



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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The past year has produced quite a number of challenging regulatory developments that will require utmost attention of Europe Air Sports (EAS) in the year 2006. We thank all our officers for their valuable contributions and call on our members to continue to support even more and actively participate in the work ahead.

Happy New Year !

Membership and affiliations.

Membership now counts 25 National Aero Clubs and 4 European Air Sports Unions.

EAS is affiliated to FAI and is member of the EU Sports Office in Brussels.

Organization.

The Board is now organized with VP's responsible for supervising a regulatory area (Regulation, Airspace, Commission etc). President is Sir John Allison.

Additional members have been elected from the Members and the FAI.

Programme Manager is Rudolf Schuegraf since mid 2005. Secretary-General is Harry Schoevers.

Technical Officers and Working Party Coordinators are actively taking part in meetings and studies.

The WP Powered Flying has recently been revitalized.

Updated information is provided on the website.

Financial resources have been upgraded in order to meet the increased requirements.

The concordat between the FAI and *EAS* was reaffirmed and strengthened at a recent meeting between the Presidents of the two organisations.

EASA matters.

EASA, operational since Sept 2003, is the regulatory agency for certification and maintenance.

Part-M (maintenance) is in force since Sept. For non-complex non-commercial aircraft the applicability date is extended to Sept 2008. NPA 2005/7 addressed a major amendment for Part-M for this kind of aircraft (deadline 24-11-'05). *EAS* organized for this NPA a Workshop on 4/5 Nov 2005 in coordination with EASA. The Workshop produced various recommendations from *EAS*, which EASA agreed to consider in detail before finalising the regulations.

EASA has formed a Task Force that, during 2006, will evaluate all regulatory matters for sports and recreational aviation, not only maintenance. *EAS* will participate with several experts.

Another issue is a recently published Commission Regulation amending the basic EASA Regulation to extend the scope to air operations and crew licensing.

Based on inputs of *EAS* the Regulation mentions the desirability of tailoring requirements to the complexity of aircraft in non-commercial operations.

A new category of pilot licence for recreational flying will be introduced. Issuance may be accredited to assessment bodies, like Sports Federations.

Implementation will have the utmost attention of *EAS*.

An ICAO language proficiency requirement for PPL A holders will soon be part of a JAA-NPA.

EAS is represented in the consultative bodies: EASA Advisory Board and the SSCC (at working level).

Airspace.

EU has adopted a Regulation (2004) establishing the Single European Sky (SES), who in turn mandates Eurocontrol to study, design, and implement airspace modalities. Main issues are the simplification of airspace structure and flight levels for controlled airspace. FL (Z) is for the time being frozen to national standards. Airspace structure will be put to consultation in a Workshop on 1 Febr for GA users.

The continuing Mode S and 8.33 kHz channel spacing issues are closely monitored by our experts.

Mode S technology transponders need to replace the current Mode A/C in 2008. Low power transponders for non-generator aircraft will be studied.

Vertical expansion of 8.33 kHz equipment is being evaluated. 8.33 kHz versions are recommended when radio equipment is renewed or purchased.

The draft of the regulation for charging air navigation services allows exemption of VFR traffic by national providers, to be monitored at national level!

EAS is represented in the Eurocontrol and SES consultative bodies: SCG, ANT and ICB.

A high-level meeting between the President of *EAS* and the Eurocontrol DG has reinforced the relation.

A special Day will be organized for our sector of recreational and sports aviation in autumn 2006.

Commission.

Our permanent representative, VP Louis Berger, has attended various EU committee meetings and made contacts with EU officials. Insurance, driving license and charging regulations have received comment and will (probably) result in less restrictive rules.

General Meeting.

Next General Meeting will be in Cologne, 26-3-2006, and the Technical Conference the previous day.