

JUNE 2014

You're probably wondering how we can possibly be interested in a pile of paper and why no picture of flying? You are quite right to wonder ... and now it seems that EASA and the European Parliament are wondering too.

Nearly every piece in this newsletter describes a possibility that some part of the legislation, that increasingly restricts us, might be removed or reduced. At last, after years of discouraging news, there is a glimmer of hope.

Read on to find out more.

News in this issue:

New window of opportunity? Review of EASA regulation may bring major regulatory improvements for recreational aviation	1
Flight recorders for light aircraft.....	2
Much ado about ATO?	3
New structure for EASA – Rulemaking to disappear	4
EAS to foster ties with newly elected European Parliament	5
Introducing changes to the Europe Air Sports Board	5
Key contacts.....	6
Sign up for the newsletter!	6

NEW WINDOW OF OPPORTUNITY?**REVIEW OF EASA REGULATION MAY BRING MAJOR REGULATORY IMPROVEMENTS FOR RECREATIONAL AVIATION**

by Michel Rocca and Timo Schubert

The European Commission has recently launched a new policy initiative "on a possible revision of Regulation (EC) No 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency". This initiative has to be seen in the context of the "Roadmap to a Single European Transport Area" (2011) and the "Europe 2020 Strategy". Regulation 216/2008/EC is also known as the "Basic Regulation" or "EASA Regulation" or the "Total System Approach to European Civil Aviation". Passed by the European Parliament and the Council, it defines what EASA can or cannot do, and how it functions. The review of this regulation is a rare opportunity for EAS to propose significant changes to the regulatory framework governing our sector, going well beyond the more technical fine tuning of implementing rules at EASA level or through comitology.

A non-binding roadmap was published on 26th March 2014 introducing the main issues, the policy objectives and associated options for changes to the Basic Regulation. It also provides information about the impact assessment and the public consultation process. In parallel, the Commission and EASA (A-NPA 2014-12) have both launched public consultations in order to gather the views of interested parties.

The set of questions raised by EASA is about the performance-based approach, harmonisation of safety-related training, implementing the General Aviation Safety Strategy, establishing common repositories, extending EASA's remit to environmental and security domains and last but not least ensuring a robust funding of the Agency.

During the EAS Board meeting held in Cologne on 17 June 2014, David Roberts, President of Europe Air Sports, said "Ten years after the establishment of EASA, this consultation is a great opportunity for our community. All our members are invited to contribute to building an EAS consolidated response".

Members of the review group

Michel Rocca (leader)
Julian Scarfe (secretary)
Timo Schubert (communication)
Rudolf Schuegraf
Andrea Anesini
Günter Bertram
Dominique Méreuze

In order to prepare a response the Board has decided to set up a "Basic Regulation review group", composed of seven Board members and EAS's political adviser in Brussels, representing the various flying activities of EAS's member organisations.

The work of the review group is planned as follows:

- To establish some high level principles, based on existing EAS positions;
- To analyse the wording of the EASA Regulation article by article;
- To propose key desirable outcomes;
- To draft Board recommended answers.

Communication with members will be ensured at each stage of this process and a draft joint position will be presented in the summer.

Keeping in mind that this policy initiative does not prejudge the final decision of the Commission on whether it will be pursued or not, this is a major issue to be appropriately addressed by EAS in the coming months and years.

Draft Timeline for EAS response

June – inform members of the planned process

By 1 August – inform members of details of EAS's draft

23 August – 4 September – invite members' contributions to the draft

5 September – end the EAS debate and complete the final paper

15 September – consultation closing date

FLIGHT RECORDERS FOR LIGHT AIRCRAFT – by Julian Scarfe

It has recently been proposed by EASA:

- to consider aircraft that are below the weight limit for the current requirements on the carriage of flight recorders, and to identify those for which in-flight recording should be required;
- to define in-flight recording requirements for these aircraft;
- to define requirements for the use, preservation and serviceability of the new in-flight recording solutions.

No risk-based or evidence-based case has been provided for this new requirement and EAS intends to fight this proposal strongly.

EAS's request for a proper Regulatory Impact Assessment and cost-benefit analysis is supported by other organisations and EAS believes that these tasks should be the first priority.

EAS also says that EASA needs to convince us that there is a new approach to GA. The Agency has expressed its intention for "simpler, lighter, better rules for GA", but the relentless creation of more regulation for GA seems to continue, with potentially costly proposals such as this.

If GA stakeholders are to believe that the Agency has moved away from its habit of rulemaking for rulemaking's own sake and adopted the principles of the GA Safety Strategy, future rulemaking must be driven by proper safety management that is focused on cost-benefit considerations.

MUCH ADO ABOUT ATO? by Rudolf Schuegraf

What is the truth about the different rumours that are spreading? These rumours say that there may be changes to the timing and the scope of the approval process of Approved Training Organisations (ATOs) for the PPL, SPL, BPL and the three LAPLs. Here is the light at the end of the tunnel.

Beginning training for a LAPL(S)



It took Europe Air Sports more than two years of competent cooperation with EASA and intensive exchange of arguments with the European Commission, to start a new approach to the conversion process of Registered Facilities to ATOs and the process to approve Training Organisations for the gliding and ballooning community. In particular, these developments on ATOs, including the workshop in May, were the direct result of discussions between EAS and Filip Cornelis (Head of Aviation Safety, European Commission) and Jules Kneepkens (EASA Rulemaking Director) at the EAS Conference in Istanbul in March. The present opt-out period comes to an end in April 2015, in less than a year's time.

The whole subject will be an issue during the next meeting of the EASA Committee in Brussels on 7th July 2014. The delegates of the Member States will discuss and, hopefully, come to conclusions which will help members of Europe Air Sports most. On the agenda will be the question of whether the opt-out period will come to an end as planned in April 2015, or whether it will be extended for a substantial time period, to ease the timing pressure both on Organisations and authorities. EASA will make the necessary proposals and provide possible solutions for the follow on consequences and the implications for flying instruction and licence issues. The idea of the opt-out extension is the result of a recent two day workshop organised in mid-May in Cologne by EASA and well led by Matthias Borgmeier, attended by stakeholders and an unusually large number of aviation authorities.

Two important matters came out of the May workshop:-

- The Agency (EASA) holds a strong and clear position, that training Organisations for the PPL A, SPL and BPL, the LAPL and all the associated ratings should always be considered non-complex, irrespective of the size or their bureaucratic structure. This position is backed by the Commission. Therefore the requirements are by default lower than those for complex Training Organisations.

- For short term alleviations for training towards non-professional licences, it was agreed by all participants that modifying and amending the Acceptable Means of Compliance (AMCs) is the only way to ease the pressure from the Training industry. The first drafts should be ready in mid-July for three workgroups to review them, with the clear aim of simplification to achieve lower cost and removing unnecessary bureaucracy.

EAS has insisted, for the medium and long-term outcomes, that the Implementing Rules on Licensing and Approved Training Organisations must also be reviewed. In the long term, the Basic Regulation 216/2008, with all the Essential Requirements, needs a thorough scan by EAS to assess the need for changes to be able to comply with the GA-Roadmap strategy.

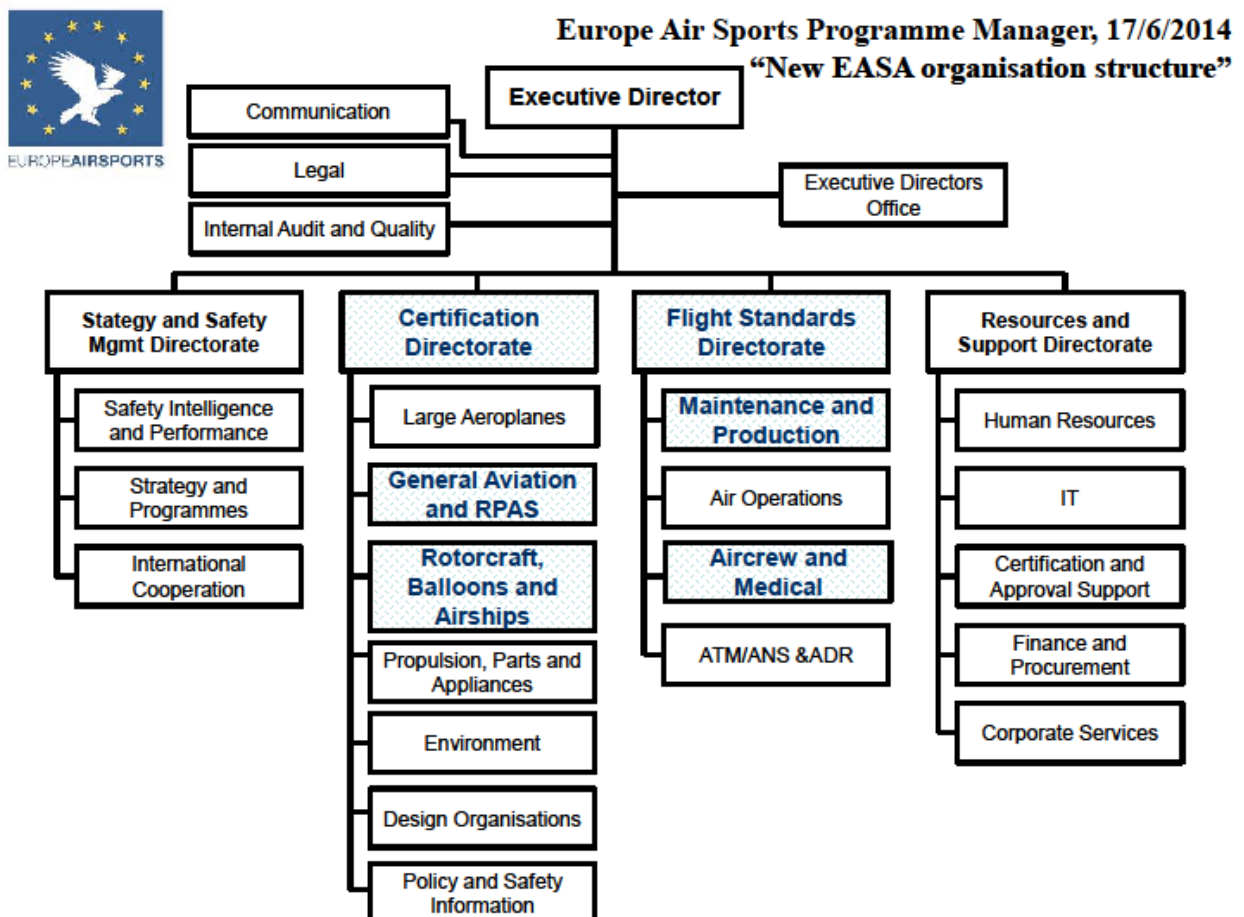
The second item on the July agenda of the EASA Committee will be a completely new approach, introduced by Executive Director Patrick Ky to the Management Board in early June, and discussed in SSCC (Safety Standards Consultative Committee) and the relevant sub-SSCCs. The proposal, if accepted, would completely delete the requirement to deliver Flight Instruction for PPL and LAPL in an Approved Training Organisation. It would also allow individual instructors, as in the US, to provide flight instruction to students who apply for a PPL A, SPL, BPL and LAPL.

As always, the combination of a series of measures might achieve the maximum benefits for airports and recreational aviation as part of General Aviation.

NEW STRUCTURE FOR EASA – RULEMAKING TO DISAPPEAR

A provisional unofficial picture described by René Meier, Programme Manager

The drawing below depicts the new structure of EASA which is supposed to become effective by 1 September 2014.



The most striking difference to the actual structure is the reduction of the Directorates to four: those of you that are familiar with EASA will see that the Rulemaking Directorate is to be dissolved.

From 1 September we will find our partners for General Aviation (GA) and air sports in the Certification Directorate where GA is organised in a common sub-structure together with the Remotely Piloted Aerial Systems (RPAS).

Interestingly, rotorcraft, balloons and airships form a common section in the same directorate. Personally I do not understand why the oldest forms of flying are put under the same roof as the most recent one, the operation of rotorcraft. It probably has to do with human resources.

Talking of human resources, no names are official yet, please be assured that we shall inform you immediately when we get permission to do so.

Aircrew and Medical will form a section subordinated to the Flight Standards Director, as well as Maintenance and Production.

Your Programme Manager's opinion on all this: Visibly there is one Directorate less than before, however, for GA most probably more inter-Directorate coordination may be required.

EAS TO FOSTER TIES WITH NEWLY ELECTED EUROPEAN PARLIAMENT

Timo Schubert reports

Following the European Parliament elections at the end of May, EAS plans to foster its ties with key MEPs in the second half of the year. While Eurosceptic parties have gained up to a quarter of seats, the newly elected parliament is still dominated by members belonging to the pro-Europe European Peoples' Party (EPP – Conservative) and the group of Socialists and Democrats (S&D). In order to ensure stable majorities these two groups are expected to collaborate even more closely during this new five year term. Other groups, such as ALDE (liberal), the Greens and the ECR (conservative – moderately Eurosceptic) remain influential and may become pivotal during votes on more controversial files.

EAS is pleased to report that many MEPs who have supported our positions in the previous term have been re-elected. New members will be identified and contacted in the coming months, after it has become clear in which committees they will work.

The results of the European election also impact on the composition of the new College of Commissioners. However, at this point it is not known who will be the new Commissioner in charge of Transport.

INTRODUCING CHANGES TO THE EUROPE AIR SPORTS BOARD

Sergio Calabresi and Cor van den Burg have retired from the board after many years of work on behalf of us all. We are grateful to them for the time and knowledge they have devoted to working for sporting and recreational aviation. Commenting on his time with Europe Air Sports, Cor said 'I will be looking back on a challenging experience'. Taking their places are Andrea Anesini and Michel Rocca.

Andrea Anesini, a new Vice-President of Europe Air Sports, is 60 years old and lives in Vicenza, in north-eastern Italy, very close to the Dolomite Alps. He has a degree in law, and started his working career as a lawyer in his home town. After a few years he was recruited by a major multi-national Bank in Milan. He spent 25 years of his life working for major Financial Institutions and Car Manufacturers at a top management level. Eleven years ago he founded his own company, a consultancy firm specialising in banking business.



He is qualified in microlight and general aviation air sports, flying his own microlight and owning a JAR-PPL licence.

Until 2013 Andrea was President of the Arturo Ferrarin Aero Club, located at Thiene airport, which is one of the major microlight and general aviation Clubs in the country. Since last year he has been the President of the Sport Justice Court of the Aero Club of Italy. The Italian National Aero Club today manages 15,000 microlight, general aviation, gliding and paragliding pilots. Andrea's passion is touring and mountain flying; he believes that his mission is to support the expansion of all aeronautical sports at national and European level, trying to grant flexibility and cost reduction to all disciplines.



Michel Rocca was elected as a Board member at the last General Meeting. He lives in Brittany in western France. He is married, with one son and two grandsons. He studied mathematics, physics and economics at university followed by aviation at ENAC which is the civil aviation academy in Toulouse.

He worked with Aeroports de Paris, the French CAA and the French air navigation service provider (ANSP). In his last position, he was head of international affairs in Paris and Brussels, liaising with other ANSPs, airlines and airports mainly across Europe and representing his organisation in CANSO, Commission, EASA and Eurocontrol.

He obtained his first pilot's licence in 1972, and currently holds both a microlight licence and a CPL(A) together with some ratings. His wife and son are also pilots and he hopes that his grandsons will become pilots as well.

To make this wish a reality he has been pretty much involved in light and sports aviation for many years. For example, he was one of the EAS experts in the rule-making group which drafted the requirements for the basic LAPL, LAPL and LAFI.

He is willing to bring to our Board his expertise in ATM and FCL matters.

KEY CONTACTS

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

SIGN UP FOR THE NEWSLETTER!

If you would like to receive future issues of the Newsletter direct to your inbox, please sign up on the Europe Air Sports website at <http://www.europe-air-sports.org/>