



## EUROPE AIR SPORTS

The Association representing European National Aero Clubs and Air Sports Organizations in Regulatory Matters with European Authorities and Institutions.

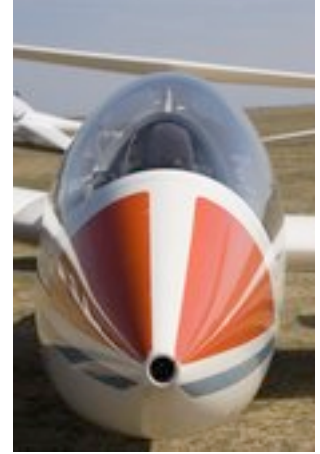
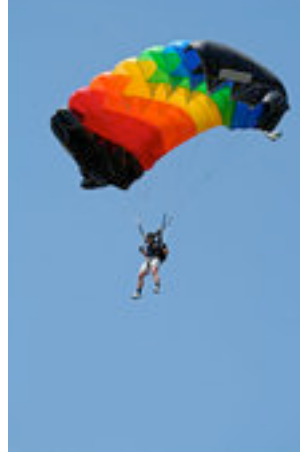
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## NEWSLETTER

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### Message from the President – David Roberts



Earlier this year we persuaded the EU regulatory hierarchy in Brussels to exclude the vast majority of 'our' aerodromes from future EASA rulemaking. This was a major success. As a result, there has been a reduction in the level of representational activity

in the technical working groups, compared with the busy years of 2005 to 2008, without the need to be in the working groups on aerodromes / airfields.

Our nominated experts are still engaged though on several EASA working groups which are now reviewing the comments made to recent NPAs, such as Flight Crew Licensing (FCL including medicals), Operations, Training Organisations and the L and B3 Engineers' Licences. The result of these reviews will be published as Comment Response Documents, the first one expected in late march 2010; for the engineer licenses the CRD has been published and the comment period will end 16.11.2009. The important medical

standards CRD, part of FCL, is to be published in May.

Three of our experts are also currently working on EASA's FCL.008 group, which is dealing with a probable revision to the JAR Instrument Rating for PPLs and the issue of glider cloud flying. The NPA on the group's work is expected sometime in 2010. The rumour is that there is likely to be a more proportionate IR compared to the current JAA one, particularly in respect of the theoretical content. A proposal is also being developed for an 'en route rating'.

This next year and half will require EASA to be proactive on trying to ensure that the NPAs mentioned above progress through the political process without damage to our interests and hopefully with many changes and improvements which we are seeking. Equally, on airspace matters we must be continually vigilant over the many activities going on around the Single European Sky (SES) project, the move of some responsibilities on ATM safety to EASA, various proposals over airspace classification and of course the perennial issue of transponders and other airspace related equipment. Last but not least, the developing use of UAVs or UASs (unmanned aircraft), as they are now referred to, with



enormous industrial and military funding behind them, poses potential threats to the freedoms of VFR pilots in the longer term.

At the political level, this last summer has been interesting. Following the election, not only is the Parliament made up of almost 50% new members, but the Commission issued a strongly worded and critical letter to the EASA Management Board over the direction in which it has seen EASA moving on rulemaking over the last few years. The message amounted to a request to EASA to focus on the important things such as commercial air transport, to stop 'reinventing the wheel' – or rather a different wheel - in rulemaking, and to make sure that its proposals are proportionate to the sector and complexity of aircraft being regulated.

This is a message we at EAS have been giving to EASA and to the Commission for some time. It remains to be seen whether EASA changes direction significantly, but it would be a foolhardy

person who ignored the 'steer' from the Commission. Your board continues to work diligently in defending (or gaining in some cases) the freedoms from overbearing and unnecessary regulations, and which are so important for your members in whatever air sport is affected by changing regulations. You will see below some of the issues we have addressed to improve our effectiveness. One thing that is important is that pilots and owners at 'grass roots' level in each country should know about our work and be able to support us in practical ways when necessary. To this end we shall be developing in the coming months an enhanced communications strategy that in part will require a proactive stance by the EAS members of EAS, being the National Aero Clubs and the pan-EU air sport unions.

David Roberts, President

## Activities since Newsletter 33

### Launch of EGNOS improves accuracy of Global Positioning System

The European Commission announced on 1st October 2009 that EGNOS, the European Geostationary Navigation Overlay Service, is now operative. EGNOS is a satellite-based augmentation system that improves the accuracy of satellite navigation signals over Europe, similar to the WAAS system in the US. The accuracy of current GPS signals is improved from about ten metres to two metres.

Access to the EGNOS system is free of charge for businesses and citizens, and should theoretically be performed automatically by compatible GPS receivers. The Commission foresees numerous

different applications for the enhanced signal, including in the area of aviation.

Through EGNOS a Safety-of-Life service is expected to be in place by mid 2010. This service will provide a warning message informing the user within six seconds in case of a malfunction of the system.

EGNOS is Europe's first contribution to satellite navigation and a precursor of Galileo, the global satellite navigation system that the European Union is developing. The system is composed of transponders aboard three geostationary satellites and a ground network of about 40 positioning stations and four control centres, all interconnected. The EGNOS coverage area includes most European states and has the built-in capability to be extended to other regions, such as North Africa and EU neighbouring countries. The



operations of EGNOS are managed through a contract with the European Commission, by the European Satellite Services Provider, ESSP SaS, a company based in Toulouse, France.

More details are available from the “EGNOS service definition document”, which can be downloaded by [clicking here](#)<sup>1</sup>.

### Strategy meeting 24 September 2009 Brussels (EAS Board members)

This meeting was held because the Board members identified a necessity to look back at what had – and maybe had not been achieved in the past and analyse possible changes in the way and tools used to continue EAS actions.

The board is clear that EAS exists to represent collectively the interests of all members in the various EU forums for changes in civil aviation regulations that will, or are likely to affect members’ interests. The overall goal is to minimize any potentially adverse impacts – such as social and economic impacts - on members’ activities whilst at the same time recognizing that a basic framework of EU regulation and rules is not only inevitable (given the current political agenda and what has been enacted to date) but also that safety in air sports does require improvement in specific areas, based on accident statistics. Whether or not the various proposals for rules will result in positive improvements in safety is debatable. EAS should offer the regulators alternative approaches and potential solutions where appropriate. The conclusion is that the mission of EAS remains the same as it has always been, but that the means of achieving the mission is evolving as our ability to address the issues improves. A list of action items has been produced, mainly oriented towards improving the internal and external communication, as well as maintaining or establishing contacts with relevant senior players in the EU arena.

### EAS Board meeting 25 September 2009 Brussels

EASA: The board recognized the fact that EAS should strive for coordinated responses to EASA proposals, it agreed and reconfirmed that our inputs to a counter proposal to NPA 22 should be through proposals from, primarily, the pan-European unions but also the national aero clubs – but through EAS and not directly to EASA.

A working group is to be established to work on those inputs; EAS dedicated board members will make the appropriate contacts with the Unions/National organizations.

Dominique Méreuze reported about his visit to EASA/Rulemaking, Yves Morier, on 11th September. His main comment was that Microlights (< 450kg MTOW) must stay in Annex II and their rules must remain completely different to any LSA regulations, which are part of ELA concept. The opinion of the members of the Board was unanimously in favour of this statement

### EASA Safety Standards Consultative Committee (SSCC):

EASA has asked the SSCC in June to cater for the extension of EASA’s responsibilities to “Aerodromes” and “Air Traffic Management” to revise the present SSCC structure to allow more affected stakeholders to participate in the Rulemaking Process. A small ad-hoc working group with EAS participation is developing a concept, which will be discussed and decided upon by the full SSCC meeting mid-November. It is considered important by the board that the representation and the influence of EAS in the SSCC remains unchanged, whichever structures are proposed. At present, we are a Full Member in the structure with three subcommittees. There is full agreement amongst all group members that in future five subcommittees would be constituted plus an additional one dedicated to GA. The SSCC WG will produce a proposal after its last meeting on 14 October and the final decision will be taken by the full SSCC on 18 November. A preferred

<sup>1</sup> [http://ec.europa.eu/transport/egnos/programme/doc/2009\\_egnos\\_sdd\\_os\\_v1.pdf](http://ec.europa.eu/transport/egnos/programme/doc/2009_egnos_sdd_os_v1.pdf)



EAS structure is to maintain the present structure expanded for aerodromes and ATM and add a GA forum as permanent expert body to the Agency

## Organization of Board responsibilities

Our President's wish, endorsed by all board members was to allocate each specific sports activity to a board member. This is in line with the desire to improve our internal communication and to make sure that our work and proposals to the rule makers reflect the opinion of our members. The list below is the first outcome of this initiative. Some further action and contacts still need to be made, in particular for the parachuting community.

Aeroplanes	Rudi Schuegraf
Gliders	Patrick Pauwels (EGU)
Microlights	Dominique Méreuze (EMF)
Parachuting	?
Balloons	Marcel Felten
Hang Gliders	Sergio Calabresi (to confirm)
Helicopters	Cor van de Burg
Aero modelling	Louis Berger

## EAS membership developments

### FAI - EAS Revision of Memorandum of Understanding and Guidelines

A draft revision of the MOU and Guidelines was concluded at a meeting between the President of EAS and the President of the FAI (Pierre Portmann) on 3rd September in Paris. The board approved the revised document. After the approval by the FAI Executive Committee and by the FAI General Conference in October in Korea, the document will now be presented for acceptance by the EAS members at the next General Conference in April 2010.

### New Member:

The upcoming European Private Helicopter Association expressed its desire to join EAS and

after having presented their credentials to the Board they would be welcomed and invited to pay the subscription at the introductory reduced rate for 2010. This would provide them with an observer status for the next GM.

## FUTURE ACTIVITIES

### EAS – Eurocontrol Event 2010

Due to a difficult coordination in agendas and the choice of an adequate timeframe, and in line with the analysis that was conducted during the Strategy meeting, this event will not take place. The Board is looking at specific actions at the political level (European Parliament, Commission) that could equally well serve our cause.

### EAS – EU Commission meeting

A high-level meeting is scheduled to take place on the 26 January 2010. This is a result of our communications strategy. We have placed our efforts in credibility and constructive (if often critical) cooperation in order to achieve our goals. The EAS delegation will raise various issues of relevance with the Commission officials.

### EAS – European Parliament meetings

Several courtesy visits to relevant members of the newly elected European Parliament have been arranged. The main purpose of these meeting is to raise awareness for our organisation and to establish and re-establish important contacts for our future activities at the European political level.

### Further meetings

The President plans to meet Mr McMillan, the DG of Eurocontrol and a meeting with EASA is under consideration for the early 2010.

### EAS General meeting

It is now confirmed that our 2010 General meeting will take place in Luzern, Switzerland at the invitation of the Swiss National Aero Club on 17-18 April 2010. Further details and joining instructions will be forwarded in due time.