



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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S8048

issue-31, December-2008

Europe Air Sports wishes all members, officers and relations a Merry Christmas and a Happy New Year in 2009! This year has been a decisive year with respect to legislation, regulation and political statements towards our field of aviation: sports and recreational aviation. Here is a [summary](#). [More details are given on our website](#).

The Board, Programme Manager and Consultant.

The Board consists of 10 members with specific tasks under the leadership of Sir John Allison, the President. The Secretary-General, Programme Manager (PM) and Consultant provide specialized support in managing the internal organization and the relations with the European political and authority institutions. The Board is especially pleased with our professional consultant, Timo Schubert, managing very effectively the interface with EU institutions. The new PM, Jan Fridrich, is heavily involved in EASA activities.

Sports and Recreational Aviation Conference.

The Sports and Recreational Aviation Conference with Eurocontrol is in preparation and will be held on 17 April 2009 at the Eurocontrol HQ in Brussels.

General Meeting.

The General Meeting is scheduled subsequent to the Eurocontrol Conference, 18 / 19 April 2009 in Thon Hotel City-Centre, Brussels. Initial information will be distributed soon, formal convocation mid-March. One of the important issues will be the election of a new President, since Sir John Allison has declared that he will not be available again.

Activities at the European political level

Extension of EASA competencies to aerodromes, air traffic management and air navigation services

After stakeholder consultation period the Commission adopted in March 2008 a new proposal (COM 2008 (390)) for a regulation amending the EASA Basic Regulation (216/2008/EC) in order to extend the competencies of EASA to aerodromes, air traffic management and air navigation services. This is part of the Single European Sky (SES) II package.

Aerodromes

Of particular relevance to EAS is the scope of this regulation, which aerodromes will fall under the European rules and which ones will still be regulated by the national authorities. EAS has made a Position Paper (S8045) which has been sent to all relevant politicians and political institutes and Members of EAS on 23-10-2008. The objective is to exclude small aerodromes and establish proportionate rules. We are pleased to report that the Parliament's Transport

Committee has taken on board many of our comments and adopted favourable amendments. In the new text only those aerodromes fall under the European rules, which "serve commercial traffic conducted in accordance with the IFR". Also the amendment was carried that excludes "aerodromes used mainly for recreational and sports flying only". Since the Council of Ministers should still comment on the proposal, final agreement cannot be expected before end 2009.

Amendment to Regulation 2042/2003 (Part M)

The Commission adopted on 27-10-2008 Regulation 1056/2008 amending Regulation No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks, including the rulemaking on maintenance for non-complex aircraft not engaged in commercial aviation. To ensure that general public has good knowledge of the new requirements with sufficient time to adapt to the situation, the Commission has provided the extension of the possible opt-out for non commercial air transport until 28-9-2009. The decision to use this extended opt-out needs formal notification by interested member states of their decision.

Commission Communication on General and Business Aviation.

On 2-12-2008 the TRAN Committee adopted a very favourable report COM 2008/2134 (INI) for General and Business Aviation, reacting to the Commission's "Sustainable Future for General and Business Aviation" (COM2007/869 dated 11-1-2008).

It endorses the Commission's views that this aviation sector requires appropriate and proportionate legislation. It stresses the important role of sports aviation for the quality of life of the European citizen and as resource provider for commercial aviation personnel and notes that its environmental impact is limited in comparison to commercial air transport.

In the run-up to the vote EAS has contacted several relevant politicians to indicate its support for this report, submitting clear voting recommendations and is pleased to note that all of our recommendations have been taken on-board.

The most relevant amendments that would have had detrimental impact to General Aviation were rejected.



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Environmental Trading System.

After months of difficult negotiations between the Commission, the EP and the Council of Ministers, Directive 2003/87/EC (on the inclusion of aviation in the European Emissions Trading System) was officially signed in Strasbourg on 19-11-2008.

The Directive will have a significant impact on commercial aviation from 2012. Total CO2 emissions from aviation will then be capped at a certain historic level, forcing airlines to reduce their emissions.

During the decision-making procedure EAS met with numerous Members of the EP and Member State Representatives to ensure that sports aviation will not be affected by the new Directive. We are relieved that our aviation sector will not be exposed to excessive and unnecessary bureaucratic requirements.

See also our Position Paper (S8042).

Aviation Security.

The Commission has responded to our letter regarding the Stakeholders Advisory Group on Aviation Safety suggesting that air sports will not be affected by EU aviation security Regulation EC/300/2008.

Activities at EASA level.

NPA 2008-17a/b/c Implementing Rules for Pilot Licensing incl. Medical Requirements

The original deadline for public consultation is now extended until 28-2-2009. EAS organized a workshop on 28/29 September for the members. After the Workshop the Board agreed on the position that ICAO minimum medical standards should be applied in the EU for the PPL and that the proposed medical standards for the LAPL should be supported.

As for IMC rating, Glider cloud flying and IFR rating EAS is of opinion that the IMC rating should become a European rating and Cloud Flying a European qualification. Our nominations for the relevant EASA working group have been accepted.

NPA 2008-15 Essential Requirements for Civil Aviation Environmental Protection (15-11-2008)

EAS has responded to the NPA, stressing that sport and recreational activities are in fact environment friendly. Regional differences should be tailored at regional level based on expert local knowledge.

NPA 2008-07 Initial Airworthiness (ELA Process)

EAS has participated in the response period. The NPA is in the process of comments response by EASA and our EAS PM is participating in it.

NPA 2008-22. Authority Requirements and Management Systems

Deadline has been extended until 28-2-2009. This proposed set of rule relates to any organization, including air sports clubs, which provide pilot training. Some of the proposals are particularly burdensome and bureaucratic. Members of EAS are strongly encouraged to study this NPA and respond.

Air Operations Workshop

Our PM attended EASA workshop dedicated to OPS. An NPA is planned to be published at 30-1-2009

Airspace matters.

ANT and ICB meetings.

EAS delegates are regular participants in those meetings dealing with Eurocontrol and SES matters including the SESAR programme.

Airspace Classification.

Apart from the extension of the EASA competence to aerodromes, air traffic management and air navigation services the SES II Package is aimed at dealing with the development of future technology through the SES ATM Research (SESAR) programme.

An ANT workgroup is defining tools (applicable in all ECAC States) which will facilitate the changeover from one to the other air space classification to avoid unnecessary restrictions.

The work will cover Airspace F, time share options, two-way com areas, Transponder Mandatory Zones.

Airspace Infringements.

A controversial project, "airspace infringements", is being developed by Eurocontrol. The actions proposed are unworkable and could be detrimental to light aviation. Our representatives in the consultancy groups have taken action and a letter by the President has been sent to the management of Eurocontrol.

8.33 kHz radio.

The issue of 8.33 kHz radio equipment below FL 195 is still being discussed in the Eurocontrol bodies. EAS is represented in the relevant policy and working groups. In order to substantiate our arguments it is necessary to have reliable and current details available. Therefore a questionnaire has been sent around to EAS members, collecting answers per organization and air sport on availability of 25 kHz equipment and cost to invest and maintain 8.33 kHz radios.