



MARCH 2014

I'm not sure what the weather has been like in other parts of Europe, but with the amount of rain we have had where I live, we could have used one of these!

*Vancouver to Victoria West Coast  
Air De Havilland DHC-6 Twin Otter  
floatplane (Tony Hisgett)*



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**EAS GENERAL CONFERENCE – A preview by our President David Roberts**



Our three guests at the EAS annual conference in Istanbul from 21st to 23rd March are, firstly, Filip Cornelis, Head of Aviation Safety in DG MOVE at the European Commission, accompanied by Jyrki Paajanen, who has been to previous EAS conferences. In addition Jules Kneepkens, the Rulemaking Director at EASA, is attending. Both Filip and Jules are scheduled to address the conference. There will be plenty of opportunities for members to interact with them throughout the conference.

Filip is responsible for EASA at the Commission. His knowledge may not extend to a lot of the detail in the rules that we have to

deal with but he is the person to question about the Basic Regulation and overall strategy. The detailed aspects of EASA rulemaking is more Jules' area of responsibility.

The Friday morning agenda comprises presentations on four topics where EAS has been successful or relatively successful over the last year and longer, in influencing the outcomes of regulatory proposals. Additionally, EAS board member Julian Scarfe will talk about the latest consultation on the future of the European Regulatory System after updating members on the progress of implementing the European GA Safety Strategy.

On Friday afternoon there is an organised visit into Istanbul, with the evening free for members to make their own arrangements for dinner.

The conference will cover not only those air sports which are within the scope of EASA rules. On Saturday each airsport will be able to make a very short presentation of their activities, followed by Hugh Browning of the British Gliding Association, with an association-driven safety management initiative that has so far proved particularly successful. The subject of differing implementation hurdles in member states will be covered by Jim Thorpe (UK - Approved Training Organisations) and Torkell Saetervadet (Norway). That will be followed by discussion of Part M, 8.33 KHz radios, and the question of 'will ballooning survive' by Don Cameron, who as many may know is the 'grandfather of modern ballooning' and a major balloon manufacturer.

On Saturday afternoon the focus moves to airspace-related matters including surveillance technologies and remote piloted aircraft systems (RPAS), with the hot topic of Light Sport Aircraft (LSA) to follow and a presentation about amateur-built aircraft, both talks by Roger Hopkinson, the President of EFLEVA. To keep members awake after lunch, previous EAS President Sir John Allison will address the question of 'Do air sport pilots really need medicals?' In response to Jules Kneepkens' talk, Julian Scarfe will summarise the way forward on the GA Safety Strategy in partnership with the Commission and EASA.

So, a varied and interesting programme at a new location for our conference.

### **OPERATIONAL SUITABILITY DATA – a long campaign brings results** **Julian Scarfe reports**

In 2008-09 EAS lobbied hard for our sector to be excluded from the scope of Operational Suitability Data (OSD). In the Basic Regulation 216/2008 it was intended that all aircraft would be covered by OSD. We are pleased that EASA have now found a solution for non-complex aircraft, which will suit our community.

Operational Suitability Data is the "bridge" between the manufacturer and the operator. It is data that the manufacturer supplies to guide operations, maintenance and Flight Crew Licensing.

In principle, all aircraft and operations are within the scope of the OSD regulation. The decision that has now been made means that OSD will be very light for non-complex aircraft. The different types of data and the requirements can be summarised like this:

#### **Flight Crew Data (and a type rating for pilots)**

Will always be required for complex aircraft and all helicopters.

Will never be required for gliders, balloons, VLA, ELA1/2 aeroplanes (< 2000 kg) and VLR.

May sometimes be required for non-complex aircraft > 2000 kg, but only for exceptional types.

#### **Simulator Data**

Will only be required if the type rating requires simulators.

#### **Maintenance Certifying Staff Data**

Will only be required for multi-engine helicopters, if the aircraft is capable of operating above FL290 (mainly military aircraft), or in other special cases like fly-by-wire.

## Master Minimum Equipment List (MMEL)

Will never be required for VLA, LSA, VLR, (powered) sailplanes, balloons and ELA2 airships. These aircraft can use the concept of 'required equipment'.

Other non-complex aircraft can use generic MMEL created by EASA. The operators can write an MEL based on MMEL and notify the competent authority.

A workshop this year will tidy up the existing class and type rating list.

## Glossary

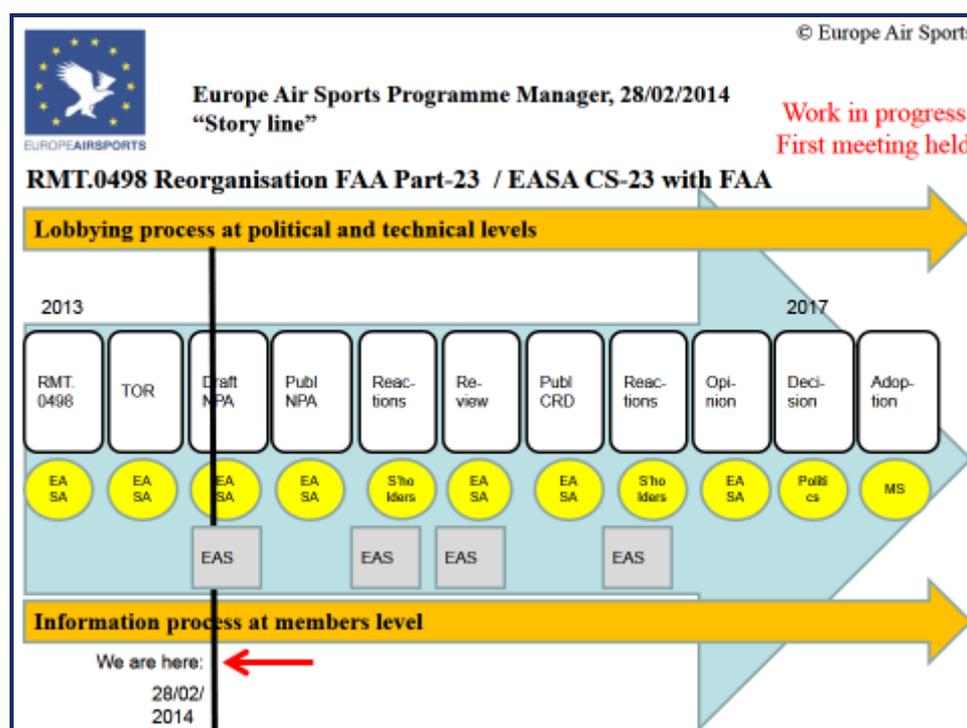
VLA Very light aircraft

VLR Very light rotorcraft

LSA Light sports aircraft

ELA European light aircraft

## REORGANISATION OF PART 23/CS-23 – a joint approach – by Jon Viner



Some time ago the FAA started to review how the airworthiness process and rules might be adapted to promote better and quicker integration of new technologies and to reduce the compliance burden on manufacturers. The outcome was the 'ARC final report' (Advisory and Rulemaking Committee) in the summer of 2013, proposing a re-vamped Part 23 that gives top-level safety objectives applying to all aircraft, with a suite of means-of-compliance documents in the form of industry consensus standards that provide the details. These consensus standards are proposed to contain 'tiering' or 'tailoring' to enable different means of compliance for different technologies (e.g. metal structure vs composite structure) and for different aircraft roles. The main advantage of consensus standards is that they can be amended much more quickly than the traditional process.

It is proposed that we should move away from the 'traditional' levels within the current Part 23 and CS-23 and use more meaningful divisions. This could allow a very simple aircraft designed for private flight, for instance, to benefit from very simple means of compliance demonstration. The approval agency (FAA/EASA) can then publish which standards it accepts for various types of aircraft.

The initial programme is primarily focused on capturing the top-level requirements in a rule, whilst in parallel developing ASTM (American Society for Testing and Materials) standards that capture the existing Part 23 detail. A secondary task is to capture CS-VLA language, which is a primary task for EASA. Further developments will expand on the tiering/tailoring concept and correct any inconsistencies in the current rules.

There are a few areas being targeted which require updating as part of the process. These include updating the crashworthiness requirements, to allow technologies other than seat approvals to contribute to the total survivability compliance.

At a three-day meeting in January, work started on the European rule-making task, which is the first to be undertaken as a joint exercise with FAA. The team reviewed the situation so far, to enable the whole group to get up to speed. This group will pioneer this method of working and senior EASA management are keen that the process works effectively with harmonised output.

FAA gave an overview of their processes and the group reviewed the work that FAA had done so far. The process was refined to enable the EASA rulemaking group and necessary specialists to contribute to the rule drafting process. A process summary map was created which will get EASA and FAA to the point of issuing an NPA and NPRM, respectively.

The aim is to have a complete set of draft rules for the US system around September 2014. Issue of NPRM (in the USA) and NPA (in Europe) is intended to be simultaneous, with the issue 1 ASTM standards, in the first half of 2015. The process will contain a number of points where harmonisation between the USA and European rules will be sought.

***René Meier reports on his recent work, but first here are the abbreviations that you may need***

CRD	Comment Response Document	RMT	Rule-making Task
NPA	Notice of Proposed Amendment	SPO	Specialised Operations
PPL IR	PPL Instrument Rating	TBO	Time between Overhauls

**WHAT ABOUT PART-SPO?**

Part-SPO covering "Specialised Operations" will be published shortly, however we do not know the exact date.

We were involved in the rulemaking task preparing Part-SPO. It was to contain a wide range of provisions ranging from animal herding and rescue flights, to agricultural flights, to oil spill work. The items relevant to our sector included glider towing, special events flights, including flying display and competition flights, aerial photography flights and parachute operations and skydiving.

***Should both these activities be 'Specialised Operations?'***



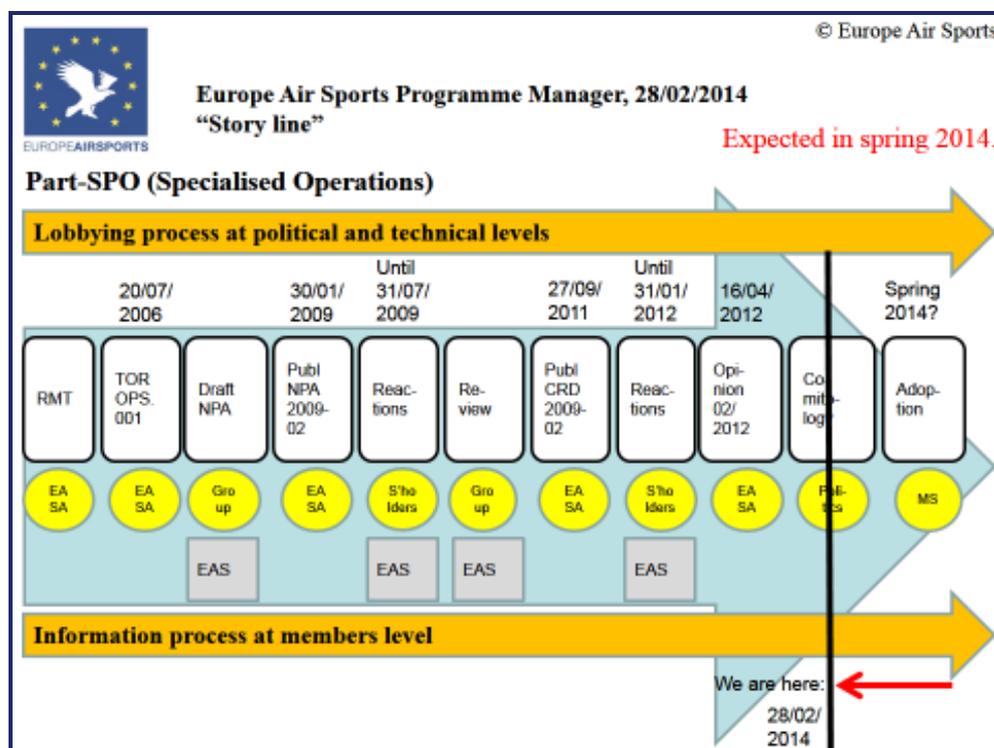
*Crop Spraying (photo: Aurora Coop - Dawn Caldwell)*



*Competition glider dropping water ballast*

Owing to the multitude of aerial activities that are conducted in Europe today, it is thought that it is not possible to establish an exhaustive list, as new activities may emerge in the future that would fall under specialised operations. The Agency did not limit the activities to the very wide range already in the list. Therefore, Opinion 02/2012 says that any activity, other than those already listed, and meeting one of the criteria of the definition, shall be regulated under Part-SPO. The Agency considers that the list of activities together with the definition, including general criteria, will allow stakeholders to identify if an aerial activity falls under Part-SPO or not.

Concerning competition flights and glider towing, we still fear that additional requirements may be introduced in the future. According to the Agency's text, both activities need a specific risk assessment before conducting the flight, and proper procedures to mitigate the risks. This is why the Agency has included them in Part-SPO. This is contrary to our comments, because we know perfectly well that the risks are mitigated by the experience of the competition pilots and by the training syllabus for future glider tow pilots.



## NEW PROVISIONS FOR B2L AND L LICENCES FOR MECHANICS NOT PUBLISHED YET!

We have already reported twice on this subject. We had hoped to get results ready for publication much earlier, but even now there is no sign of the new texts. Apparently preparing syllabi for mechanics is just as tricky and complex as preparing syllabi for pilots.

The information of November 2013 stating that the new provisions will be published in Spring 2014 is still the most recent one. We shall inform you as soon as we get official news from the Agency.

## PROVISIONS FOR COMPETENCE-BASED INSTRUMENT RATING, EN-ROUTE INSTRUMENT RATING, CLOUDFLYING WITH SAILPLANES

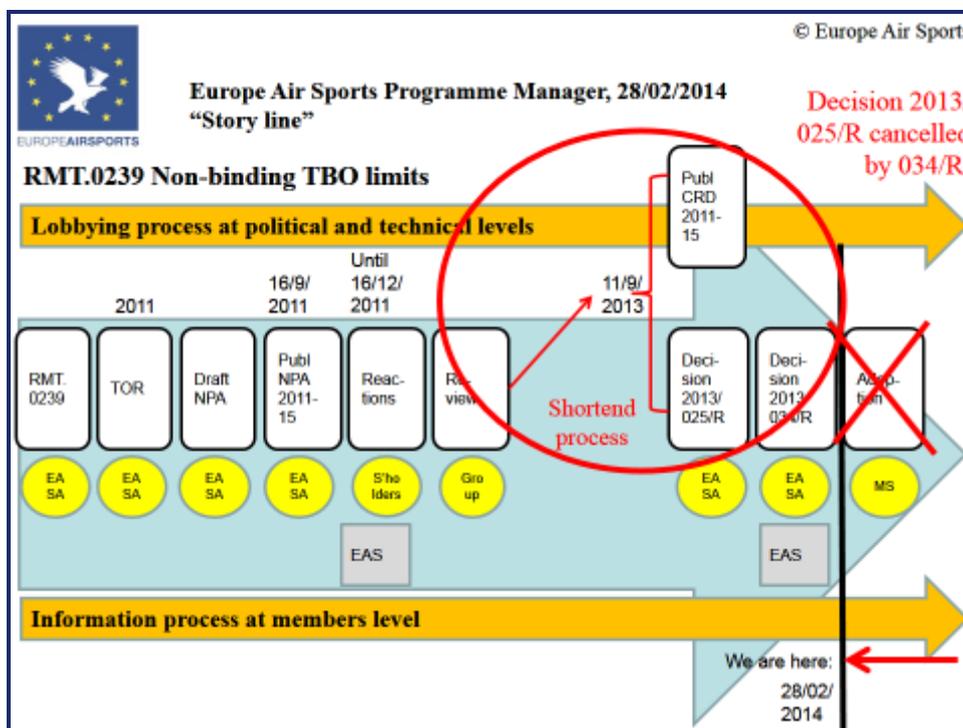
In the last newsletter, Jim Thorpe of PPL IR presented the full picture on instrument flying in motor-powered aircraft and sailplanes. We are awaiting publication of the decision, which is planned for March 2014. For information about the contents of the October/November article, Jim Thorpe is available via [jim.thorpe@pplir.org](mailto:jim.thorpe@pplir.org). Questions may be asked in French or German if easier, but the reply will be in English.

## AGENCY PROPOSAL FOR TBO DISCUSSED, AGENCY DECISION CANCELLED!

Industry was invited by the Agency to discuss NPA 2011-15, CRD 2011-15, Opinion and Proposal for Decision ED 2013/025/R on TBO (Time between Overhauls) on 11 December 2013. The comments on the NPA were not numerous. Several stakeholders criticised the introduction of new terms like "ab initio" training. Because of the abbreviated process, there was no second opportunity for inputs, so several points only popped up when the Opinion was published.

Jules Kneepkens, Rulemaking Director of EASA, took the inputs stemming from our discussions for better TBO regulation, including the possibility of delayed implementation, and with opt-out possibilities, to EASA Director Patrick Ky.

To our surprise, on 20 December 2013 the Agency cancelled the decision we had discussed. We shall be invited to be part of the new process, however, no new dates have been published yet.



### **INFORMAL AGREEMENT ON THE OCCURRENCE REPORTING REGULATION - reported by Timo Schubert**

The European Parliament and the Council (EU Member States) have negotiated an informal agreement on the Occurrence Reporting Regulation. As a final step the law will have to be formally adopted by the European Parliament's Plenary and the EU's transport ministers. This is expected to take place before the summer.

Following numerous representations by EAS delegates at different political levels we are pleased to say that the informal agreement provides for more proportionate rules for light aviation. To recap, the initial proposal by the European Commission would have exposed our sector to the same strict reporting requirements as commercial air transport. This would have created serious administrative requirements for air sports participants without generating any measurable safety benefit. During meetings with the Council, European Parliament and the European Commission, EAS has insisted on lighter reporting requirements for sports and recreational aviation.

The informal agreement goes a long way to fulfil EAS's demands. EASA Annex II aircraft will not be covered by the European rules (unless an individual Member States decides to apply the rules nationally). Furthermore, the Commission has been required to come forward with a customised and proportionate list of occurrences that must be reported by operators of aircraft that are not complex motor-powered aircraft. At the beginning of March our Board Member Jean-Pierre Delmas and our Programme Manager René Meier have already participated in a dedicated workshop at the European Commission, in order to discuss the list of occurrences which will have to be reported in more detail.

EAS will continue to approach the Commission in order to ensure a useful application of the regulation in the future.

## **STANDARDISED EUROPEAN RULES OF THE AIR (SERA) – new developments**

SERA was introduced in 2012 as Implementing Regulation No 923/2012, which lays down "the common rules of the air and operational provisions regarding services and procedures in air navigation". NPA-2014-05 relating to SERA Part C has been published and is open for consultation on the EASA website at <http://easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>.

Marcel Felten has checked to see who is affected by this proposed amendment and says: Under paragraph 2.3.2, we read:

The proposed amendment affects airspace users (private pilots, aircraft operators) air navigation services providers, air traffic controllers and aerodrome operators. The proposal affects also the competent authorities responsible for the airspace matters within the Member States as well as the competent authorities responsible for the oversight of the aircraft operations and air navigation services providers. The proposal affects also Member States.

This means that all airspace users are concerned. Some glider pilots have already expressed concern about the proposed changed requirements for carriage of transponders.

EAS is currently evaluating the impact that SERA C will have on sports and recreational flying. We will take up this matter with Commission and EASA representatives during the forthcoming EAS General Conference.

## **INTRODUCING THE STAFF OF EUROPE AIR SPORTS**

**Pierre Leonard** joined Europe Air Sports as Secretary General in 2009, after a distinguished flying career with the Belgian Air Force. Starting in 1967 at the Royal Cadets School in Laeken, he progressed to the Military Academy where he obtained a Masters degree in Aeronautical and Military sciences. He completed his pilot training at US Air Force Bases in Georgia and Arizona and in 1976 joined a squadron in Beauvechain, flying the F-104 G Starfighter. He converted to the F-16 after four years and became a fighter officer with the Defensive Operations Division of Allied Air Forces Central Europe (Ramstein) where he was promoted to Major.



In the late 1980s, he was initially the operations officer of 3rd Tactical Wing and later the Commanding Officer of Number One fighter bomber squadron on Mirage V. He was promoted to Lt. Col. while working at the operations section of the Air Staff in Brussels, after which he moved to the Advanced Flying School on Alphajets. Promotion to Colonel came while he was stationed at Evere with the Tactical Airforce Command, before joining the Air Representation Eurocorps in 1997, becoming its Chief Commander in 1999.

Following a three-year spell as Commander of the 2 Tactical Wing at Florennes in Belgium, Pierre's final posting was in the Plans & Policy Division of SHAPE, Operational planning, until his retirement in 2006.

In addition to his interest in flying, Pierre is also the President of the Belgian National Shooting Federation and Administrator of the Belgian Moto Racing Track in Mettet.

## KEY CONTACTS

President	David Roberts	<a href="mailto:d.roberts@europe-air-sports.org">d.roberts@europe-air-sports.org</a>
General Secretary – central EAS management & administration	Pierre Leonard	<a href="mailto:p.leonard@europe-air-sports.org">p.leonard@europe-air-sports.org</a>
Programme Manager and regulatory work	René Meier	<a href="mailto:r.meier@europe-air-sports.org">r.meier@europe-air-sports.org</a> +41 79 333 63 93 Skype meierswitzerland
Newsletter Editor	Diana King	<a href="mailto:d.king@europe-air-sports.org">d.king@europe-air-sports.org</a>

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