



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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Europe Air Sports has greatly improved its organization by contracting professional staff and structuring the contacts with the political institutions in the European Union .

New Programme Manager

The Board has approved the contracting of a new Programme Manager as per 1 July 2008, Jan Fridrich, well known to many of us.

Jan is 43 years old, a Czech graduated engineer and microlight pilot and has experience in the Czech industry and EASA rulemaking groups. He can be reached on e-mail <j.fridrich@europe-air-sports.org>

EU Consultant.

The Board has agreed to enter in a contractual arrangement with ADS/Insight, a consultancy agency active in maintaining relations with the political institutions in the European Union. Our primary contact will be Timo Schubert who has already preformed various tasks in cooperation with Europe Air Sports officers in the past.

Timo is 31 years old of German nationality, graduated in economics at the Dublin University. He is now a senior consultant, an expert in transport policy and has a well-established network in the EU institutions. Timo is also an enthusiastic pilot-in-training.

Board responsibilities.

Aiming at an efficient and effective operation of the Board members specific responsibilities have been assigned to the Board members.

David Roberts has been made available for special attention to communication with European political institutes. He will team with Louis Berger to work with Timo. Günter Bertram and Sergio Calabresi will take care of airspace matters, Rudi Schuegraf of EASA matters and coaching the new Programme Manager. Cor van den Burg will take up the seat in the EASA Advisory Board.

Important EU matters.

Early July the European Parliament adopted its second reading report in the Environmental Trading System file for aviation. Our lobbying activities have played the essential part in ensuring that all aircraft with an MTOW below 5.7 tonnes will be exempted from the provisions of the Directive. The Council is expected to approve the text during one of its upcoming meetings. This will be the last formal step to be taken before the Directive becomes law.

On 25 June the European Commission has put forward the Single European Sky Second Package

(SES II) which will be a key issue for the next future. The package is aimed at dealing with performance and environmental challenges, the development of future technology through the Single European Sky ATM Research (SESAR) programme and the extension of the competence of EASA to aerodromes, air traffic management and air navigation services.

The Commission comments on the extension of EASA competence for aerodromes / ATM in the Basic Regulation is taking shape in publication COM (2008) 390. The definition of aerodromes is sensitive and still needs refinement.

Important Airspace matters.

A controversial project, "airspace infringements", is being developed by Eurocontrol which could be detrimental to light aviation. Our representatives in the Eurocontrol consultancy groups take action.

The bi-annual Sporting and Recreational Conference with Eurocontrol is in preparation for spring 2009.

Important EASA matters.

The rulemaking on Part-M (maintenance) for non-complex aircraft not engaged in commercial aviation has culminated in EASA Opinion 2/2008 to change EC Regulations 1702/2042. Publication in the Official Journal is expected in time before the 28.09.2008.

Public consulting on FCL incl. Medical Requirements is going on. Deadline (5 Sept) for the NPA 2008/17 on implementing rules for FCL is extended by a minimum of 4 weeks. We will organize a workshop for our members to consolidate our response to the NPA, mid/end of Sept., depending on the publication of the remaining NPAs on Authority Requirements, Management Systems, Third Country Aircraft and Air Operations which is a hot topic.

You will be informed.

The NPA dealing with Certification of the European Light Aircraft (ELA) is closed and the Comments Response Document (CRD) will be drafted in Sept.

Other NPAs deal with maintenance engineers licenses for non-complex aircraft and essential requirements for environmental protection.