



## AUGUST 2018

Under new leadership, the EAS Board has consulted with the members, reviewed its work and assigned priorities to the Board members. See below for more detail. We are also looking for your opinions – see the piece on Page 5.

*(The Quik microlight – a perfect aircraft for summer weather – Photo Diana King)*



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### **ANDREA ANESINI REPORTS ON MEETING LEADERS OF NAC AND EUROPEAN AIRSPORT FEDERATIONS**

After my election as President of Europe Air Sports, I decided to meet as many as possible of the leaders of the NACs (National Airsport Controls) and the European Airsports Federations that belong to Europe Air Sports (EAS).

The initial aim was to introduce myself directly, to get to know them and to be known, but above all to gather from the leaders of our Airsports Organisations the scale of their priorities as they live in the middle of 2018.

It has always been EAS's habit to listen attentively to the Member Organisations, but I wanted to "update the list" and then propose that the EAS Board Members should organise our voluntary work so that each Board member assumes a main field of responsibility.

Starting from the second half of April, taking advantage of the precious opportunity of Aero 2018 in Friedrichshafen, (where I was hosted by the Deutscher Aero Club on their stand, thus allowing me to meet many NACs and European Federation leaders) I was able to hear from:

- > Deutscher Aero Club
- > Österreichischer Aero Club (the Austrian Aero Club)
- > Portuguese Aero Club
- > Swiss Aero Club
- > European Microlight Federation (including the DULV – one German Ultralight Flying Federation)
- > European Federation of Light, Experimental and Vintage Aircraft Europe

Subsequently, I participated in the General Meeting of the European Model Flying Union, and at the same time also heard from the General Secretary of the Royal Aero Club of UK.

In May, with the help of our Nordic Members who all gathered in Copenhagen for a working session, I collected the priorities of the Danish, Finnish, Norwegian and Swedish Aero Clubs.

Finally, before the date of the EAS Board Meeting in May, I met the NACs of Belgium, Holland and Italy.

Unfortunately it was not possible to listen to all our Members, for reasons of personal unavailability or for logistical difficulties at the time, (such as railway and airline strikes in France). However, I counted on the experience of the EAS Board Members; we discussed the information which I had obtained and compared this information with knowledge that they themselves collected in their NACs of origin, and so it was possible to review and assign the priorities according to the following piece.

The next few months will be crucial to accelerate the conclusion of many open dossiers with EASA, the European Commission and the European Parliament.

By ensuring the full commitment of the entire EAS Board, we will take stock of the situation at the November Board meeting in Vienna, to which all the leaders of the EAS Members are invited.

### **EUROPE AIR SPORTS 2018 PRIORITIES reported by Diana King**

At a recent meeting, the Board members discussed the priorities for work during the next six months, with an aim to concentrate on the most important matters of greatest interest to our members. Each priority was assigned to one or more Board members.

#### ***Michel Rocca, René Heise and Günter Bertram:***

Airspace – obstacles near airfields including wind turbines, electronic conspicuity, access to airspace, use of the airspace classification at national level, sharing airspace in safe manner and drones.

The scope of this subject is vast with many facets, so it will be necessary to make sure that the actions in these different areas remain coordinated. Michel will lead and coordinate the team, to make sure that the participation to dedicated meetings is coordinated, to avoid redundancy and to assure a way ahead in line with the general views of EAS.

#### ***Rudi Schuegraf and Jean-Pierre Delmas:***

Flight Crew Licensing – Annex I hours crediting, Medicals, complexity, PPL-A, Flight Instructors and Examiners, LAPL FI and BIR

#### ***Julian Scarfe and Rudi Schuegraf:***

Relationship between Annex I and EASA aircraft

#### ***Rieteke van Luijt:***

600kg Maximum Take-off Mass and the implementation of the Opt-Out

### ***Julian Scarfe:***

GA Roadmap 2.0, the vision and concrete demands and projects, definition of Commercial Air Transport and greening of GA

Part-M Light

IR (Instrument Rating) Approaches to non-instrument runways

### ***Dave Phipps:***

Regulation of aeromodelling/drones

### ***Andrea Anesini, Rieteke van Luijt and Diana King;***

EAS Membership – sharing of information with members and crowd funding.

### **EASA: HIGH-LEVEL MEETING WITH PATRICK KY – reported by Timo Schubert**

In July a small Europe Air Sports delegation headed by Andrea Anesini (President) was kindly received for a meeting by Patrick Ky, the Executive Director of EASA. Following the election of Andrea as EAS President earlier this year this was the first meeting at this top decision-making level.

The meeting follows a constructive dialogue with the EASA team present at the AERO Friedrichshafen. The purpose was to introduce Andrea as new President and to keep up the constructive dialogue with EASA.

In view of EASA's announcement of a GA Road Map 2.0 to be released later this year, participants took stock of the progress made so far and of areas where further improvements are urgently needed for sports and recreational aviation to thrive. An important take-away was recognition by both parties that more regulation does not necessarily mean more safety. Looking back at the early days of EASA, which overburdened our sector with heavy regulation and red-tape, this is quite a revolutionary recognition. The EAS delegation thanked EASA for its more recent efforts to improve the regulatory framework for GA and we committed to come forward with concrete proposals for the GA Road Map 2.0.

Our concrete position will have to be developed in the coming months. However it is already clear that the focus areas must include critical factors such as access to airspace, the impact of drones on recreational flying, the protection of model flying from drone regulation, and improvements to the licensing, maintenance and certification landscape.

### **THE EASA STAKEHOLDER ADVISORY BOARD (SAB) IN SUPPORT OF EAS ISSUES reported by Rudi Schuegraf**

The Stakeholder Advisory Board (SAB) is the top level board of the consulting and advisory system built into EASA to assure effective and timely participation of all affected aviation organisations. Europe Air Sports fills one seat dedicated to air sports and is represented by the senior-vice president Rudi Schuegraf. He reports here on a letter initiated by the SAB and distributed to the European Commission pointing out potential negative implications of the growing backlog of EASA opinions in the legislative process.

The SAB represents all European aviation sectors, from international airline organisations to manufacturers, Air Traffic Control to Medical bodies, aerodrome operators and General Aviation and air sports in five Technical and five Sectorial Committees which all report to the full SAB. A simplified explanation of the structure is after this article.

In representing the affected stakeholders the SAB noticed that many legislative initiatives and Legal Opinions developed at EASA with the expertise of the stakeholders affected and produced by EASA (about 12 per year), were slowed down after transfer to Commission and Member States level of responsibility. There are currently 30 delayed processes and this is increasing, due to a political decision to reduce staff and opinions delivered per year. Among the list, Europe Air Sports is urgently awaiting the adoption of the B2L and L Part 66 aircraft maintenance licenses, Part 66 Basic Examinations performed by Part 147 Maintenance Training organisations and Part M Light. Those three topics are top of the list, the update of Part Medical and the addition of the Modular LAPL are two other issues which follow and are important for the air sports community.

The SAB's letter, addressed to the Director-General for Mobility and Transport, is "to bring to your attention our concerns about the continued and worsening delays to the adoption of new or amended Implementing Rules for aviation safety." The present backlog of thirty processes awaiting adoption will double by 2021 if the rate of adoption of three opinions per year is not increased.

"The European Aviation Industry recognise that there are several factors behind the legislative delays, some of which maybe beyond the Commission's control." According to the SAB this has to do with the volume of rulemaking of EASA, the role of Member States and their authorities and most important, with legal issues.

"The SAB, on behalf of its associations, therefore call upon the European Commission to identify the factors contributing to the increased backlog of Agency Opinions and set in motion relevant mitigating measures to deal effectively with those factors in order to avoid a negative outcome putting the leading position of the European Aviation sector at risk."

Europe Air Sports is a fully recognised member of the SAB. It is the only association representing recreational and air sports aviation, which contribute to the individual quality of life and is the main source of generating motivation for careers in professional aviation.

### ***The structure of the SAB***

The SAB, together with the Member States Advisory Body, and their sub-groups provide the Agency with a forum for consultation of interested parties and national authorities on Agency priorities and the Rulemaking Programme, both at strategic and technical level. EAS is permanently represented in most groups. The main functions of the SAB are set out in the MB Decision 20-2015 and in its Rules of Procedure. See [the EASA website](#) here for more details.

### **AGENCY PREPARATION FOR BREXIT**

A second letter from SAB was addressed to the Chairman of the EASA Management Board Pekka Henttu. The subject of the letter is the growing concern about the presently unknown status of the UK after the Brexit negotiations. This might leave the UK outside of the Basic Regulation and the EASA system if the negotiations do not come to a successful solution by March 2019. SAB members are aware that negotiations are the responsibility of the EU but it is believed essential for the Agency to develop and enact a mitigation plan.

"Given the potential consequences of the UK leaving the EU without appropriate steps taken we believe this matter should be a priority for the Agency and should not wait until the outcome of the negotiations is more certain. We request that the mitigation plans are shared with industry at the earliest opportunity."

EAS members will also be affected by what is called a hard Brexit. Therefore EAS fully supported this SAB letter.

### **PROGRAMME MANAGER REPORT – by Programme Manager Nils Rostedt**

The first four months in the new job have been very interesting, with lots of new things to learn. Here is a summary of the main Programme Manager activities during the period.

*Submitted three EASA NPA (Notice of Proposed Amendment) Consultation Responses:*

- NPA 2018-01 Instructions for continued airworthiness (RMT.0695);
- NPA 2018-02 Provision of airworthiness requirements in support of global performance-based navigation operations (RMT.0519); and
- NPA 2018-03 Recorders (RMT.0249).

*Three evaluations of new EASA ToR (Terms of Reference) documents for the EAS Board:*

- ToR RMT.0230 UAS In European Airspace (Issue 2);
- ToR RMT.0721 Ramp Deregulation;
- Draft ToR RMT.0720 Cybersecurity.

*Assisting our new President with the arrangement of a meeting with the Nordic National Aero Clubs leaders in Copenhagen on 29th May.*

*Participation in a meeting of the European Flight Crew Licensing & Training Partnership Group meeting in Helsinki on 26-27 April in Helsinki.*

*EASA published its annual Safety Recommendations Review.*

This lists recent safety issues that might become subjects of new regulation in the future. This year it included 4 new safety issues which concern General Aviation (out of 42 in total)

- Wheel brake fire issues on wooden aircraft
- Battery fire issue on sailplane with electric FES motor  
*(Photo: UK Air Accident Investigation Board)*
- UAS recovery options after engine failure e.g. rescue parachute?
- Risks of Ballistic Rescue Systems to rescue personnel on the ground e.g. fire brigade



Among ongoing tasks in the Programme Manager's pipeline are:

- Evaluation of the recent draft EASA EPAS (European Plan for Aviation Safety) 2019-2023;
- Supporting material for the national implementations of the new Opt-out Regulation in the new EASA Basic regulation.

In addition, the job entails monitoring and evaluating all the ToR, NPA, CRD (Consultation Response Document), EASA Opinions and other rulemaking documents published by EASA. During the March-June period EASA published 18 such documents. The evaluation resulted in one (ToR RMT.0230 Issue 2 see above) considered highly important and five were considered somewhat important to EAS's membership.

Finally, thanks to retiring Programme Manager René Meier for his guidance.

## **TECHNICAL OFFICERS OF EUROPE AIR SPORTS**

Europe Air Sports' Technical Officers provide specialist information and advice on their area of expertise and attend relevant meetings. They inform and assist the EAS Board to keep up to date with developments in various areas of aviation. Our Technical Officers are:

**René Meier** – aerodromes, technical issues and maintenance

**Marja Osinga** and **Steve Gibson** – medical

Marja and Steve represent EAS at the EASA Medical Expert Group and Marja has also been nominated by EAS to represent GA interests in the forthcoming Medical Rulemaking Task.

**Dave Phipps** – aeromodelling

Dave has also been nominated to represent Europe Air Sports in the EASA Stakeholder Advisory Board's Drone Committee, with Bruno Delor as the alternate delegate.

**Rudi Schuegraf** – Flight Crew Licensing

**'ON CNS\* MATTERS, THINGS ARE DEVELOPING AS ANTICIPATED. LET'S STAY IN THE LOOP!' reports Michel Rocca**

In early July, the Commission organised a workshop on the SPI\* regulation.

The EASA report delivered by RMT.0679 on a possible revision of the SPI regulation was acknowledged (see our Autumn 2017 newsletter). On this basis, the Commission decided not to revise the dates of the mandate again and to launch a collective effort for the effective and timely implementation of the SPI regulation.

As a result, we can conclude that our 'industry sector' will not be impacted by this regulation at least until 2020.

This workshop gave us the opportunity to be introduced to a new player on the Single European Sky arena, namely the SESAR\* Deployment Manager (SDM), which is a newly established body under regulation No 409/2013 for synchronising and coordinating the deployment of the so-called Common Projects.

Regarding the SPI regulation, the SDM has been entrusted by the Commission for building a global implementation plan on the already-agreed deadlines to monitor the process, but also to address exemption requests.

Having read the conclusions of this workshop released on 31 July 31/07/2018, our Senior Vice-President Rudolf Schuegraf said 'Hopefully, it will be peace on the ADS-B front until 2020'.

In mid-July, we were invited by EASA to attend the kick-off meeting of the CNS implementation expert group.

This scope of this new group will be to make proposals for actions that facilitate implementation of the CNS regulations as per EASA Plan for Aviation Safety (EPAS) and the European ATM masterplan. These proposals for actions might be promotion material, workshops, roadshows, etc.

After having pointed out priority areas, some work packages (WP) have been identified so far, but are yet to be confirmed.

- WP1 would be about Surveillance (spacing, ADS-B, etc.);
- WP2 about PBN (design of procedures, access to non-instrument runways, etc.);
- WP3 about SatCom service provision;
- WP4 about cybersecurity for ground systems.

The next meeting will be held in November 2018.

All these CNS-related activities are of high concern for us because we are airspace users.

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*Air traffic traces as seen from space (European Space Agency image)*

These topics lead us to the current hot topic highlighted by EASA which is 'Sharing the airspace'. Let's keep in mind that 2018 is expected to be the busiest year ever in terms of air traffic, with 11 million flights forecast. In the meantime, drones are expanding and demanding to fly outside the segregated airspace.

I would like to conclude my report in saying that the New Deal for GA is likely to be 'access to technology' in order to get 'access to airspace'.

*\* CNS stands for 'Communication, Navigation and Surveillance' services and broadly deals with 8.33 voice spacing, air-ground data-link, performance-based navigation, automatic dependent system-broadcast, etc.*

*\* SPI stands for 'Performance and Interoperability of the Surveillance' and specifically deals with Mode S transponders and ADS-B equipment.*

*\* PBN is Performance Based Navigation*

*\* Single European Sky Air traffic management Research*

## SAVE THE DATE – EAS OPEN BOARD MEETING & EASA GA SAFETY CONFERENCE

### *An invitation from Manfred Kunschitz, Treasurer*

This year's "EASA General Aviation Safety Conference" is going to take place in Vienna on Tuesday 6<sup>th</sup> and Wednesday 7<sup>th</sup> of November 2018. The deadline for accreditation will be the 31<sup>st</sup> October, but be aware of limited seats available if you would like to attend.

The Board of EAS is taking the opportunity to organise an "Open Board Meeting" and is inviting Presidents as well as Decision Makers of our member organisations to attend the meeting on Monday 5<sup>th</sup> November 2018, the day before the EASA Conference will start. Our President will send an invitation together with a detailed agenda later on.



Maybe it could be a nice option to combine "Vienna sightseeing" followed by two important events full of valuable information around General Aviation.

(Vienna City Hall)

If you'd like to save the date immediately, please contact me ([m.kunschitz@europe-air-sports.org](mailto:m.kunschitz@europe-air-sports.org)) or our Secretary General ([p.leonard@europe-air-sports.org](mailto:p.leonard@europe-air-sports.org)) for hotel booking at the EAS Meeting Hotel, which is near to the one where the EASA Conference will be held.

### THE NEWSLETTER – WE WANT YOUR IDEAS!

During the next year we plan to produce shorter newsletters six times a year instead of long one four times a year. Articles will be less detailed but we will provide links to places where you can find out more if you want to. We would love to know whether you like this idea or whether you prefer the longer version less often.

Please complete our survey to tell us the answers! Go to [here](#) to answer a few short questions.

### *Translators wanted!*

Would you be able to translate this newsletter into your own language, so that more people can keep up to date? If you read English fluently and could give some time to helping us in this way, please get in touch by emailing [diana@king618.co.uk](mailto:diana@king618.co.uk).

### SIGN UP FOR THE NEWSLETTER!

If you would like to receive future issues of the Newsletter direct to your inbox, please sign up on the Europe Air Sports website at <http://www.europe-air-sports.org/>

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