

### FEBRUARY 2015

Aerial view of Friedrichshafen – see page 4 for details of Europe Air Sports attendance at the AERO exhibition



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#### **NPA 2014-24 CERTIFICATION SPECIFICATIONS FOR STANDARD CHANGES AND STANDARD REPAIRS** *René Meier, EAS Programme Manager, reports*

NPA 2014-24 deals with Certification Specifications (CS) for Standard Changes and Standard Repairs (CS-STAN). The proposed standards fill the gap between pre-EASA regulations and the eventual application of the final CS, once it comes into force.

The comments of Europe Air Sports on both parts, Standard Changes and Standard Repairs, reflect inputs from our member organisations and particularly consider the comments of the European Powered Flying Union (EPFU), the European Gliding Union (EGU), the Aero-Club of Switzerland (AeCS), the Fédération Française Aéronautique (FFA),

the Finnish Aeronautical Association, and the Norwegian Air Sports Federation (NLF), all of them strongly supporting the Agency's proposal on general terms, but at the same time asking for further alleviations, more precise texts and increased allowances for pilot/owner maintenance, adequate to our operations, considering complexity and risks involved.

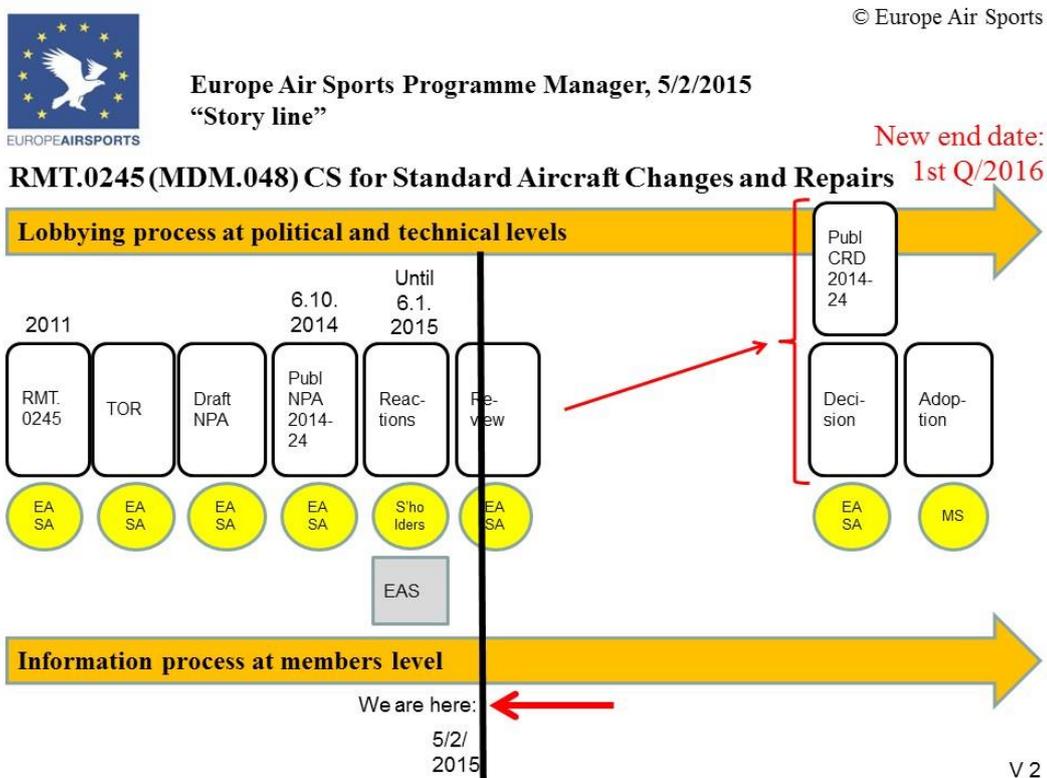
We expect the Agency to adopt and further develop CS-STAN in future as well, when it will come to integrate new material, new technologies and new measures and possibilities to demonstrate the safety of the work executed on aircraft by our members.

We asked the Agency to broaden the scope of CS-STAN to a maximum. This will have positive inputs on sports and recreational aviation activities while maintaining an acceptable level of safety. We believe that many more maintenance tasks, whether changes or repairs, should in the end fall under CS-STAN provisions.

We proposed to the Agency to involve Europe Air Sports as stakeholder representative as early as possible in "Phase 2" activities: this "Phase 2" is a "must", not a "could" topic for our community. We offered our assistance to the Agency, because in fact we are a "competent authority", if I may say so, when it comes to our operations. We have hundreds of competent individuals (and organisations) well aware of what is important and what adds to safety.

In the case of this CS package it is essential that the final text of the decisions will be available - like all EU regulations - in the official EU languages, otherwise much of the effort developing this system will be wasted. EAS urges the Agency to follow this recommendation as an exception to the rule.

Actually all comments are processed by the Agency. It will publish the Comment Response Document (CRD) together with the decision as the outcome of this rulemaking process. According to the Rulemaking Programme 2014-2017 this is planned for the 1st quarter of 2016.



### **PART 23/CS-23 - Jon Viner provides an update**

The re-modelling of Part 23/CS-23 to contain only high-level safety objectives continues, with the FAA developing a draft set of language at the end of 2014. With this in hand, the EASA task group was able to convene in January to review progress and add their

expertise. FAA and EASA specialists have contributed enormously to the process, but it was clear that some sections of the FAA's document were more mature than others. The EASA task group is working towards a set of suggestions to improve the maturity of those sections, for feeding into the FAA rulemaking process. The publishing of these new standards as consultation documents is expected before the end of 2015 by both EASA and FAA: it is anticipated that there will be a high level of harmonisation between the two.

### **HIGH LEVEL DISCUSSIONS – EAS President David Roberts reports**

On 19 February, the EAS team had our regular meeting with senior officials of the European Commission's DG Move Aviation Division, including Filip Cornelis, the Head of Aviation Safety. We discussed a wide range of topics. These included:

- progress on implementing the Commission's GA roadmap;
- potential options for alternatives to ATOs;
- RPAS;
- 8,33 kHz radios implementation;
- cost impacts on GA of changes in regulations;
- ballooning, with the formation of the European Ballooning Federation.

There is a clear and favourable change of attitude and approach at the Commission towards our sector of aviation. Filip attended the 2014 EAS conference in Istanbul and has been invited to the 2015 conference in Luxembourg.

### **EUROPE AIR SPORTS EXPERT WORKING GROUP FOR FLIGHT CREW LICENSING**

At its last meeting, the Europe Air Sports Board followed the recommendation of Rudi Schuegraf, the Flight Crew Licensing Officer, and decided to establish a Europe Air Sports FCL Steering Group to deal with all FCL regulative matters.

#### ***Rudi Schuegraf explains the background***

Europe Air Sports first participated in Flight Crew Licensing legal work at the European level in May 1993 in the Joint Aviation Authority FCL Committee. At that time the content of the work was relatively easy because only the PPL A, ICAO compliant, was subject to Joint Aviation Requirements (JAR). As recently as in the year 2000 I reported to the members that there was no intention to develop any rule for the gliding and ballooning community.

This changed dramatically when EASA was created. In 2002 a Core group started to draft the Essential Requirements for Licensing which are still an unchanged part of the Basic Regulation 216/2008. The initial Rule Making Task, starting in mid-2006, was FCL.001, creating details of licences for aeroplanes, sailplanes and balloons. Five subgroups invested a lot of time, energy, thinking and money in a task which would affect all European pilots, whatever aircraft they would operate.

The Implementing Rule 1178 was published in 2011. Its Part FCL was followed by an amendment laying down heavy approval requirements for Training Organisations. This affected a sector of aviation which previously was regulated either by simple rules, establishing Registered Facilities in accordance with JAR-FCL, or through acceptable national procedures and rules which grew over many years, tailored to the community.

The FCL rulemaking process has continued to grow and to develop, due to inputs by the users and many stakeholders. Last but not least, through massive efforts by Europe Air Sports, a series of Rule Making Tasks (RMT) was developed by the Agency to correct the initial regulation. Besides some other small RMTs like FCL.013 (Updating Part-ARA and Part-ORA) and FCL.014 (AMC/GM for non-complex approved training organisations), one was RMT FCL.002 (Updating EASA Flight Crew Licensing Implementing Rules). This started in 2011 and has now resulted in an NPA with over 1500 pages, which must be read and commented on by March 17.

In the meantime, the GA Roadmap and some changes in thinking in the Commission and the Agency have overtaken those rulemaking tasks, which do not

take the new approach into account. Again it has shown that one licensing regulation cannot fit all needs and characteristics of flying different aircraft. It is necessary to coordinate the different rulemaking tasks, which take three to five or more years from their start to publication and may be outdated as soon as they are published.

The EAS Board will be represented on the new working group by Andrea Anesini, Günter Bertram, Julian Scarfe and the Technical Officer FCL, Rudi Schuegraf. Rudi will address this issue in a letter to the National Aeroclubs and the sport unions and ask for nominations of qualified participants by Friday March 13. The detailed arrangements and final composition will be discussed and decided during the Technical Meeting on March 21 in Luxembourg.

## **EUROPE AIR SPORTS AT THE AERO GENERAL AVIATION EXHIBITION 2015**

For the first time in its 27 year existence, Europe Air Sports will have an official stand at the General Aviation exhibition in Friedrichshafen, the beautiful surroundings at Lake Constance where Austria, Germany and Switzerland meet. EAS is registered as an official co-exhibitor at this exhibition which attracts many thousands of enthusiastic aviators of sports and recreational aviation.

Invited and hosted by its member Deutscher Aero Club, Europe Air Sports will offer interested visitors detailed information about the full range of its work at all levels of the European scene, from EASA to the European Commission and the European Parliament. EAS experts will be available for detailed discussions on all subjects of concern to the individual pilots and owners, who are the members of the many EAS member organisations. Vice-Presidents Günter Bertram, Julian Scarfe and Rudi Schuegraf will be permanently available at the stand. President David Roberts plans to join the party on the Wednesday, flying weather from the UK permitting.

From Wednesday 15. April to Saturday 18. April, you can meet Europe Air Sports representatives in Hall A1, the "Hall of gliding", right next to the main entrance in the west, where the German Aero Club will also host the Austrian and the Swiss Aero Clubs.

On 15. April, from 17:30 to 20.30 (local time), Europe Air Sports invites you to join the staff and communicate over a beer and brezel.

## **BALLOONISTS MEET WITH EASA EXECUTIVE DIRECTOR PATRICK KY**

### ***A report from Phil Dunnington, Secretary General, European Ballooning Federation***

In 21 January a group of balloonists representing six major European ballooning nations was invited to Cologne for a discussion with Patrick Ky and other senior EASA staff.

*Phil Dunnington flying over Burma (Myanmar)*



The meeting was prompted by EASA's recognition that gliding and ballooning require more appropriate and proportionate regulations than some of those that have been proposed, and each of these disciplines has unique elements not encountered elsewhere in aviation.

The European balloonists have formed the European Ballooning Federation (akin to the EGU for sailplanes) which is safeguarding ballooning-specific interests under the EAS umbrella.

Subjects discussed with Patrick Ky covered less burdensome medicals; removal of age limits on commercial pilots and restrictive conditions applied to CAT (Commercial Air Transport) operations; training outside ATOs , and simplification of Part M. Factors in SERA which adversely affect balloons were also discussed.

Mr. Ky made it clear that he wishes to improve regulation in these areas of General Aviation but also that the complex interlocking structure of EU government sometimes makes such changes time-consuming and occasionally controversial.

Further meetings are planned along with a Workshop to update stakeholders on EASA plans and progress.

### **EN-ROUTE INSTRUMENT RATINGS/ COMPETENCE BASED INSTRUMENT RATINGS – EAS TO CONTRIBUTE TO THE IMPLEMENTATION PROCESS**

During consultation on the EIR/CB-IR, it was commented that it might require future adjustments based on industry feedback. EASA responded by establishing a specific EIR Board. The new Board is to assess the implementation of the new requirements, identify potential problems, and assess whether any further amendments will be required. There will also be an evaluation on whether this rating should be made available for other licences and some liaison with Air Traffic Services prior to the introduction of the rating. There have already been some reports of difficulties with the implementation of the new ratings.

Jim Thorpe and Michel Rocca have been appointed to the EIR Board to represent GA and EAS. Jim and Michel have between them expertise in instrument ratings, UK IMC rating, ATM (operations) and ATO (training). The first meeting has already taken place.

EAS has also been invited to nominate an expert for RMT.0595, the Technical Review of Learning Objectives for ATPL/CPL/IR.

### **LIAISON ON THE INTRODUCTION OF 8,33 KHZ RADIO FREQUENCIES**

DG MOVE invited EAS to participate in a workshop on 8.33 kHz. (Regulation (EU) No 1079/2012 (VCS)). The objective of the workshop was to assess the current implementation of the regulation, to identify existing issues of concern and to discuss its possible evolution. The workshop enabled participants to share the views and experience of operators in implementing the VCS Regulation. There was also a discussion session on implementation issues and potential evolution of the VCS Regulation. Marcel Felten and Günter Bertram attended this workshop for EAS.

#### ***Marcel reports on the latest situation:***

### **8,33 KHZ CHANNEL SPACING HAS BECOME A REALITY FOR GA FLYING IN VFR!**

On 27th January 2015 the European Commission organised a Workshop on the implementation of Commission Implementing Rule N° 1079/2012, dealing with the implementation of Voice Channel Spacing (8,33 kHz instead of 25 kHz) in the core area of Europe, i.e. in Austria, France, Germany, Hungary, Ireland, Italy, Luxembourg, The Netherlands and the United Kingdom.

The focus of the workshop discussions was on the experience in planning and implementing the VCS regulation, followed by a Panel Session on the evolution of the regulation. This means for GA that from the 1st January 2018 onwards an operator shall not operate an aircraft flying under visual flight rules (VFR) in areas operating in 8,33 kHz channel spacing unless the aircraft radio equipment has the 8.33 kHz spacing capability.

At this stage of the implementation, there is no opportunity/intent to revise the regulation. Hence, if you seek exemptions for the carriage of 8,33 kHz capable radios you need to discuss and negotiate at the national level. So far most Member States have chosen not to convert VFR frequencies except in the case of the Netherlands, which mandates 8,33 kHz in its airspace for all VFR flights from 8 January 2015 already.

So, be prepared. If you have to change a radio, make sure that you buy an 8,33 kHz capable unit!

The presentations given at the workshop can be found here <http://www.eurocontrol.int/events/european-commission-vcs-regulation-workshop>

## GENERAL CONFERENCE 2015

As previously notified, the Annual Conference of Europe Air Sports will take place on 21-22 March 2015 in Luxembourg at the Parc-Hotel Alvisse, 120, route d'Echternach, L-1453 Luxembourg. Website: <http://alvisseparshotelluxembourg.com/>

Among other external visitors and speakers, Yves Morier, Head of General Aviation and RPAS Department, in the Certification Directorate of EASA, will join the Conference on Saturday and will give a presentation to the delegates. Head of Aviation Safety at the Commission, Filip Cornelis, has been invited and we hope he will be able to attend.

## NEW MANAGEMENT AT EASA

EASA has announced three key management changes following the new organisation structure that Executive Director Patrick Ky announced last September.



Luc Tytgat has been appointed Director of the newly created Strategy and Safety Management Directorate. Luc will be in charge of raising safety intelligence and developing a better and more agile regulatory framework. He was previously at Eurocontrol, following a career in air transport and space at the European Commission and 10 years in the Belgian Air Force.



Trevor Woods, currently Flight Standards Director at EASA, will shortly become Certification Director, where he will address the new challenges faced by the Agency in the evolution of technologies and constraints on resources in the certification domain.

Moving to EASA from the European Food Safety Authority, Olivier Ramsayer is the new Resources and Support Director and will be in charge of simplifying and improving the efficiency and flexibility of EASA support services.

The new appointees are all members of the EASA Executive Committee. See <https://www.easa.europa.eu/the-agency/agency-organisation-structure> for details.

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