

DECEMBER 2014



(Photo by permission of Herefordshire Aero Club)

There is no snow here in England, so Saint Nicholas was unable to use his reindeer and had to fly in by gyrocopter instead, with one of his elves in the back seat.

Wherever you are, whether you have snow or warm sunshine, we wish you a Happy Christmas -

God jul - Vrolijk kerstmis - Joyeux Noel - Frohe Weihnachten - Καλά χριστούγεννα - Buon natale - Feliz Navidad - nadolig llawen

And good flying in 2015!

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APPROVED TRAINING ORGANISATIONS and FLIGHT CREW LICENSING

In the last few days EASA has published proposals for two key areas –

- Acceptable Means of Compliance and Guidance Material for Approved Training Organisations (ATOs), and
- Part FCL (Flight Crew Licensing).

The ATO material relates only to the current ATO regulation and does not attempt to address the possibilities for changing the ATO environment, which may arise as a result of the option to defer implementation of ATOs until 2018. We shall be sending members some detailed information and guidance on this and the FCL items over the Christmas / New Year period. So please watch out for a communication.

(QUE SERA, SERA) - STANDARDISED RULES OF THE AIR ARE CURRENTLY IMPLEMENTED ACROSS EUROPE

By Michel Rocca and Günter Bertram

Parts A and B of the Standardised European Rules of the Air - known as SERA Parts A and B – were published on 26 September 2012 (1). They will be implemented fully within the coming weeks in the EU and associated States.

The title of the song “Whatever will be, will be” conveys pretty well the expectations and the concerns still expressed by our Community.

Our President David Roberts points out that “they concern all of us, whether we are in or out of the EASA system, whether we are in or out of Annex II. No aircraft is excluded.”

The process started in the late 90s, with a political willingness to establish a Single European Sky. The concept of Functional Airspace Blocks was introduced in 2004 and logically the need for common rules for pilots and controllers was identified. This was consistent with the principle of “free movement of persons, goods and services”.

The Commission tasked Eurocontrol initially to elaborate a proposal, which was then open to public consultation. It appeared that all the States have, over time, established National Rules of the Air, which were more or less in line with ICAO Annexes 2, 3 and 11. A lot of comments and concerns were then raised by GA stakeholders, despite their interest in having the same flight rules across borders.

After a 2 year opt-out which was chosen by most Member States, we are now at the point where Parts A and B (2) will be fully implemented.

We have to acknowledge that the initial proposal has been improved through discussion in different fora and that Member States did their best to introduce the new rules in their National environment. Airspace classification is one of the examples.

This topic will be on the agenda at our General Meeting 2015.

Until then, Michel and Günter will be pleased to receive your feedback on observed improvements or remaining issues.

- (1) *Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending several former implementing regulations*
- (2) *SERA Part C on the provision of air traffic services aims at completing the two previous Parts (NPA 2014-05). The Decision is anticipated to be published in Autumn 2015.*



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UPDATE ON PART M LIGHT – Rudi Schuegraf

At the EASA Safety Conference in Rome, I had the pleasure to moderate the Panel 5 on Maintenance. One of the six objectives announced by Patrick Ky at the end of the Conference was to create a “Part M light”, which is certainly the start of a better regulatory environment for the GA aircraft we discussed in our panel.

Knowing that GA needs attention, support and promotion rather quickly, I asked EASA officials Juan Anton (EASA Maintenance Regulations Section Manager) and Yves Morier (EASA Head of GA and RPAS)

- whether the Agency has already discussed and developed a concept for a Part M light;
- how we as stakeholders can make our contributions; and
- how and when we can start the joint effort to create such a "Part M light".

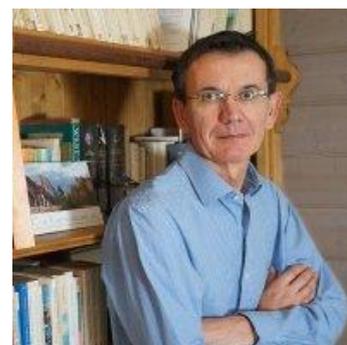
Juan Anton replied saying that the Light Part-M was discussed in depth at the meeting of the Part-M GA Task Force (Phase II) held on November 6th and 7th, where Europe Air Sports was represented by Howard Torode. Juan told me that the plan is to develop this Light Part-M within the Part-M GA Task Force (Phase II) and, due to its urgency, have an NPA ready before the summer 2015.

TASK FORCE FOR GA ROAD MAP – *Julian Scarfe*

The GA Task Force is a collaborative group set up to drive and support delivery of the work being completed across the full scope of implementation activity from the GA road map recommendations. The Task Force's work will include formulation of policy change to deliver the Agency's proposal on the 'New approach to GA'.

The members of the Task Force are:

- Dominique Roland - EASA – Chair of the Task Force
- Jyrki Paajanen - European Commission
- Tony Rapson - UK CAA – Chair of the GA road map NAA group
- Andreas Winkler - Austrocontrol
- Michael Erb - IAOPA Germany – Chair GA sub-SSCC
- Julian Scarfe - EAS – Vice Chair GA sub-SSCC



Dominique Roland - Head of Design Organisation Department at EASA

The Task Force is supported by Athanasios Tziolas (EASA) as secretary.

It has taken a broad scope of GA: 'All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire'. A specific limit in terms of weight, for example, has not been set, so that issues and rules that affect a broader range of stakeholders can still be considered rather than ruled out of scope on a technicality.

In setting the priorities for this work, the Task Force considers the issues where current regulation is most disproportionate. For example, the Task Force focuses on issues that affect lighter aircraft, smaller organisations and private/club operations. The Task Force's work includes formulation of policy change to deliver the Agency's proposal on the 'New approach to GA', including assessment of available safety and exposure data. It will also review progress on the technical revisions ("projects and proposals", see the October/November 2013 newsletter – see link below) that stakeholders, including EAS, have indicated are necessary to achieve the objectives of the safety strategy.

The task force operates with sub-groups (drawn from the GA community, NAAs and EASA) considering each of the initiatives for change. There are approximately 20 initiatives on the "New approach", and 20 on technical revisions.

Because of the history of the GA project, it is difficult to point to achievements solely due to the Task Force. It has, however, moved forward, for example:

- the postponement of Registered Facility to Approved Training Organisation transition to allow more time for more proportionate solutions to be developed;
- a modification to the dangerous good requirements in Part-NCO that were inappropriate for GA; and
- a change to defect management requirements allowing the pilot to take more responsibility for deferring minor defects.

Progress for the Task Force is slow, but we remain optimistic that it will manage to effect the changes in disproportionate EASA regulations that hold back the growth of GA in the EU.

www.europe-air-sports.org/fileadmin/user_upload/newsletter/EAS_NL_Oct_-_Nov_2013.pdf

REMOTELY PILOTED AERIAL SYSTEMS

We bring you two reports on the fast-moving development of RPAS.

First, Rudi Schuegraf writes:

RPAS Civil Ops Conference 2- 4 Dec 2014 Brussels

One of the bigger and important aviation events in December was the Conference on RPAS Civil Ops organised in Brussels by UVS-International. This organisation is, like Europe Air Sports, a non-profit organisation registered with the Chamber of Commerce in The Hague, The Netherlands.

We mention this event which sounds more or less unfamiliar to Europe Air Sports members, for a specific reason. Unmanned Vehicle System International should be understood as remotely piloted air, ground or naval systems. An EC communication, adopted by the European Commission in April 2014, called Remotely Piloted Aircraft Systems (RPAS) "a new era for aviation – Opening the aviation market to the civil use of RPAS in a safe and sustainable manner."

"The scope and workload of the issue is increasing beyond a single expert. We ask members to nominate potential experts to build an EAS pool of competence for the RPAS sector"

Business orientated unmanned aviation will push into the aviation theatre and might cause or even force changes to the present scenarios we know. Unmanned aviation in autonomous operation or remotely piloted from the ground, in various sizes and masses, will compete and demand airspace access and freedom of operation for profit making purposes. High tech aircraft built by high tech industry need a return on investment. Experts forecast a huge market developing at high speed, which will attract many companies competing for a share of the expected profits.

EAS and our aero modelling expert Graham Lynn have followed the scene since 2006. When EASA held the first Conference on RPS, Graham actively participated in expert work groups. As the scope and workload of the issue is increasing beyond a single expert engagement, we ask members to nominate potential experts. We want to build an EAS pool of competence for this sector, which is rapidly developing into a strong player in European aviation, as regulation is taken over by the European Commission and EASA.

We want your association to be prepared for the future challenge. René Meier is ready to take the detailed nominations of your experts. A first report will be delivered during the March General Conference in Luxembourg.

EAS Programme Manager René Meier continues:

Tasks for light Remotely Piloted Aerial Systems (RPAS)?

Several articles about tasks for light RPAS attracted my attention.

The common vision of the writers is identical: It is intended to demonstrate how RPAS may be used for logistics services, carrying cargo in regions where the road transport

infrastructure is poor or interrupted by natural features such as bodies of water and hills or mountain ranges, or where no railways infrastructure exists.

The intention is to prove that an economic and viable supply chain can be built e.g. in the United Kingdom, but also a service from mainland Germany to the West-Frisian Island of Juist was explicitly cited, with DHL of Germany as the operator of such a service.

To fulfil such tasks RPAS under 150 kg Maximum Take-off Mass would be used, which means that these RPAS will most probably be outside the scope of European regulations or Acceptable Means of Compliance or Guidance Material published by the Agency.

According to the University of Southampton's project "Unmanned Cargo Aircraft for Remote and island Regions (UCARR) the goals published on 13 October 2014 are

- To develop a fixed wing system capable of economically carrying a 50kg payload over a 100km range (initially a 20kg capable demonstrator is proposed);
- Prove the viability of the associated airspace management and control issues;
- Gain operational experience for an extended period;
- Demonstrate how operational risks can be minimised flying beyond line of sight;
- To further develop the certification and operational permission procedures around unmanned cargo systems.

The 2nd "Unmanned Cargo Aircraft Conference" will take place on 5 February 2015 at the "World Forum" at The Hague in the Netherlands. The link to register is <http://www.ucaconference.com/register/>

Today I am already curious when thinking of what was written in the past about "Amazon" and "Google" using RPAS for "door to door" delivery operations!

By the way: In Switzerland alone more than 3500 small camera-equipped RPAS were sold this year already, an amazing figure for a country with some 8 million inhabitants: Not only "big brother" is watching me, most probably "little sister" is active as well...

ADS-B – NO DECISION ON MANDATORY FITMENT – EAS IN CONTINUING DIALOGUE WITH EUROPEAN DECISION-MAKERS *A report from Timo Schubert*

On 27 November EAS met with representatives of SESAR Joint Undertaking, the organisation working on the technical aspects of the EU's Single European Sky project, in order to exchange views on planning for the use of ADS-B (Automatic Dependent Surveillance – Broadcast). This followed a previous meeting with the European Commission's DG MOVE in September and several years of representations made by EAS at the level of Eurocontrol, on the same issue.

In a very informative meeting EAS learned that SESAR JU is currently on a fact-finding mission for the European Commission, with the objective to assess the different policy options for ADS-B. This could range from only voluntary use of ADS-B to mandatory fitment for all airspace users in all classes of airspace (an unlikely scenario). After SESAR JU has completed its research it will send a report to the Commission, which will decide on the next steps, including the launch of a Notice of Proposed Amendment (NPA) at the level of EASA (expected end of 2015 or early 2016).

Despite various rumours that have been circulating in the air sports community it is important to stress that no decision has been made that would require the mandatory fitment of ADS-B.

EAS expressed strong concerns related to the costs of fitting ADS-B to light aircraft, while also taking into account that technical requirements will further complicate matters. Furthermore, EAS insisted that there must not be a mandatory fitment of ADS-B for the light end of General Aviation. While SESAR JU is in no position to make a policy choice (only the Commission is) our points were duly noted and can be expected to be reflected in its report.

To recall, earlier this year the Commission decided to postpone the mandatory use of

ADS-B until 2020 (this would have applied to aircraft > 5.7 tonnes MTOM). This follows serious concerns expressed by both the Air Navigation Service Providers and airlines that the introduction of the system would increase costs, rather than reduce them, as had been the initial intention. The activities described above seek to assess the Commission's options.

EAS will maintain a continuing dialogue with the European decision-makers at all necessary levels, in order to ensure that the needs of sports and recreational aviation are taken into account for all future rule-making.

GENERAL CONFERENCE 2015



The Annual Conference of Europe Air Sports will take place on 21-22 March 2015 in Luxembourg.

The hotel chosen for the event is Parc-Hotel Alvisse, 120, route d'Echternach, L-1453 Luxembourg.

tel.: +352 43 56 43 81 06

email: events@parc-hotel.lu

website: <http://www.parc-hotel.lu/>

Reservation details for hotel rooms, including the procedure to take advantage of preferred discounted rates for the Conference, will be provided soon.

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