



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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Board and Officers of Europe Air Sports wish you all (and each other!) Merry Christmas and a Happy New Year! This coming year 2008 may well be the year of the truth, a fulfilment of all our preparatory work in the EASA and Eurocontrol rulemaking groups and lobbying efforts with the European political institutions. Here is our story.

The Board

The Board and advisors have had a number of internal meetings dealing with policy matters on regulation and organization. The 2008 budget has been finalized and distributed to the Members recently, including the intended subscription rates. The increase is not as much as envisaged earlier in the special meeting with the Members' Presidents in February of this year.

The invoices will be sent through FAI shortly.

Next General Meeting is planned 15/16 March 2008.

European Commission matters.

Amendment COM 579 of Regulation 1592 dealing with the extension of EASA competence for licensing and operation, and setting also the framework for Recreational Aviation is in final stages of acceptance by the plenary European Parliament. The Common Position with amendments of the Second Reading is being studied by our team. *This experience proves again that the real decision-making is in the political process!*

Important publications by the European Commission are the discussion papers about "General Aviation in Europe" and "Insurance Requirements for Air Carriers and Aircraft Operators". *EAS* has submitted comment letters. Especially the insurance requirements for historic aircraft and those dealing with war and terrorism risks coverage have been challenged.

Other important rulemaking is going on for Airport Security and the Extension of EASA competencies for airport safety and interoperability. Although the focus is on commercial aviation, it requires our attention. The definition of the Parliament for "airport" is not precise enough and could cause problems to Aero Clubs. Our contacts indicate that they are well aware of this and will take care in the implementation.

An EU Ministers of Sport conference agreed in an informal meeting on the competency of the Commission on sports matters. The "White Paper on Sports" is a fundamental instrument for sports on a European level, stressing sports' visibility in the definition of community policies, with special emphasis to its merits and specificities.

EAS will participate in a structured dialogue.

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, dealing with certification, maintenance, licensing as well as operation.

A qualified team of our experts is participating.

The Comments Response Document (CRD) of A-NPA 14/2006 (including the proposed ELA- European Light Aircraft) is now on the EASA website.

An NPA on the ELA concept for the light aircraft regime is expected mid December.

A combined NPA 08/2007 for **Revised Part-M Requirements for Aircraft not used in Commercial Air Transport and Pilot Owner Maintenance** has been published June '07. Workshops have been organized by *EAS* in various countries, where EASA explained the issues of the NPA. All presentations are available on the *EAS* website.

Work on the comments is going on. The CRD is expected in early 2008 leading to a Commission Opinion in June/Sept, which is considered just in time. *EAS* comments to EASA place high importance to an extension of the applicability date of Part-M, detailing grandfather rights, excluding all ELA certified aircraft (up to 2000 kg MTOM) from the obligation to apply Regulation 2042 and Part-M.

If Part-M is to be declared not applicable for ELA, then a new Part-M should be developed for ELA. We will anticipate and form a working group who will start developing a proposal for a Part-M / ELA

Subgroups **Licensing** are dealing with JAR-FCL and non-JAR (including ballooning and gliding), Light Aircraft Pilot Licence (LAPL) and Medical issues. The LAPL-group process is going well. Acceptable solutions are proposed on the issues of the medical examination and the grandfather rights. The LAPL will be valid only for VFR flights and possibly cloud flying in gliders. A separate working group will evaluate if and how IFR/IMC can be accommodated. The Medical group, with participation of Dr Saundby, is making progress generally in favour of our case.



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The **operations** regulation needs a careful watch in the coming months. Originally Implementing Rules were only to be developed for certain mandatory equipment and fuel reserves in powered aircraft. The latest proposals contain more than that.

Also the commercial / non-commercial issue is still alive and requires further debate and lobbying. We will keep a watch, since this may be damaging for us.

EAS and FAI have been represented at the foundation meeting of **EGAST** (European General Aviation Safety Team). Our policy is that safety of sporting aviation is a matter for the clubs and competent air sport organizations and should not be imposed by bureaucratic rulemaking. However, if it takes shape, we have to participate with a competent representative.

At higher hierarchy level we have a delegate in EASA **Advisory Board** (our President, Sir John Allison, alternate the secretary-general, Harry Schoevers) 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. Important for us is the Classification of Airspace below FL195 and Extension of SES to Lower Airspace.

A Commission's workshop on communication on SES developments, SES legislation, safety legislation, is planned for January 22, 2008

The main project is **SESAR**, the future Air Traffic Management System in Europe. Our argumentation is that such a system is for the commercial airlines, but we must be part of the preparatory organization in order to safeguard our interests.

SESAR has developed an Operational Concept which has been presented and discussed in a Stakeholders Forum on 11 October. *EAS* was represented.

EAS is now member of the Airspace Users Group in the Industry Consultation Committee (**ICB**).

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**. Our Board Member Günter Bertram is member in each group.

Currently airspace classification seems to be under control. The Commission arranged a workshop on harmonising the application of airspace classifications in the EU and confirmed that a single harmonised airspace classification below FL195 is not required. Only the airspace needed to protect IFR flight paths should be designated as controlled airspace (Class C/D/E) and Class G airspace should not be changed into airspace with restricted access. There is, however, a requirement to harmonise in Europe the rules which apply to each of the airspace classifications.

Application of 8.33 kHz radio channel separation is mandatory above FL 195. A business case study for 8.33 below FL 195 is in progress. *EAS* asks a reasonable transition period, in order to depreciate the 25 kHz radios. *EAS* has submitted a position paper to SCG who agreed that the concerns expressed by General Aviation should be considered in further work for 8.33 below FL 195.

Mode S transponder technology is mandatory after 31/3/2008 for all aircraft in airspace already requiring transponders. At present there simply are no suitable transponders for the generator-less aircraft. There is a need for operational requirements of the Low Power SSR Transponder.

ADS-B is attractive for sports aviation for its relative simplicity and power economy. There are no specific developments in relation to our sector of aviation.

Sporting and Recreational Aviation Conference.

After the successful conference co-organized by *EAS* last year it is decided that *EAS* and IAOPA will have conferences each alternate year. The *EAS* Conference will be held in spring 2009

Unmanned Aerial Systems.

This issue is accelerating. Our Aeromodelling Officer Graham Lynn is member in the relevant Eurocae working group and the Industry Small UAS Working Group. Requirements for safety, security, airspace capacity and efficiency will be observed. His extensive report is available on the website or request.