



EUROPE AIR SPORTS *NEWSLETTER*

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

Secretariat:

Dinkellaan 8, 2105VL Heemstede,
The Netherlands

tel: +31 23 5470205

e-mail: europe-airports@wxs.nl

website: www.europe-airports.fai.org

S6030

issue-24, July-2006

The message at the General Meeting in Cologne in March 2006 was clear. This year will be decisive for the future of the Sporting and Recreational Aviation community in Europe. To achieve a maximum of good results we have to participate in a large number of meetings and study the proposals of the European Commission, EASA, Single European Sky and Eurocontrol. Make intelligent responses and creative initiatives. This is a general overview.

The Board

The enlarged Board and advisors have met on June 24 and reviewed the state of affairs.

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. It is expected that the first Parliament reading will take place in autumn. We have to monitor proposed changes and intend to brief political decision makers on our viewpoints..

Amendment COM 429 is the update of Regulation 2320 on airport security, amended with 85 additions by the Parliament. Members will be asked to study thoroughly the impact on their situation. EAS is dealing with this extremely important issue.

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 and operation. A qualified team of our experts participates in the group.

The group has held five meetings since early this year. Progress was fragmented, but this month a concept was achieved on basis of four regulatory impact assessments. An Advanced NPA is planned for publication in August.

Other rulemaking groups are dealing with subjects as permits-to-fly, (pilot) maintenance and maintenance licensing. Major issues of Part M have been discussed. Working groups for licensing and operation will start shortly. We have experts in all these groups.

NPA 06/2006 on safety regulation of aerodromes needs thorough attention and our members have been alerted to study and send in comments to the Programme Manager before 16 September.

At higher hierarchy level we have a delegate in EASA Advisory Board (our President, Sir John Allison) 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. The main project is SESAR, the future Air Traffic Management System in Europe. Although our argumentation is that such a system is there for the commercial airlines and therefore should not negatively impact our community, operationally nor financially, we must be part of the preparatory organization in order to safeguard our interests. And we are now member of the Airspace Users Group in the ICB (Industry Consultation Committee).

Another issue is not charging VFR en-route traffic, which is now in a public consultation process on the Eurocontrol website. The exemption for aircraft less than 2 t MTOM is one vital issue for EAS

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. We have a member in each group. Airspace matters, like classification and equipment for access, are dealt with in the TFA task force. Our Technical Officer Günter Bertram is member. Currently airspace classification is nearing a conclusion, the former indications U, K, N may well be replaced by the ICAO terminology C, D and G.

Avionic equipment, especially of 8.33 kHz radios is heavily in discussion and is in danger of turning into a costly item. This subject is handled in various groups. We make efforts to participate where appropriate and possible. Attention is also paid to ADS-B and low-power transponder developments.

Although not primarily in Eurocontrol, the issue of UAV's (unmanned aerial vehicles) is accelerating. We are member in the relevant Eurocae working group.

A Sporting and Recreational Aviation Conference will be organized jointly by Eurocontrol and Europe Air Sports on 1 Dec. 2006. The aim is to present and discuss airspace (access) matters in the views of air sports and recreational aviation, and to educate Eurocontrol on our needs and our world. The programme will be published in September.