

### AUGUST 2013

Summer! A time for flying and enjoying ourselves, not for sitting in meeting rooms and studying complicated documents. But your representatives in EAS never seem to stop working on behalf of all of us – read on for some of the recent developments.

In this issue, we have made a small change to the way we explain all the abbreviations and jargon. Instead of having to turn to the back page to find them, they are all at the end of the relevant article. We hope this will make your reading easier.



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#### **IMPROVEMENTS EXPECTED ON COMMISSION PROPOSAL ON OCCURRENCE REPORTING – *Timo Schubert reports***

Following numerous contacts with EU decision-makers at Council (EU Member States) and European Parliament level, major improvements can be expected with regard to the Commission proposal on Occurrence Reporting.

To remind you, this proposal seeks to strengthen aviation occurrence reporting and contains a detailed annex, listing occurrences that must be reported. According to the proposal, “occurrence” means any event which is or could be significant in the context of aviation safety and notably includes accidents and serious incidents.

As already reported in the May edition of this newsletter, the proposal suggests the same rules for all segments of aviation. EAS has suggested lighter requirements for non-

commercial aviation and the exclusion of EASA Annex II aircraft, such as microlights, hang-gliders and amateur-built aircraft.

EAS has made the point that more proportionate rules for our sector are required in order to rule out an over-abundance of useless occurrence data and a significant administrative burden for clubs, private pilots and not the least the Member States' administrations.

As is normal under the EU's legislative procedure, the Council and the European Parliament have started to elaborate their own positions on the Commission's proposal. Following EAS's intervention the Council has already adopted a draft first reading position, which excludes Annex II aircraft and provides for a more appropriate list of mandatory reporting items for non-commercial aviation.

In a parallel development, the European Parliament's Committee on Transport and Tourism (TRAN) has also started its deliberations. Its draft report recognises the need for more proportionate rules for light aviation. Furthermore, following direct contacts with Members of Parliament, the Committee is thinking of following the Council's position to exclude Annex II aircraft from the scope, which would mean that occurrences affecting these aircraft would remain within the responsibility of the Member States.

As a next step, the TRAN Committee is expected to adopt its first reading report in September. This will be followed by negotiations with the Council with the aim of agreeing on one common text of the regulation in only one reading.

EAS will continue to monitor the legislative procedure and intervene as appropriate.

### **THE SSCC AND THE EUROPEAN GA SAFETY STRATEGY – by Julian Scarfe**

The Safety Standards Consultative Committee is EASA's main interface with industry and users. It provides a mechanism for its members to advise EASA on the content, priorities and execution of the Agency's Rulemaking Programme. Its members include representatives from the aerospace and defence industry, air traffic controllers, air transport and of course Europe Air Sports. The SSCC meets formally twice each year, and offers feedback to EASA on the following year's Rulemaking Programme.

SSCC members receive the draft terms of reference for rulemaking tasks and nominate experts to rulemaking groups.

The SSCC does most of its detailed work through thematic subcommittees, or "sub-SSCCs", which up to now have included:

- Design and Manufacturing
- Engineering and Maintenance
- Flight Standards
- Air Traffic Management
- Aerodromes

SSCC members are able to nominate representatives for the sub-SSCCs. The proposed rulemaking tasks are divided among the sub-SSCCs to make the numbers manageable. As well as advising EASA on prioritisation (e.g. by commenting on preliminary regulatory impact assessments), sub-SSCCs scrutinise the progress of rulemaking tasks through the EASA process.

In 2012, a review of the SSCC was carried out. Some consolidation of its plenary membership was proposed, its rules of procedure updated, and, importantly for us, a sixth **sub-SSCC for General Aviation** (GA) was proposed. EASA accepted these recommendations, which will create a revised SSCC from December 2013. EAS representation on the SSCC was handed over after nine years from Rudi Schuegraf to Julian Scarfe.

Europe Air Sports' nominations have been accepted for one member on each of Design and Manufacturing, Engineering and Maintenance, Flight Standards and Air Traffic Management. Importantly, three Europe Air Sports nominees were also appointed to the GA sub-SSCC.

While the first official meetings of the new SSCC are in December, EASA invited the prospective members of the GA SSCC to a pre-meeting in July, and two meetings of GA-related organisations have also taken place to discuss expectations for this group.

The GA sub-SSCC is expected to have a slightly different role from the other thematic sub-SSCCs. Firstly, its membership includes representatives who participate in other sub-SSCCs. But more importantly perhaps, the group is unlikely to have particular rulemaking tasks allocated to it, but is likely to take a broad perspective on any rulemaking task that could have an impact on GA.

The scope of the GA sub-SSCC, in effect the definition of General Aviation, has been extensively debated. On the one hand, there is a strong desire to harness the expertise from a wide variety of stakeholders, and indeed the principles of the 2012 European GA Safety Strategy paper do not cease to be applicable at a particular aircraft weight, pilot qualification or operation type. On the other hand, it is recognised that the stakeholders most affected by disproportionate regulation are those at the lighter end of sports and recreational aviation, and therefore that is where most of the effort is likely to be focussed. It is hoped that the sub-SSCC can strike a useful balance.

The GA sub-SSCC may take on responsibility for managing (in collaboration with EASA) the list identified by GA organisations of issues in current regulation that are incompatible with the principles of the European GA Safety Strategy. Thus in many ways the GA sub-SSCC will be champions of the European GA Safety Strategy. To that end, the group is likely to meet soon, before its first official meeting to discuss and prioritise the issues. These include the disproportionate regulation placed on organisations, design and certification hurdles for GA, and burdensome maintenance requirements.

Europe Air Sports has worked constructively with regulators for a decade in support of sports and recreational aviation in Europe. Despite our efforts, the Commission's drive towards standardisation and harmonisation has led to regulation which is, in places, disproportionate or unnecessary, often because of regulators' poor understanding of our industry and activities.

The GA sub-SSCC is not a quick fix for all the problems with regulation of European sports and recreational aviation. It has however engaged those at the highest levels of the Agency and the Commission, and it offers an opportunity to think differently about the needs of GA and the best ways of regulating it. In order to succeed, it will require strong engagement from GA organisations too.

#### **EAS appointees to SSCC**

##### *SSCC*

Julian Scarfe

##### *ATM/ANS*

Günter Bertram

##### *Design and Manufacturing*

Werner Scholz

##### *Engineering and Maintenance*

René Meier

##### *Flight Standards*

Rudolf Schuegraf

##### *General Aviation*

Jean-Pierre Delmas

Julian Scarfe

Henrik Svensson

#### **EUROPEAN COMMISSION AGREES: MODEL AIRCRAFT USED FOR RECREATION, SPORT AND COMPETITION ACTIVITIES ARE NOT RPAS**

##### ***Graham Lynn, EAS Aeromodelling / RPAS Technical Officer Reports***

In June the European Commission (EC) issued their long awaited "European Remote Piloted Aircraft Systems (RPAS) Roadmap". A copy, along with 3 annexes, is available on the EC website (<http://ec.europa.eu/enterprise/sectors/aerospace/uas/>).

EAS is pleased to report that, following intense lobbying over several years, the EC has supported the arguments presented by EAS from the outset that model flying should not, in any way, be affected by the guidance material / regulations developed for the operation of RPAs.

***The EC Roadmap clearly states:***

This Roadmap covers RPAs of all types with the exception of model aircraft (defined as non-human-carrying aircraft capable of sustained flight in the atmosphere and exclusively used for recreation, sport or competition activity) and toys. Model aircraft are subject to specific national regulations, if any. Toys are ruled by Directive 2009/48/EC on the safety of toys and are also excluded. This Roadmap does not introduce or modify any existing distinction between model aircraft and aircraft.

This is extremely good news for all model flyers as it now gives a clear demarcation between a model aircraft and RPAs.

However, changes are still being proposed by the EC which would grant them competence for the regulation of all RPAs, including those under 150kg, which is not the case today. But by the time this change takes place in 2016, many more countries will have produced their own "tailor-made" regulations for the operation of RPAs under 150kg operating within the Visual Line Of Sight (VLOS) parameters.

In parallel EUROCAE W/G 93 (Working Group on Light Remotely Piloted Aircraft Systems Operations) continues with the generation of recommendations that could form the basis for any future "harmonised" rules, certainly for under 25kg RPAs and possibly up to 80kg. However, they could prove to be in conflict with what nations have already developed under their own tailor-made regulations. RPAs over 80kg and in future, over the 150kg limit, are currently being addressed in a joint development by JARUS and EASA.

EAS will continue to monitor the activities of the various regulatory groups as they develop the regulations for RPAs, to ensure that the introduction of RPAs does not affect the freedoms that our member organisations currently enjoy in participating in their selected air sports.

EUROCAE European Organisation for Civil Aviation Equipment  
JARUS Joint Authorities for Rulemaking on Unmanned Systems.  
JARUS is a group of experts from the National Aviation Authorities (NAAs) and regional aviation safety organisations.

## **CHANGE OF THE GUARDS AT EASA**

A ten year term of office will come to an end on 31 August, when the first Executive Director of EASA, Patrick Goudou, hands over his power to his successor Patrick Ky.

During the very first Industry meeting in Brussels in September 2003 we as EAS were able to establish the first personal contact, which developed into a close and long lasting relationship with Patrick Goudou, based on a common understanding of aviation.



A delegation of Europe Air Sports was invited to visit the Executive Director in his office in Brussels at a very early stage of his first period in office.

*Left to right: Rudi Schuegraf, Oliver Burghelle President, Marcel Felten, Patrick Goudou ED, David Roberts, Lea Bodossian  
Photograph: Harry Schoevers*



Oliver Burghelle, President of Europe Air Sports, presented a model glider to Patrick Goudou, which he kept in his office throughout the 10 years. The model was intended to act as a daily reminder that air sports plays an essential role in the European aviation system.

Despite the difficulties he had to handle and solve in the build-up phase of EASA he always listened to our needs and inputs. We wish him all the best for the future and invite him to join the airports community as an active aviator.



We welcome Patrick Ky who is highly experienced in the European Aviation System. He will give up the post of the Executive Director of SESAR (Single European Sky ATM Research) Joint Undertaking and take over the new challenge of Executive Director of EASA on 1 September. We wish him a good start and offer our cooperation to continue the effective relationship with him and EASA for the benefit of the aviation system.

SESAR - Single European Sky ATM Research  
ATM – Air Traffic Management

## **B2L AND L LICENCES FOR AIRCRAFT MECHANICS UNDER REVIEW**

As we reported in February, two separate Review Group meetings were held at Cologne, the one for the L Licence on 14/15 May, the one for the B2L Licence on 28 May 2013. Both were directed by Juan Anton, assisted by Frédéric Knecht. René Meier, your Programme Manager, was a member of both Review Groups.

### **René reports:**

I know that writing an intermediate report between two steps of any process is a risky undertaking, but this is my view of the situation at 12 August 2013:

### **L-Licence:**

No training will be mandatory, only the exams. The syllabus presented on page 95 of Notice of Proposed Amendment (NPA) 2012-15 will be changed and clarified as regards the modules required for removing limitations (e.g. metal structures, wooden structures, wood covered with fabrics...). In addition, the Duration of Training table on page 96/139 will completely disappear. The definition of a “complex maintenance task” could not be discussed and Juan Anton will prepare a text and send it to the Review Group as soon as possible.

There will be only one licence per subgroup, with limitations according to the training received. These limitations may be removed by experience. Of course we again discussed what a “year of experience” is, but as “experience” counts, not “time”, we did not insist on a crystal-clear definition. We think that by using the word “experience” we are much nearer to the “competency based” solution we are generally looking for.



An important fact (at least for me, from the aspect of the ops department rather than the maintenance point of view ...):

A candidate who holds an L Licence cannot move on to any other qualification.

This means: No credits will be possible.

At a detailed level, we changed the numbers of some exam questions and related them more to the needs of the real world, e.g. more “basic knowledge” and fewer “legislation” questions (see page 119/139 of NPA

2012-15). The "Aircraft Type Practical Experience" and "On the Job Training Lists of Tasks" (Appendix II, pages 132 to 139) are adequate in the view of the Review Group.

### **B2L Licence:**

There will be no automatic transfer from a B2L to a B2 Licence for the simple reason that a B2 Licence is applicable to all aircraft (page 19/139 of NPA 2012-15), but a B2L Licence is not. After having looked at all stakeholder comments we had more general than specific points and open questions at the end of our deliberations:



General points:

- a) No-one will lose any of the privileges she/he presently holds!
- b) A "limitation" is an exclusion of something. For non-native English speakers this fact repeatedly caused confusion.
- c) The Europe Air Sports question about who will prepare question data banks was not answered satisfactorily. In any case, EASA has neither the means, nor the will nor the staff, to prepare a question data bank.
- d) It is not fully clear to us where exams may be taken. Mr. Juan Anton will clarify this in an Acceptable Means of Compliance (AMC) text.
- e) Unofficial training courses may be prepared and held.
- f) Basic exams taken by a Part-147 organisation are mutually recognised by the 28 EU member states and 4 EFTA members of EASA. Unfortunately this does not apply to the basic exams taken by the National Aviation Authorities (NAA). ("except where bilateral agreements exist" was added, which means that within the Community a need for bilateral agreement among Community members exists, a fact your Programme Manager does not understand...). The question is still open regarding the complexity of this situation if an NAA appoints various competent authorities.
- g) And finally - a question, from a non-native English speaker: Would it be easier to speak and write of "privileges" instead of "limitations" in future deliberations and/or texts? We will put this on the table once the Comment Response Document (CRD) is published.



The two Review Groups left some points to be dealt with by the "Part-M for General Aviation Task-Force":

- a) The "crediting" question was not fully dealt with. In particular the "examination credit" remains open, mostly because we have to deal with "exams without prior training".
- b) To discuss the validity duration of an exam approval.
- c) Are "quality system" and "quality control" synonymous?
- d) Are "oversight" and "surveillance" synonymous?

### **Conclusion**

The situation of NPA 2012-15 is under permanent observation by our Board and we will inform all our members as soon as possible when changes occur. In May we were told that the CRD would be published together with the "Opinion" by the end of June. Nothing, however, has landed on our desks or appeared on our screens up to now. Not an easy task, apparently.

For further information please contact René Meier.

## **MODE S AND C TRANSPONDERS: NEW RECOMMENDATIONS FOR OPERATORS OF GA AIRCRAFT - by René Meier, based on EASA official publications**

Until recently, it has been required by EASA to perform regular checks on some types of transponders. Now this is no longer required. For more detail, read on .....



EASA recently published Safety Information Bulletin EASA\_SIB 2011-15R-2\_1pdf cancelling Airworthiness Directive (AD) No. 2006-0265-CN, which was published in 2006. This 2006 document adopted CAA UK requirements for the identification of incorrect altitude data transmission, from transponders using Gilham coded altitude encoders. That AD was published as PAD 06-170 on 7 August 2006.

Later it was discovered that repetitive tests are not necessary to ensure safe operation, although some problems with the altimetry systems were reported. These were related, however, to failures not directly connected with the Gilham code altitude input.

After review of all the information available, this recent notice SIB 2011-15R-2 cancels AD No. 2006-0265-CN. However, at the same time (17 April 2013) the Agency published SIB 2011-15R1, recommending certain actions for general aviation aircraft that still have the transponders mentioned by the AD installed.

If you are interested in further information as regards the cancellation note mentioned we recommend you to contact [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

For any question (recommended intervals, particularities etc.) concerning the technical content of the Airworthiness Directive Cancellation Note (AD-CN) please contact the European Technical Standard Order Authorisation holder of your transponder, or the type certificate holder of your aircraft.

A list of manufacturers is published at <http://ad.easa.europa.eu/ad/2006-0265-CN>

You are also invited to contact our Programme Manager for assistance.

### **About the Gilham code, taken from Wikipedia:**

Gilham code is a digital code using an eleven-wire interface that is used to transmit uncorrected barometric altitude between an encoding altimeter or analog air data computer and a transponder. It is a modified form of a Gray code and is sometimes referred to as a "Gray code" in avionics literature.

The code was named in memory of Ronald Lionel Gillham, the UK's representative to the IATA committee developing the specification for the second generation of Air Traffic Control System, known in the UK as "Plan Ahead", who died suddenly in March 1968. Gillham was said to have had the idea of using a modified Gray code while at a family dinner.

The Gillham code's only application is in the transmission of height information from an altitude encoder to a secondary surveillance radar (SSR) transponder as used in aircraft.

Remark by the author of the article: Both written forms of the family name are used: In some publications you will find "Gilham", in others "Gillham".

## **MORE CONSOLIDATED VERSIONS OF PUBLICATIONS AVAILABLE ON THE AGENCY'S WEBSITE**

*by René Meier, Programme Manager*



During recent months the Agency published some additional consolidated versions of publications of interest to stakeholders. Among others,

- Part-M - Revision August 2012 - Continuing Airworthiness Requirements
- Part-145 - Revision August 2012 - Maintenance Organisation Approvals
- Part-66 - Revision May 2012 - Certifying Staff

are available in up-dated editions. These consolidated versions are high quality publications of what is provided free of charge in plain language by the Official Journal of the European Union. These can be found on the Euro-Lex server.

EASA's publications are unfortunately not free, a modest sum is charged. This political decision was taken despite Europe Air Sports' input at Safety Standards Consultative Committee (SSCC) level, where we asked for publications to be free of any charge.

The link to all the consolidated publications is:

<http://easa.europa.eu/rulemaking/technical-publications.php>

This takes you to the Agency's Technical Publications site on which you scroll down to the publication you intend to buy.

Feel free to contact me for further information if required.

### **QUALIFICATIONS FOR FLYING IN IMC – an update by Julian Scarfe**

EASA's Opinion 03/2013 was presented in an orientation discussion at the EASA Committee in July. Discussions went well, with very little opposition voiced, though this is still early days. The Commission will now prepare a draft regulation for presentation and possible vote at the October EASA Committee. Europe Air Sports thanks those who have already engaged with their national representatives to urge support for this important development, and encourages continued engagement until the proposal is adopted.

### **CURRENT TASKS ON THE PROGRAMME MANAGER'S DESK ON 18 AUGUST 2013**

Have you ever wondered exactly what the work of the Europe Air Sports Programme Manager is? Well now, René Meier has given us an insight into his daily routine and also a summary of the projects on his desk just now.

First the daily tasks –

- check all the publications on the "Official Journal of the European Union" website
- check the website of "Flightglobal"
- check the EASA website. In particular review the sections on:
  - the "Terms of Reference";
  - the "NPA" (Notices of Proposed Amendment);
  - the "CRD" (Comment Response Documents); and
  - the "Certification Specifications".



And once he's done all that, he gets on with the particular tasks that need to make progress that day. The list below gives information about the tasks currently in hand. As René's job involves understanding a huge number of acronyms and abbreviations, the explanations are immediately below.

<b>Descriptor</b>	<b>Area</b>	<b>Title</b>	<b>Rationale</b>	<b>Due</b>
NPA 2013-15	FCL	Update Part-MED	The Agency corrects some editorial mistakes discovered and proposes some changes to Part-MED which affect our community.	28.10.2013
NPA 2013-13	Ops	Safety Assessment of Community Aircraft (SACA) and Safety Assessment of Foreign Aircraft (SAFA)	This NPA is primarily addressed to the National Aviation Authorities (NAA). In order, however, to know what the NAAs are tasked with, the texts of the NPA are of importance to our community, which will certainly be subject to SACA in the future.	22.10.2013
CRD NPA 2012-20	FCL	Amendment to AMC for LAPL pilot medical	This CRD is of importance to LAPL holders. It clarifies certain medical situations not dealt with earlier.	08.10.2013
CRD NPA 2013-05	Aw	Regular update CS-LSA	The CRD presents the reactions the Agency received on this NPA, a repetitive task which needs careful work in order to make sure that there are no surprises.	30.09.2013
CRD NPA 2012-02	Aw, Ops	Airworthiness and operational criteria for Electronic Flight Bag (EFB) approvals	The Programme Manager studied all relevant texts for the simple reason that more and more EFB are used, including in the General Aviation environment.	30.09.2013
CRD NPA 2012-16	Aw	FAA TSO / ETSO	The reason for reading this CRD and the related NPA was to find out about progress being made in areas where, in your Programme Manager's opinion, harmonisation is needed.	15.09.2013
CRD NPA 2012-14	Ops	AMC/GM to Rules of the Air	This CRD addresses safety, proportionality and regulatory coordination issues related to the SERA IR. The specific objective is to mitigate the possible risks linked to the implementation of the SERA IR if the content is not well understood. Therefore, the main objective is to provide Member States and stakeholders with AMC/GM to facilitate the implementation.	14.09.2013

AMC	Acceptable Means of Compliance	IR	Implementing Rules
Aw	Airworthiness	LAPL	Light Aircraft Pilot Licence
CRD	Comment Response Document	LSA	Light Sport Aircraft
CS	Certification Specifications	MED	Medical
ETSO	European Technical Standard Order	NPA	Notice of Proposed Amendment
FAA	Federal Aviation Agency	Ops	Operations
FCL	Flight Crew Licensing	SERA	Standardised European Rules of the Air
GM	Guidance Material	TSO	Technical Standard Order

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