



## 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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*EUROCONTROL and EUROPE AIR SPORTS (EAS) have jointly organized a SPORTING & RECREATIONAL AVIATION CONFERENCE that took place on 1 December 2006 in the Eurocontrol headquarters.*

### The beginning

A meeting with the Director-General of Eurocontrol, Mr Victor Aguado, resulted in the commitment to jointly organize a conference focussed on our aviation community. It was agreed to aim at discussing the topics that are of main concern to us, but also to educate the Eurocontrol staff on the specific needs and concerns of air sports with regard to airspace.

### The Conference.

The event took place in the Europa Conference Room. More than 160 registrations had been received. A colourful display has been set up of all kind of air sport equipment, ranging from model aircraft, a full-scale balloon-cabin and real hanglider in the lobby to a real glider outside at the building entrance. Video presentations and large FAI posters were shown.

The scene of the conference was set by speeches of the president of EAS, Sir John Allison, and Mr Bo Redeborn, Eurocontrol Director of ATM Strategies.

In the morning the air sport delegates made 10 minute presentations about the specifics of their sport and the main concerns regarding (access to) airspace.

In the afternoon Eurocontrol specialists made presentations of the main topics of interest to the audience, followed by lively discussions.

Link for downloading documentation will be available on the EAS website [www.europe-airports.fai.org](http://www.europe-airports.fai.org).

### Setting the scene.

Sir John Allison set the scene by a challenging speech stating that the air sports community neither wants nor needs an air traffic management system at all. But we have no choice but to work with it. The main themes are minimum equipment requirements, no charging and above all, free airspace and access to airspace.

### Air Sport presentations.

Well formulated, concise and attractively laid out presentations from all air sports were prepared and given by Günter Bertram, Klaus Tänzler, Tony Knight Hans Åkerstedt, Dominique Méreuze, Paul Draper, Max de Richemond and Graham Lynn.

These presentations are available on the EAS website. Bo Redeborn reciprocated by assuring the recognized position of Europe Air Sports and stressing the need to respond to formal consultations.

### Eurocontrol presentations.

Airspace issues were explained by Bill Armit. Above FL 195 the airspace is now mainly class C, as regulated by the EU. Below FL 195 the classification is left to national regulators. EU may issue a mandate to harmonize the airspace. Access rules for VFR flights are being established. He then elaborated on plans for future airspace categories N, K and U.

Mode S, presented by John Law, is mandatory after 31/3/2008. France and UK will implement this later.

Jan Berends mentioned the need for operational requirements of the Low Power SSR Transponder. Regrettably the Eurocontrol Stakeholders Group has put this project on low priority. Non-generator aircraft would need it (gliders, hang- and paragliders).

ADS-B was discussed by Alex Wandels in the context of the CASCADE programme.. ADS-B-out is attractive for sports aviation for its relative simplicity and power economy.

Peter Alty explained the need for the new 8.33 kHz channel separation system, needed to accommodate the increase in commercial traffic, based on studies of various alternatives. Application of 8.33 is mandatory above FL 195 by 15/3/2007. A business case study for 8.33 below FL 195 is in progress. A decision by the EU is expected in 2007.

Holger Matthiesen and Mike Strong presented UAV issues. Requirements for safety, security, airspace capacity and efficiency will be observed. UAV's will apply "Sense and Avoid" technologies.

UAV's will be an opportunity for civil applications.

Finally a comprehensive presentation on the SESAR programme was made by Philippe Renaud. EAS, not part of this project, voiced strong concerns. This is a business venture with private capital that should achieve profit results, not primarily to the advantage of the VFR pilot. IAOPA, however, is involved and its representative offered help to interface.

### Conclusions.

A summary of items of concern and unanswered was presented by Francois van Haaff. This list will serve for follow-up discussions, available on EAS website.

Bo Redeborn agreed to a follow-up meeting mid 2007. He stated his policy not to over-regulate and to maintain an effective co-operation.

Sir John Allison thanked Eurocontrol for this excellent conference and its sincere engagement.