



## AUGUST 2012

Welcome to the second Europe Air Sports Newsletter of this year. News in this issue:

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### **PUSHING BACK THE TIDE – PROGRESS ON THE GA STRATEGY PAPER FOR THE EASA MANAGEMENT BOARD**

#### **Process**

In March 2012 the EASA Management Board (MB) considered a joint paper from Europe Air Sports (EAS) and IAOPA-Europe on the broad subject of the European approach to rulemaking for General Aviation (GA). In terms of scope, this means aircraft up to 5700kg MTOM operated primarily for non-commercial purposes.

The first outcome was the establishment of a task group, under the leadership of the DGAC (French CAA), to prepare a paper on the principles and guidelines for the regulation of GA. The group comprised one representative from each of five national aviation authorities, two from each of EAS (David Roberts and Jean-Pierre Delmas) and IAOPA, two other GA representatives from E-GAMA and ECOGAS, the European Commission (EC) and EASA.



*On Solas beach (George Mair)*

The group met twice in May and submitted a draft paper to the MB for its meeting on 6th June. The feedback from the MB was very positive and encouraging, and provided the group with some further helpful points to be considered. The group met again in Paris on 6th July to finalise the paper, which will be submitted for adoption at the MB meeting on 18th September.

If the paper is adopted - and there are reasons to think this is very likely - then what we hope will follow is a process by which the EC will set up a detailed study group, to analyse the elements of the Basic Regulation and supporting Implementing Rules (known as EC regulations) that require amendment. These are well known to our community but a formal review and recommendation process will need to be adopted in the EC. Of course the 'devil will be in the detail'. The timing is important because a five year review of EASA is scheduled for 2013. This time the review will also encompass changes to the Basic Regulation in 2014. So there is a window of opportunity to press for changes in support of the principles and guidelines on GA regulation that are being promoted through this paper.

It is important that the EC takes ownership of this process after September and drives through a programme to implement the required changes. To that end, as a first step, the President of EAS, David Roberts, accompanied by two board members Marcel Felten and Günter Bertram, and Timo Schubert, the EAS adviser in Brussels, met with the EC's Director of Air Transport, Matthew Baldwin, at DG MOVE in Brussels on 12th July, and also with Margus Rahuoja, the member responsible for aviation in the Transport Commissioner Kallas's cabinet. The EAS team also briefed several Members of the European Parliament the previous day.

## ***Content of the paper***

There is only sufficient space here to mention the core issues being raised, but they will be familiar to all in European sports and light aviation. In brief, the topics covered are:

Why GA should be treated differently to Commercial Air Transport (CAT).

A risk based approach to regulation, with a proposed 'risk averseness' hierarchy and a "bottom-up building block approach" supporting a proportionate approach.

Alternatives to rulemaking in the form of education, communication, mentoring etc.

Levels of safety and reference to the ICAO framework.

Grandfather rights and the risk of disenfranchising some pilots.

Interpretation of the definition of 'commercial operations' in the context of GA, particularly the sports and recreational aviation community.

Interactions with CAT (airspace related).

GA community's responsibilities for safety.

The paper then sets out the proposed guidelines to be adopted, with a series of recommended actions.

The outcome of this initiative is obviously still uncertain at this stage, but there is cautious optimism that, at last, we are being listened to, in particular by the representatives of member states in the MB. It is perhaps the most important high level initiative to evolve since the advent of EASA in 2003, and reflects the results of many years of contacts developed by EAS over this period.

David Roberts

President, Europe Air Sports

## **EAS GATHERS POLITICAL SUPPORT FOR NEW APPROACH TO GENERAL AVIATION**

### ***Top-level Brussels meetings are great success***

Timo Schubert, the EU policy adviser to EAS, was a participant in two days of crucial meetings in Brussels in July. He brings us up to date with the results of those meetings:

On 11-12 July, EAS President David Roberts, supported by Board Members Marcel Felten (Luxembourg), Günter Bertram (Germany), and Timo Schubert, met top-level EU decision-makers in Brussels. This followed the launch by the EASA Management Board (members of which are EU member states' representatives) of a General Aviation Review Group (RG) and EAS's active participation in the group's meetings. The main purpose of this round of meetings was to gather political support for the new approach to general aviation, which is reported on page 1.

Following the expected adoption of the RG's paper at the EASA Management Board on 18 September, discussions are currently still mainly taking place at the technical level. However the European Parliament and the high political level at DG MOVE will become of fundamental importance to turn the next policy for GA into reality. At that stage, political support from the European Commission, the European Parliament and EU Member States will be of crucial importance. Looking forward, the main purpose of the Brussels meetings was therefore to bring key members of European Parliament and the Commission on board for the future implementation of the new approach. EU Member States will be addressed separately, both in the European capitals and through interaction with their Permanent Representative Offices in Brussels.

In the European Parliament informative meetings had been arranged with five MEPs from the different political groups, who have either shown a particular interest in sports and recreational aviation, or who are in key positions due to their coordinating role in the Parliament's Committee on Transport and Tourism. While still early in the process, the Parliament's support will be important when future changes are proposed in relation to the Basic Regulation (BR). The BR defines the scope of activities of EASA and includes important definitions, including the one on "Commercial Operations", which continues to create legal uncertainty for our sector. All MEPs were appreciative of the advance information and asked to be updated in due course. EAS assured them of an open channel of communication and feels confident that solid foundations were laid for future cooperation.

On the second day a meeting had been arranged with Matthew Baldwin, Director for Air Transport at the European Commission's DG MOVE. Mr Baldwin is widely recognised as the cornerstone of the EU's aviation policy, including in the field of General Aviation. EAS has a good and long-standing relationship with Mr Baldwin, who had kindly made the key-note speech at the 2011 EAS exhibition in the European Parliament. During the meeting he expressed political support for the new approach for General Aviation and offered some advice on the best way to proceed with our work, including a recommendation to approach the member states to lobby for their support. However, he pressed EAS and its members to commit fully to safety if regulatory requirements became lighter and allowed for more flexibility in the future.

Finally, EAS met Margus Rahuoja, Senior Advisor in the Cabinet of Siim Kallas, Commission Vice-President and Commissioner in charge of Transport. In his role of Commissioner Mr Kallas is the highest EU representative in the field of transport policy. His role is broadly similar to that of a Transport Minister at national level. By meeting Mr Rahuoja, EAS therefore approached the top political level, at which the overall political direction for a policy is decided. Mr Rahuoja listened carefully to EAS's report on the RG view and expressed political support. Referring to the cumbersome and slow implementation of the Single European Sky II programme, the Union's external aviation policy, and not the least the ongoing struggle to implement the EU's aviation-related Greenhouse Gas commitments, he said he would be pleased to see a success for recreational aviation.

Subsequent to the meeting with Mr Rahuoja on 12 July, Timo Schubert met with him for lunch on 22 August to discuss a wide range of subjects of interest and concern to members of EAS. These included airspace access and related equipment requirements, UASs, and the lack of transparency of the 'comitology' process whereby member states finally agree proposed implementing rules.

In summary, EAS was very content with this round of meetings. Indeed, it appears that the overall political support for a new approach to the light end of General Aviation could be secured. Further engagement in the detail will be required over the next 12-18 months in order to uphold the important support for the emerging policy framework.

### ***EAS President meets with the Deputy Prime Minister of Poland***

Following an invitation, EAS President David Roberts reports on a meeting with the Deputy Prime Minister of Poland, Mr Waldemar Pawlak, in Warsaw on 20th August.

Mr Pawlak was interested in discussing the work of EAS in relation to EU civil aviation regulations and their implementation. Poland has a long and successful history in sports and light aviation, and is keen that its growth and development should be encouraged without undue restriction or bureaucracy. Discussions ranged over a wide range of topics and ideas for furthering this objective, as well as the key elements of the GA Strategy paper to be delivered in September to the EASA Management Board. Mr Pawlak expressed strong support for the principles and guidelines embodied in the paper.



*Waldemar Pawlak, David Roberts and Waldemar Ratajczak*

Later in the day a meeting was held with Mr Tomasz Kądziołka, Vice President of Aviation Standards at the Poland's CAA. Mr Kądziołka is Poland's member of the EASA Management Board and also sits on the EASA Committee (comitology process), so is well placed to influence key civil aviation rulemaking decisions in the EU.

The visit built on the EAS board's strategy of contact with top level decision makers in member states. It was a particularly successful meeting, facilitated by Waldemar Ratajczak who was a member of the EAS board until 2006.

### **SOFTLY-SOFTLY APPROACH PAYS OFF - A GLIMPSE AT EAS WORK BEHIND THE SCENES ON THE ITALIAN 'LUXURY TAX'**

In the course of the recent attempts to persuade the Italian authorities to withdraw their proposal for a tax on foreign-registered aircraft, Sergio Calabresi, a member of the EAS Board was hard at work behind the scenes to help the authorities to find a solution to the problem for visitors to Italy. This is the kind of situation where having an excellent network of contacts can really pay off. Sergio managed to liaise with appropriate officials and make suggestions for a legislative text to replace the earlier proposals.

EAS believes that this approach, rather than putting pressure on the Italian government, was a major factor in the final successful outcome, which achieved the desired objective for all pilots flying to Italy with an aircraft registered in a foreign country.

### **REMOTELY PILOTED AIRCRAFT (RPAs) - A MODEL FLYERS VIEW**

Report by Graham Lynn MBE, Technical Officer for Aeromodelling and RPAs

It is hard to believe that 7 years has passed since the JAA/Eurocontrol UAV Task-Force Final Report, "A Concept for European Regulation of Civil Unmanned Aerial Vehicles" was published. Although the potential "user" community has indicated over the years that their requirement is urgent, little real progress has been made in turning the concept into a reality. However, Remotely Piloted Aircraft (RPAs), as they are now known, will eventually fly in non-segregated airspace, with their operation in controlled airspace offering less of a challenge than to operations in Class G.

Eurocontrol along with Eurocae Working Group 73 have embarked on a task to simulate the insertion of civil RPAs into the ATM environment. This work is largely targeted at RPAs over 150Kg so, not surprisingly, EASA are inextricably linked into this process as they have the responsibility to generate regulations for these aircraft. The simulations will deal exclusively with operations within Class A, B and C airspace and therefore the newly formed Eurocae Working Group 93 "light" RPAs is responsible for addressing the Class G situation. EAS is represented on this Working Group. We will continue to maintain a watching brief on how this concept is developed and how adequate separation from other air users is to be assured. A 2 year programme is envisaged for this work to be completed, with the group initially considering visual line of sight (VLOS) operations before turning to the more demanding beyond line of sight (BLOS) situation.

Because of the slow progress made to date in putting a European regulatory system in place, several countries have developed their own "National" rules for predominantly "light" RPAs operating within VLOS conditions. The RPA community appears to understand the requirement that if they wish to fly BLOS a reliable "Detect and Avoid" system must be developed that is acceptable to the general aviation community. Personally, I believe the emphasis should be squarely put on the RPA community to take the first step in detection and avoidance because of the small relative size of their craft to other air users.

One of the first major challenges EAS faced was to ensure there was a strict dividing line between "model flying" and "RPA operations" because it had been clearly stated in the UAV Task-Force Final Report:

*It is emphasized that there is no intent to change the regulatory environment for model aircraft in any way. The proposal detailed here is concerned with the regulatory environment for UAV systems performing Aerial Work tasks. The relevance of model aircraft to the matter at issue is their safety record and how this may be read-across to UAVs of equivalent capability.*

This statement indicates that there is high regard for the outstanding safety record of the model flying community over many years.

It is now generally agreed that model flying is defined as "the flying of a model aircraft for sport and recreational purposes where the primary aim of the flight is to fly the model". In the case of RPAs "it is for the conduct of aerial work, where the flying of the model is a secondary aim to that of achieving the mission". In general, current RPA operations are limited to a radius of 500m and a maximum height of 400ft. Some national regulators may, however, permit greater distances to be applied, but only where they are satisfied that an adequate safety case has been established.

So what are some of the other significant achievements of EAS regarding RPA?

1. Significant influence within "light" RPAs Working Group, as a model flyer
2. Special working relationship with Eurocae established
3. Accepted as "Significant Stakeholder" by European Commission DG MOVE
4. Valued by the RPAs community as a major voice of General Aviation
5. Regulators value our guidance particularly on "light" RPAs matters
6. Invited to be a member of EC Steering Group on RPAs

This is just the start of the work that EAS is doing for its members, protecting the privileges we all enjoy, while participating in our chosen aviation sporting activity. In respect of the development of RPAs and their eventual insertion into non-segregated airspace, the hard work really starts now. The simulation exercises, the work of the EC Steering committee, the role of EASA and the National regulators are all relevant to achieving the aim of "seamless integration" of RPAs into the airspace. Only time will tell, but EAS has a significant role to play in all these processes to ensure that none of our members are disenfranchised in any way by the introduction of this new concept into non-segregated airspace.

## **POSSIBLE NEW LIGHT ON CONTINUING AIRWORTHINESS AND AIRCRAFT MAINTENANCE – 'PART M'**

EASA established the Part M (Continuing Airworthiness) task force in October 2011. It aims to simplify aspects of the current Part M. So far it has produced Phase 1 proposals on Maintenance Programmes and Airworthiness Reviews.

A draft Notice of Proposed Amendment has been prepared for this work and should be published in September for public consultation. If the proposals are accepted, there will be two significant changes to the maintenance of aircraft under 1200 kg MTOM.

1. Aircraft owners will in future have the option to write their



own maintenance programmes, by reference to a template and with the help of a Sub Part F maintenance organisation. They will no longer have to involve a Continuing Airworthiness Management Organisation (CAMO) for this process.

2. The owner will have the option not to use a CAMO and the National Aviation Authority to issue their Airworthiness Review Certificate. The Sub Part F maintenance organisation will also be allowed to do this.

David Roberts is a member of the Review Group and reports on the technical detail ....

But first, to help us through the text, a quick reminder on the abbreviations

AD Airworthiness Directive

AR Airworthiness Review

ARC Airworthiness Review Certificate

CAMO Continuing Airworthiness Maintenance Organisation

ELA European Light Aircraft (This may be an aeroplane, sailplane or powered sailplane with a MTOM less than 1200kg (ELA1) or 2000kg (ELA2), or a balloon or airship of a certain maximum size.)

MIP Minimum Inspection Programme

MP Maintenance Programme

MTOM Maximum Take Off Mass

NPA Notice of Proposed Amendment

## **PART M UPDATE**

The EASA Part M (Continuing Airworthiness) task force started work last February and by May had completed its discussions on simplifying aspects of the current Part M. The group's work is in two phases. This first phase on MPs and ARs does not require full regulatory impact assessments. Public consultation on the NPA will be open for 3 months.

EASA was criticised for the excessive bureaucracy of the current Part M and the consequent increased cost to owners. The Review Group's objectives are

- for aircraft MPs - to simplify the approval process, provide clearer reference to documents and manuals, and introduce a standardised "generic" MP for each aircraft category (aeroplanes, sailplanes and powered sailplanes and balloons).
- for the AR process - to increase the link between maintenance and AR, and simplify the functioning of the ARC.

The group's seven phase 1 proposals are structured as a 'bottom-up' approach, targeted initially and primarily at ELA1 aircraft and balloons used for non-commercial purposes. Some proposals extend to ELA2 aircraft. The uncertainty over the interpretation of the definition of 'commercial operations' in Basic Regulation 216/2008 will be the subject of a paper to the European Commission. This links in with the other initiative and paper on a revised GA strategy, reported on pages 1 and 2.

The seven proposals are summarised here. Note these are draft proposals at this stage and have to go through the normal consultation and evaluation process.

Firstly, the owner of an aircraft up to ELA2 limits (non-commercial use) can at present opt out of contracting a CAMO and can be entirely responsible for continuing airworthiness. Or he can contract with a CAMO for all continuing airworthiness tasks, or just for the development and approval of the MP. In future he would be able to contract the development and approval of the aircraft MP to a Part 145 or Sub Part F maintenance organisation, where the organisation uses the indirect approval (from the Competent Authority) procedure. This would be on condition that the owner could only contract a maintenance organisation in the member state where the aircraft is registered. Otherwise it would need bilateral agreements between all member states (27 x 26 agreements) relating to the indirect approvals.

The second important proposal is an option for an owner of an ELA1 aircraft (non-commercial use) to self-approve, by self-declaration, the MP for his aircraft. At present the MP for any particular aircraft has to be approved by the Competent Authority or the contracted CAMO via its indirect approval. For self-declaration, the owner would be entirely responsible for the MP including any deviations from the Design Holder recommendations. This would take the Competent Authority and the CAMO out of the procedural chain.

To support the second proposal, third and fourth proposals introduce a MIP which the owner can use as a template for his own self-declared MP. The group produced template MIPs for each aircraft category (aeroplanes, sailplanes and powered sailplanes and balloons) not involved in commercial operations, but available for all aircraft except complex motor-powered aircraft. These templates will be in the NPA. The owner then has responsibility for taking into account all Design Approval Holder's recommendations, as well as mandatory items such as ADs. The owner's responsibility for a self-declared MP will apply even where the owner contracts the development of a MP to a CAMO, Part 145 or Sub Part F organisation.

The MP can be customised if necessary where some specific aspects of an individual aircraft are not covered by the MIP. The MP provides basic information on each task element and can cross reference to particular documents such as from the Design Approval Holder and the latest Type Certificate Data Sheet.

The group was keen to clarify the distinction between mandatory maintenance items, such as ADs, Airworthiness Limitations and Certification Maintenance Requirements, and non-mandatory items such as Service Bulletins or Service Letters. The group believed that some NAAs were interpreting many items recommended by Design Holders as mandatory, causing considerable unnecessary expense for aircraft owners. The NPA will describe the responsibility of owners under the self-declaratory MP regarding non-mandatory items.

The fifth proposal is the option for Part 145 or Sub Part F organisations to perform the AR and issue the ARC for ELA1 aircraft not involved in commercial operations, and to do this at the same time as performing the annual inspection within the MIP. At present, the organisation doing the inspection is separate from the organisation that can issue the ARC, except where the owner opts to manage airworthiness himself without a CAMO involvement. Even in this case the AR is performed, and the ARC issued, by the Competent Authority, and in some member states the owner is effectively forced by the Competent Authority to contract a CAMO.

The group agreed that this situation should be rationalised, allowing one organisation (Part 145 or Sub Part F) to perform the annual inspection at the same time as they do an AR and then issue the ARC. In other words, just like it used to be (without a document called the ARC) in many member states before Part M came along!



The sixth proposal would clarify that Sub Part F maintenance organisations do not necessarily need hangar facilities. This particularly helps glider and balloon maintenance organisations, based off an airfield.

The last proposal in phase 1 is to clarify the guidance on the use of the indirect approval procedure by a CAMO to introduce new type ratings within the scope of their work. The group had received feedback that CAMOs were being unduly constrained and disadvantaged by costs in obtaining authority for additional aircraft types.

By the end of 2012 we should be able to report on the plans for phase 2 of the work of the group, as well as initial feedback on the reactions to the NPA.

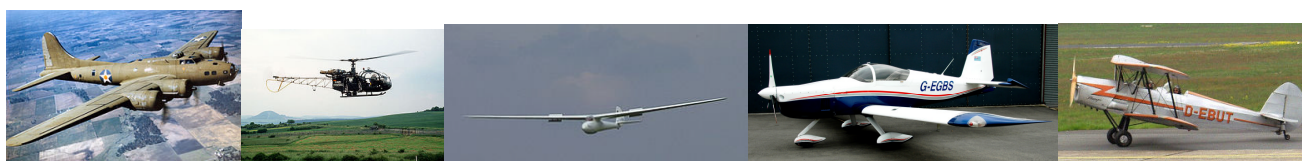
## **NO LEVEL PLAYING FIELD IN SIGHT!**

Rene Meier, Programme Manager of Europe Air Sports, reports:

In the earlier days of the European Aviation Safety Agency it was the overall agreed intention that this entity would create a Europe-wide level playing field for all sectors of aviation. Today, after Part-FCL coming into force, we have to say that this is no longer true. The national authorities, which retain the oversight for flight crew licensing, in very many cases are choosing to make different use of the opt-out possibilities offered by the relevant regulation (EC) No. 1178/2011. See the link on Page 8 for more detail.

One particular area re-attracts the attention of the EAS Board. In at least one EASA member state, hours flown on so-called "Annex II" aircraft are planned not to count as hours flown to obtain or maintain a licence, a rating or a certificate for use on "EASA aircraft". The EAS board had already contacted the European Commission in 2011 and received confirmation in writing that hours flown is experience gained, be it on a Piper PA-18 Super Cub or on an Aviat Husky, irrespective of Annex II. At present, VP Rudi Schuegraf is drafting an AMC on behalf of EASA FCL.002 to clarify Part FCL.

Check the intentions with your national authority to avoid surprises! Negative effects could be that your trainees must fly the required hours on an EASA aircraft to get or maintain a licence or a rating allowing them to operate e.g. the club's Annex II towing plane. This has nothing to do with safety, not even with bureaucracy. Much worse, it is likely to hinder the development of our aviation community and is particularly discouraging to young aviation enthusiasts wishing to enter a career in one of the many different aviation sectors. This is a bad measure which will make it difficult for European pilots to compete with those from Asia or from the Middle East, simply because administrative bodies are not recognising the importance of a level playing field to make the situation logical and fair for everyone, wherever they fly or train.



*Annex II aircraft come in many shapes and sizes! (photographs from Wikipedia and RV9 by David Johnstone)*

## EASA PROGRAMME

EASA has published its Rule Making Programme proposal for the years 2013 – 2016. It was discussed at the Safety Standards Consultative Committee (SSCC) meeting in early July. The first draft listed 360 tasks, which was a quantity of work which the EAS delegate to SSCC thought would be unrealistic. EAS has been reviewing the whole list to identify those tasks in which EAS experts should participate if possible.

## AN INTRODUCTION TO THE BOARD MEMBERS OF EUROPE AIR SPORTS

This is the first in a regular column introducing the people working for you at Europe Air Sports.

**David Roberts**, EAS President, became involved in aviation regulatory representation in 2002 when he was Chairman of the British Gliding Association. That was after a colleague had asked if he had heard about something called EASA. He hadn't heard. Ten years later.....



David, photographed here with his wife Gillian, is a Chartered Accountant and worked as a Finance Director for many years in the private and public sectors in the UK, including the UK Meteorological Office and the UK military aircraft repair organisation. More recently he has been conducting company turnarounds and consultancy work. He is also a trustee of a large water park area where he lives.

He joined the EAS board in 2003 as Treasurer and in 2007 focused on external communications. Elected EAS President in 2009, he was re-elected in March 2012. Apart from leading the board he spends a lot of his time meeting people in external bodies such as EASA, the European Commission and the Parliament, aiming to influence future regulatory policy. Currently he is a member of the EASA Part M Task Force, working to bring about a 'lighter' Part M. In January David initiated and drafted a paper for the EASA Management Board critiquing the whole approach to General Aviation rulemaking. See pages 1 and 2 for more on this.

David is a keen glider pilot, doing much of his flying in the French Alps. Until April he was chairman of the Royal Aero Club of the UK for four years.

**Marcel Felten**, a Vice President of EAS, is aged 66, from Luxembourg and is fluent in Luxembourgish, English, French & German. He worked professionally for 40 years in an international environment working as a Human Resources Officer for a NATO Logistics Organisation with over 1000 employees, retiring as Head of Personnel Division in January 2009.

On the flying side, Marcel has held a Private Pilot Licence since 1981 and has 1200 hours as Pilot in Command. He has an extensive background in voluntary management of air sport, starting as the Secretary General of the Aérospport Flying Club in 1982 and moving on to become the Secretary General of UPL-AOPA Luxembourg from 1985 to 1995, followed by a spell as President until 2005. He also served for 7 years as the Senior Vice President of the European Region of IAOPA. Concurrent with his work for IAOPA, Marcel was also a permanent member of the Luxembourg CAA General Aviation Commission, a consultative board which deals with regulatory reviews and proposals for sports, recreational and general aviation in Luxembourg.



In 2003 Marcel became involved with FAI as a Technical Officer and at the same time was also appointed as a Technical Officer and Board Member of Europe Air Sports. He was awarded the FAI Tissandier Diploma in 2006 for his services to air sport.

## GLOSSARY AND LINKS

ATM	Air Traffic Management
DG MOVE	The Directorate-General for Mobility and Transport, DG-MOVE is a Directorate-General of the European Commission responsible for Transport within the European Union. <a href="http://ec.europa.eu/transport/index_en.htm">http://ec.europa.eu/transport/index_en.htm</a>
ECOGAS	ECOGAS is the European Federation of National General Aviation Representative Bodies cooperating across the continent and representing General Aviation with the European authorities. <a href="http://www.ecogas.aero/">www.ecogas.aero/</a>
E-GAMA	Founded in 2007 within ASD (AeroSpace & Defence Industries Association of Europe), EGAMA represents 12 of the European leading general aviation manufacturers, ranging from complex business jets to helicopters and small leisure aircraft. EGAMA's purpose is to be a common forum for dialogue with the EU institutions. EGAMA aims at fostering common coordinated industrial views on strategic areas such as safety, environment, ATM and Research & Technology. <a href="http://www.asd-europe.org">www.asd-europe.org</a>

Eurocae	The European Organisation for Civil Aviation Equipment. EUROCAE is a non profit making organisation which was formed in 1963 to provide a European forum for resolving technical problems with electronic equipment for air transport. <a href="http://www.eurocae.net/">www.eurocae.net/</a>
Eurocontrol	The European Organisation for the Safety of Air Navigation, an intergovernmental organisation made up of 39 Member States and the European Community <a href="http://www.eurocontrol.int/">www.eurocontrol.int/</a>
FCL	Flight Crew Licensing
Rules on Derogations (see page 6)	<a href="http://easa.europa.eu/approvals-and-standardisation/derogations-to-regulations.php">http://easa.europa.eu/approvals-and-standardisation/derogations-to-regulations.php</a>
GA	General Aviation – i.e. sporting, recreational and light business aviation
IAOPA	The International Council of Aircraft Owner and Pilot Associations <a href="http://www.iaopa.org/">www.iaopa.org/</a>
ICAO	International Civil Aviation Organisation <a href="http://www.icao.int/pages/default.aspx">www.icao.int/pages/default.aspx</a>

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## THE POLITICS OF THE EUROPEAN UNION

As some background to how all the political process works and the significance of the various organisations, here is a diagram and explanation of the structure, prepared by EAS's political lobbyist Timo Schubert of ADS insight.

# The three main EU institutions

