



## 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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*This year has been very busy for all representatives of Europe Air Sports involved in regulatory matters at European level. The political and administrative institutions are delivering a constant output and our representatives have to ensure that our case is taken into account. This is a general overview.*

*The Board and officers of Europe Air Sports wish you a Merry Christmas and a Happy New Year!*

### The Board

The Board and advisors have had two meetings in the second half of the year. Developments in COM 579 and MDM.032 as well as the financial situation were the main subjects. In particular the rapid increase in working group meetings takes up a major part of the finances. The Board will make this an important issue with the presidents of the member organizations.

### European Commission matters.

Amendment COM 579 of Regulation 1592 deals with the extension of EASA competence for licensing and operation setting also the framework for Recreational Aviation. The document has passed the consultation of various parties. During the process various positive adjustments and prevention of negative adjustments have been achieved already. Based on the original proposal of the Commission there are now two different documents, the proposal of the Council (Ministers of Transport) and the version with the proposed amendments from the Parliament. The Council will discuss the paper in its meeting of 11/12 Dec. The first reading of the Parliament will take place in February / March. The handling in the Council is considered of primary importance and therefore a lobbying process has been initiated. Main concerns refer to the definition of "commercial" and the texts concerning the general practitioner as well as the terminology for a "leisure" licence.

### 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 is being discussed, as well as certification, maintenance, licensing and operation. A qualified team of our experts participates in the group. An Advanced NPA (14/2006) has been published in August and has received 4500 responses which have to be analyzed by the MDM.032 group. A quick review has been made, next meeting will be in January. The intention is to get a full NPA in September. A subgroup FCL will be established for the leisure licence (including medical). It will be a condition for EAS to have Dr Peter Saundby as a member of this group.

Other rulemaking groups are dealing with subjects as permits-to-fly, (pilot) maintenance and maintenance licensing. Major issues of Part M have been discussed. There is concern that, if the changes are not implemented by the Sept 2008 deadline, the national authorities will start to implement Part-M as it is now. A Maintenance Workshop has been held by EASA on 1 December. No significant results have been reported. We think it has been held too early. Working groups for licensing and operation have started recently. We have experts in the two main groups. A separate process are the (4) subgroups of licensing, one is the medical subgroup where Dr Peter Saundby is one of the 4 members. The task of these groups is to transfer the JAR-FCL documents into the EASA format of implementing rules. Our Licensing Officer is a member of the subgroup for developing rules for ICAO compliant balloon and gliding license. NPA 06 -Safety and Interoperability of Aerodromes- has been responded to in time. The comment is to restrict the EASA competence to aerodromes for commercial transport and leave the other airfields to national or regional authorities.

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 (precarious due to the financial situation of EASA), 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. We are now member of the Airspace Users Group in the Industry Consultation Committee (ICB).

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



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We have concerns, since this is a business venture with private capital that should achieve profit results, not primarily to the advantage of the VFR pilot.

Another issue is not charging VFR en-route traffic. The exemption for aircraft less than 2 t MTOM is one vital issue for EAS.

### **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. We have a member in each group.

Airspace matters, like classification and equipment for access, are dealt with in the TFA task force. Our Technical Officer Günter Bertram is member. Currently airspace classification is still an important issue. Above FL 195 the airspace is now mainly class C, as regulated by the EU. Below FL 195 the classification is left to national regulators. EU may issue a mandate to harmonize the airspace Access rules for VFR flights are being established for Class C and Class E airspace, later possibly categories K /U.

Avionic equipment, like 8.33 kHz radio channel separation is heavily in discussion and is in danger of turning into a costly item. Application of 8.33 is mandatory above FL 195 by 15/3/2007. A business case study for 8.33 below FL 195 is in progress. A decision by the EU is expected in 2007. We need a reasonable transition period, because 25 kHz radios are still being installed because of uncertainties and price differences. EAS asks the now usual seven years for the transition, in order to depreciate the 25 kHz radios, from the moment the decision is formally taken to extend 8.33 to the airspace below FL 195.

Mode S transponder technology is mandatory after 31/3/2008 for all aircraft in those airspaces requiring transponders. France and UK will implement this later. At present there simply are no suitable transponders for the generator-less, while many States maintain that balloons, gliders and even paragliders and hang gliders shall carry (Mode S) transponders per 31/3/2008. This is unacceptable.

There is a need for operational requirements of the Low Power SSR Transponder. Regrettably this project has been put on low priority. Non-generator aircraft would need it (gliders, hang- and para-gliders).

ADS-B is handled in the context of the CASCADE program. ADS-B-out is attractive for sports aviation for its relative simplicity and power economy.

EUROCAE announced a special General Aviation ADS-B working group. We have shown our interest.

Although not primarily in Eurocontrol, the issue of UAV's (unmanned aerial vehicles) is accelerating. UAV's will be an opportunity for civil applications.

We are member in the relevant Eurocae working group. Requirements for safety, security, airspace capacity and efficiency will be observed. UAV's will apply "Sense and Avoid" technologies.

### **Sporting and Recreational Aviation Conference.**

The conference (1 Dec at Eurocontrol) is considered to have been a great success. The main objectives (establishing a distinct S&RA sector, educating the Eurocontrol staff, informing the EAS members and discussing the main airspace issues) have been achieved. The audience present has exceeded expectations and the Eurocontrol staff was represented well. The EAS presentations were good and some even excellent, and in exact timing. The Belgian aero club members have organized an excellent display of air sports equipment in the meeting lobby area.

The scene of the conference was set by speeches of the president of EAS, Sir John Allison, and Mr Bo Redeborn, Eurocontrol Director of ATM Strategies. In the morning the air sport delegates made 10 minute presentations about the specifics of their sport and the main concerns regarding (access to) airspace. In the afternoon Eurocontrol specialists made presentations of the main topics of interest to the audience, followed by lively discussions.

Link for downloading documentation will be available on the EAS website [www.europe-airports.fai.org](http://www.europe-airports.fai.org) Newsletter 26 deals specifically with the Conference

A follow-up meeting in 6 months time with a smaller group will be arranged. The summary that Francois van Haaff has consolidated will be used as a basis for these items (available on the website).

### **General Meeting.**

The dates for the GM are now 17/18 March 2007, location Cologne, ParkInn Hotel.

The "technical" part of the GM will consist of an overview of the successes and concerns for the air sports and a discussion of the key working groups. More information will be given early January.