on her first jump from a Cessna 208B (photo by Gary Wainwright at Skydive Langar in the UK)*



Further concern is shared by users and Member States about the resources required to certify commercial operations such as aerial photography and glider towing, which, under most national legislation, have previously been conducted without significant safety issues.

As a result of all the concerns expressed, the text now being considered by the Commission and the EASA Committee for the cover regulation is likely to bear little resemblance to what was delivered in EASA’s Opinion 02/2012. It was thought that Part-SPO might come to a vote in the EASA Committee in February 2013, but that did not happen, so there is an opportunity to work with the Commission to refine the wording. It is understood that the Commission and Committee are considering:

- a hybrid system of certification (approvals by NAAs) and declarations for operators, depending on both the nature of the operation and its commercial/non-commercial status; and
- a set of derogations to alleviate the impact of the rules, on operations that are essentially recreational in nature.

Europe Air Sports continues to work informally with EASA and the Commission to achieve a sensible and proportionate outcome.

## **GENERAL AVIATION GETS ITS OWN VOICE IN EASA RULEMAKING**

### ***EAS Vice President Rudolf Schuegraf, a member of EASA’s Safety Standards Consultative Committee, reports on a recent breakthrough for general aviation***

The Safety Standards Consultative Committee (SSCC) was formed as a committee to advise the Rulemaking Director about opinions and positions of the stakeholders concerning the annual EASA Rulemaking Programme. Europe Air Sports has represented the interests of its members at the SSCC since its first meeting nearly 10 years ago. Initially, the SSCC had subcommittees for Design, Maintenance and Flight Standards. Two more subcommittees for Aerodromes and Air Traffic Management were added, after the second extension with the Basic Regulation 216/2008.

During the last full meeting of the SSCC in December 2012, Vice President R. Schuegraf presented, on behalf of EAS and IAOPA, the highlights of the General Aviation Strategic Paper to the 60 participants. The Chairman of the SSCC had requested this presentation, so as to be able to discuss the position of GA in respect of a change in the rulemaking process.

***As a conclusion, the presentation recommended a change in the rulemaking process and also in the structure of the SSCC, by proposing the establishment of a sixth subcommittee dedicated to GA.***

***The Rulemaking Director of EASA, the chairman and the full SSCC responded very supportively to the conclusion and recommendation for a General Aviation subcommittee. The new subcommittee’s function will deviate to a certain extent from the other five groups. It***

***will be established with its first meeting in June 2013 and its main scope will be the overall impact assessment of the Rulemaking activities, especially on General and airsports aircraft. Therefore, delegates will come from General Aviation groups, invited and appointed by EASA.***

EAS will become a key member of that new subcommittee but also will remain in the future a full member of the SSCC and its other subcommittees. The full SSCC accepted this announcement.

EAS hopes that this will be the first step towards the necessary changes in the regulations that we are asking for in the GA strategy paper.

## **LICENCING FOR AIRCRAFT MAINTENANCE ENGINEERS**

### ***René Meier (EAS Programme Manager) reports***

Europe Air Sports has commented on NPA 2012-15 "B2L and L Licences" for aircraft maintenance staff. These new licences were developed by the Agency after rejection of the "L Licence" during the earlier comitology process. At that stage, it was considered to be too complex and the Agency was tasked with re-submitting a new Opinion with a simpler proposal.

This simpler proposal was presented in NPA 2012-15 "B2L and L Licences". The details are as follows:

#### ***B2L Licence***

Applicable to all aircraft other than those in Group 1. [Group 1 includes complex motor-powered aircraft, multi-engined helicopters, aircraft flying higher than FL290, aircraft with fly-by-wire systems, gas airships above ELA 2 (integrated here because there are so few), and other aircraft requiring an aircraft type rating when defined so by the Agency]. The Licence is divided in the following 5 "systems ratings":

- Communication/navigation
- Instruments
- Autoflight
- Surveillance
- Airframe systems
- 

A B2L licence shall contain a minimum of one system rating. The others may be added later.

#### ***L Licence***

This is sub-divided into the following sub-categories:

- L1: Sailplanes
- L2: Powered sailplanes and ELA1 aeroplanes
- L3: Balloons
- L4: hot air airships and ELA2 gas airships
- L5: gas airships above ELA2

There are two Review Groups created by EASA to consider these Licences. René Meier represents Europe Air Sports in the Review Groups, which will be headed by Mr. Frédéric Knecht.

**The L-Licence Review Group will convene on 14 - 15 May and the B2L Licence Review Group will meet on 28 - 29 May. Please contact René if you wish to make any comment or contribution to the discussion.**

## **GENERAL MEETING OF EPFU, BERLIN, 23 FEBRUARY 2013**

### ***Reported by the incoming President of the European Power Flying Union***

After a welcome by President Wolfgang Drexel, Rudi Schuegraf stressed the importance of a strong EPFU as a partner organisation within the framework of Europe Air Sports to achieve balanced results. Manfred Kunschitz presented financial facts and figures showing that EPFU is a well-established organisation and Wolfgang Drexel and Max de Richemond (Secretary General) each presented overviews of the activities of 2012.

After serving since the founding of EPFU in 2007, Wolfgang Drexel and Max de Richemond did not stand for re-election and were thanked for their contribution in the last 6 years.

The new board of EPFU consists of

René Meier (Switzerland), President

Jean Birgen (Luxembourg), Vice President and responsible for International Contacts

Xavier Barral (France), Secretary General

Manfred Kunschitz (Austria), Treasurer General

Marc-André Heurtevant (France), Public Relations and Communications Officer

In a short statement René Meier pointed out that the major concern for the newly composed Board will be to find best possible ways of cooperation, to use resources efficiently, to integrate all stakeholders, to define exactly the fields of activity of EPFU, and to make use of existing contacts. The most challenging task for the Board, and for the present members, will be to motivate more national associations to join EPFU. Learning from previous years, it is clear that EPFU will only be accepted by supranational bodies if it is a strong organisation. René Meier invited the Assembly to cooperate closely with the board, for the profit of all members, concentrating on aspects vital to sports and recreational aviation activities.

The head office of EPFU remains at 155 av Wagram, F-75017 Paris, hosted by FFA France. Further information will be posted on the EPFU web site [www.epfu.eu](http://www.epfu.eu) in the near future.

## **EAS GENERAL CONFERENCE 2013**

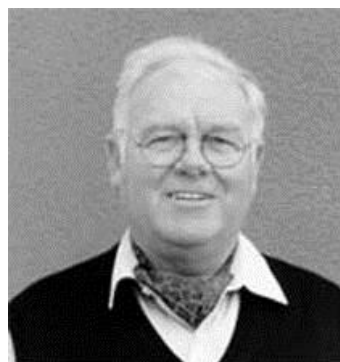
We remind members that the General Conference will take place on 23-24 March 2013 at the Copenhagen Crown Plaza Hotel. It will be a two day meeting, with Technical and Information Exchange on Saturday and the formal General Meeting on Sunday.

This Conference will mark the twenty-fifth anniversary of the founding of Europe Air Sports and we will be holding a special dinner to celebrate the occasion. Distinguished guests will include the past Presidents of EAS. To help you recognise them at the dinner, they are

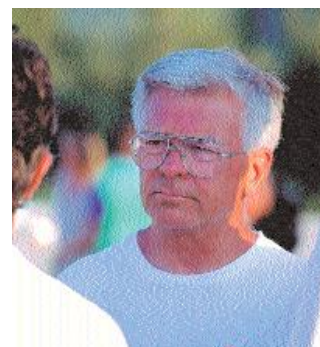
Fred Marsh of the United Kingdom, who was a keen air racer



Wolfgang Weinreich, a German glider pilot and former airline captain



Olivier Burghelle, a hang-glider pilot from France



The previous Secretary General of EAS, Herry Schoevers, has also been invited.



Sir John Allison (UK), who flies a variety of planes including vintage aircraft, is unfortunately unable to attend.

Please make your hotel reservations individually via this link: [Europe Air Sports](#).

### **ANNUAL SUBSCRIPTIONS DUE!**

Invoices have been sent to all members for the subscriptions for the year 2013. Please help our finances and administration by paying promptly!

### **AN INTRODUCTION TO THE BOARD MEMBERS OF EUROPE AIR SPORTS**

**Sergio Calabresi** was born in 1937 and graduated in physics before entering the Italian Military Air Force Flight School in 1959. He became a military pilot and Air Force Lieutenant pilot in 1960, passing out top of his course and qualifying as a combat ready fighter jet aircraft pilot in six months. He was sent to the United States for further training and subsequently participated in the Lockheed F-104 G/F acquisition programme of the Italian Military Air Force.

On leaving the Air Force, he joined Alitalia in 1963 and flew many types of airliners during his career, including Vickers Viscount 785, Caravelle, DC – 9/30, DC - 8/43 and 62, DC – 10 and Boeing 747/200/400. He was appointed as a flight instructor and check pilot, retiring in 1998 as First Senior Captain on Boeing 747s, which he flew for 13 years.



*Sergio Calabresi under an Alitalia 747-400*

During his civil airline career he was responsible for other roles in company special programmes, including the evaluation of Human Factors in flight safety matters, the Crew Resources Management training programme, inertial navigation training and Crew Adaptation to Glass Cockpits. He also instructed at the National Air Traffic Controller School for four years, to teach future Controllers about commercial aircraft performances and procedures.

Sergio has a total of more than 20,000 professional flying hours and continues to provide IFR flight instruction (theoretical and practical) in civil flight schools.

On the recreational flying side Sergio flies hang gliders and paragliders. He is an Italian Aero Club instructor and check pilot for HG and PG and has been responsible for all HG

and PG instructor development since 1990. He led the Italian Free Flight Federation Schools and Instructing Committee until 2006, when he joined the EAS Board.

Sergio also has a microlight licence and flew gliders for three years before starting his aeronautical career.

**Günter Bertram** wrote his own profile, saying: I am a German national, married to Sophie with two grown up sons and a daughter. My initial vocational training was in telecommunications followed by 22 years in the Navy and Air Force flying Tornados as a Weapon System Operator (Back seater). My service took me to the USA, Canada and most of the European Countries. I spent my final years at the Tri-national Training Establishment in the UK. I retired from the military in 1998 and worked in Business Development for Flight Simulators followed by three years working as a contractor for the German Air Force in the USA.



In 2003 I joined the German Aero Club as Technical Officer Airspace and Operations. In 2007 I additionally took on the responsibility of Secretary General, while still holding the Technical Officer's responsibilities. In a few weeks' time I shall commit 100% to Airspace and Operations again, stepping down as Secretary General.

In the last couple of years I took responsibility as Technical Officer Airspace for the European Gliding Union, Europe Air Sports and lately as Coordinator of the FAI Expert Group on Airspace.

I am an active Flight Instructor for sailplanes and microlights. Additionally I have gathered some experience with paragliders.

## GLOSSARY

CRD	Comment Response Document
Comitology	A stage in the process of rule-making, when the EU Commission presents EASA's Opinion for discussion and decision by member states and their representatives
NPA	Notice of Proposed Amendment

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