

### MAY 2015



*Deutschlandflug participants at Bremen Airport, where the Deutschlandflug 2009 ended.*

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#### GENERAL CONFERENCE 2015

***"we want to make it as simple as possible"*** Yves Morier

*At the General Conference, held in March in Luxembourg, members heard a range of contrasting reports. Some speakers were upbeat and optimistic about the need for regulatory change and the way that it is progressing; others displayed a reluctance to move forward and see the possibility of looking at things in new ways. We started the day with a strong message from Julian Scarfe, describing the promises that EASA made last year and the considerable progress on those promises.*

#### ***EASA – much achieved, more to be done - Julian Scarfe***

The last 12 months has been a time of great change in EU aviation regulation. Building on

the success of the GA Safety Strategy and the European Commission's Roadmap for Regulation of General Aviation (GA), EASA's new approach to GA is gaining traction. The GA Project, sponsored by the Executive Director Patrick Ky, launched a year ago with the promise of Simpler, Better, Lighter Regulation for GA, has started to bear fruit.



EASA now has a network of GA focal points across its organisational structure, facilitating a joined-up approach to regulation, and making sure that when problems are identified, there is a mechanism for moving towards a solution by engaging the right stakeholders. Numerous projects have been started, not just to address specific issues with regulations already in place, but also to design entirely new models and frameworks for regulating GA more proportionately, consistently, and effectively.

Over the coming months, critical decisions will be made on, for example:

- simplified procedures for initial airworthiness;
- lighter maintenance requirements through Part-M Light;
- flight training without the excessive organisational requirements for training organisations;
- enablers for IFR flying by GA;
- a new, performance-based structure of regulation, starting with balloons but likely to be extended to other categories of aircraft.

At the same time, the processes by which safety is managed are maturing, moving towards a risk-based approach. This should enable better participation by the GA community in the management of safety, allowing us to prioritise resources on valuable safety initiatives rather than fighting bad rules.

Europe Air Sports influences these developments through the GA Task Force, the SSCC\*, the GA sub-SSCC, EGAST\*, the EASA Advisory Board and its participation in individual rulemaking tasks and task forces. We find a rapidly growing need for participation in a diverse range of tasks and groups, to take advantage of the opportunities that are being offered at a rapid pace that is set by EASA and the Commission.

The present is a time of great opportunity to make lasting changes for the better. But Europe Air Sports can only represent the needs of its members: there has never been a more important time for individuals to be a member of an organisation represented by Europe Air Sports, and for those organisations to be members of the most influential of EASA's partners. Decisions are made by those who show up.

\* SSCC – Safety Standards Consultative Committee

\* EGAST – European General Aviation Safety Team

### ***Flight Crew Licensing – a never ending story of a lifetime job – Rudi Schuegraf***



*Following this optimistic but challenging start, we heard from Rudi Schuegraf, bringing the delegates up to date on Flight Crew Licensing, with a dazzling display of his total grasp of the subject. Rudi's presentation – full of technical abbreviations and reference numbers for specific regulations – was a demonstration of the level of expertise and knowledge required to work in this field. More volunteers with the relevant expertise are needed.*

*Here Rudi writes of the background to all this work and the lobbying that is now going on.*

Europe Air Sports became directly involved in FCL matters in May 1993 when Rudi Schuegraf, at that time deputy Secretary General of the German Aero Club, started to represent Europe Air Sports in the Joint Aviation Authority (JAA) Flight Crew Licensing

(FCL) Committee, meeting to create the fourth draft of JAR-FCL\* in the ECAC\* building in Paris.

Since that time, many things have changed. The JAA, a voluntary organisation of states which developed aviation rules jointly for adoption by national law, ceased to exist soon after the political decision was taken in 2002 to establish the European Aviation Safety Agency (EASA) with the so-called Basic Regulation. This resulted in a dramatic change. Suddenly a centralised regulator developed rules which were directly applicable and binding in European countries. They were trying to construct a level, harmonised playing field for General Aviation and Airports, this time including sailplanes and balloons.

Rulemaking Task FCL.001 started in 2006, not only to transfer the JAR-FCL rules for PPL A, CPL and ATPL into European legislation but also to include licensing and medical requirements for sailplanes and balloons in a so-called Non-JAR subgroup. This approach was rejected in 2000 by all JAA member states. Europe Air Sports and its members, active from day one of EASA, were very well represented by the relevant experts in the five groups dealing with FCL. However, it must clearly be said and admitted, EAS and EASA went through a long learning phase. The FCL requirements for aeroplanes, sailplanes and balloons were published in the EC Regulation 1178/2011. This included the LAPL and the ICAO compliant licences and a reduced medical requirement. The follow on EC Regulation 290/2013 amended the legislation, with the requirements for Approved Training Organisations (ATOs) triggering strong resistance in the airports community.

Intensive lobbying by Europe Air Sports and other organisations at the European Commission and at EASA finally convinced the regulators to re-think, stop the present approach and take a three year break in rulemaking to be able to develop a system which is proportionate and risk based for the airports community.

\* ECAC - European Civil Aviation Conference

\* JAR - Joint Aviation Requirements

*Patricia Lamy, the President of the newly formed European Ballooning Federation, was one of those who attended the Conference for the first time. Here are her impressions.*



Before attending the EAS conference, I did not really know what to expect. I came by train all the way from Bordeaux and so was late, hoping I would manage to enter the conference room discreetly. But when I arrived, David Roberts introduced me and I got a very warm welcome from everyone.

Then we spent one and a half days with many very interesting sessions and speakers, especially updates about what is going on at EASA, which of course, as our Federation is involved in a new way of implementing rules with EASA, I found really useful. My conviction is that we need a strong lobbying presence in Europe to contribute to a "pilot friendly" European Sky.

### ***More at the Conference - The view from Köln and Brussels***

*Robin Garrity of SESAR talked about the SESAR (Single European Sky Air Traffic Management Research) project, transponders and ADS-B. Jacky Pouzet of Eurocontrol, discussed the implementation of 8.33 kHz. Their presentation sparked a high level of interest among delegates. From the debate it became clear that further close collaboration is required, to ensure that everyone is on the same page as regards the needs of the lighter end of GA and to raise awareness of the potential cost impact of new equipment.*

***"do we need a rule or can we do it differently?"*** (Yves Morier)

Yves Morier, Head of GA and RPAS (Remotely Piloted Aircraft Systems) at EASA, displayed an intention and an ability to improve the situation for GA in his progress report on the GA Project, Part M Light, certification and Light Sport Aircraft. He reported on the very real progress that has been made over a wide range of issues, but at the same time was realistic about the challenges that still lie ahead.

For more information M.Morier referred us to the GA Road Map: <http://easa.europa.eu/ga> and to EGAST: <https://easa.europa.eu/essi/egast>

He reminded delegates of the **six principles** steering the strategic direction.

- > One size does not fit all
- > Protect "grandfather rights"
- > Adopt a risk-based approach
- > Philosophy of minimum necessary rules
- > Apply EU "Smart Regulation Principles"
- > Make best use of available resources/expertise

In the panel session that followed, the same positive approach was evident from M.Morier.

### **AERO-MODELLING AND THE EAS CONFERENCE – David Phipps considers the challenges**



I attended the EAS Conference for the first time in February. Graham Lynn, who had served as an aero modelling advisor to EAS for the last twenty years, invited me along as he was due to give a valedictory presentation on the topic of UAS/RPAS and had asked me if I would take over from him. As you will see in this Newsletter, sadly Graham died shortly after the Conference. He will be a very hard 'act' to follow (as he was when I succeeded him as CEO of the British Model Flying Association).

It is clear that there are some significant challenges facing aero modelling (Europe's largest air sport) over the course of the year ahead with the increasingly widespread use of sUAS (small Unmanned Aircraft Systems) for commercial purposes or by pilots who operate them in ignorance of the regulations that apply to them. The established rights of the traditional sports/hobbyist aero modellers need to be protected. It will not be an easy task to ensure that their activity is adequately differentiated from commercial operation in the face of rapidly developing technology and likely regulation. I know that Graham Lynn appreciated the increased level of interest that Europe Air Sports had shown in this area recently.

Through my work with the Royal Aero Club of the UK, I was familiar with many of the names involved with Europe Air Sports (from David Roberts' regular reports) and it was therefore good to meet those involved and listen to the interesting and varied presentations.

### **AERO 2015 – TRADE FAIR IN FRIEDRICHSHAFEN – Rudi Schuegraf reports on the event and on the establishment of a new FCL task force**

From April 15 to April 18 the "aero" trade-fair took place in the City of the Zeppelins, Friedrichshafen, Germany, on the shores of Lake Constance. The aero has grown over the years to become the biggest General Aviation exhibition in Europe, this time with a new

record. 645 exhibitors from 38 nations displayed their products and services during the four day event.

Europe Air Sports (EAS) was this year one of the new first time players, hosted by its member Deutscher Aero Club (DAeC), which is one of the founding patrons of the exhibition. EAS enjoyed the company of its members Austrian and Swiss Aeroclubs, who were presenting their associations to the visitors in the same area.

On the evening of the first day EAS sponsored a welcome party for the visitors and exhibitors. Thanks to the staff of the DAeC it turned out to be a quite successful party which helped to introduce EAS to the many visitors. Beer and Brezels, but also non-alcoholic beverages triggered many dialogues between individuals and many interesting subjects were discussed.

Another event with a strong representation of EAS was an EASA organised public panel on subjects like maintenance, the new initiative of reviewing the certification specification CS 23 for small aeroplanes, the transport of dangerous goods in GA aircraft and Flight Crew Licensing. Together with Jyrki Paajanen from the European Commission and Ed Bellamy for EAS member PPL/IR Europe, EAS Vice President Rudi Schuegraf explained to the crowded audience the changes and implications for Flight Crew Licensing and Approved Training Organisations, resulting from the publication of EC Reg 2015 – 445. This change, effective from 8 April 2015, opens up the option to postpone the application of the stringent requirements for ATOs until 8 April 2018. All Member States, except Germany, have taken this opportunity. The regulators now have a period of three years to amend and modify the existing regulations to make them proportionate to the risk involved. EAS is engaged in this process.

EAS is already active and participating in a task force which will start with completely new thoughts and ideas. The task is to develop a training system which will be safe, but adapted and tailored to the world and needs of airsports where the responsibilities rest mainly with the clubs. This is a system which has proved itself in Europe for many decades. The first meeting at the end of April was constructive, VP Rudi Schuegraf for EAS, Jean-Pierre Delmas for EAS and FFA (Fédération Française Aéronautique) and Dr. Meike Müller for EAS/EGU are the strong EAS representation in a group of six, plus three EASA staff. The next meeting will commence at the beginning of July. We will keep you up to date.

## **DEUTSCHLANDFLUG 2015**



Deutscher Aero Club e.V. (German Aero Club - DAeC) is pleased to announce that the Deutschlandflug 2015 will be held on 17th June (arrival) to 21st June 2015 (departure). The air rally, which will be flown over Germany in two categories (Competition and Touring), will commence in Bitburg (EDRB) and end in Jena (EDBJ).

The Deutschlandflug website currently undergoes redesign. All relevant information together with application forms will soon be available on [www.deutschlandflug.daec.de](http://www.deutschlandflug.daec.de) and on the Facebook page <https://www.facebook.com/Navigationflug> (both available in German only). All those interested in the event may also contact Deutscher Aero Club by e-mail: [motorflug@daec.de](mailto:motorflug@daec.de)

## **NEW EAS RULEMAKING DEVELOPMENT TOOL - *Andrea Lorenz reports***

Europe Air Sports seeks to achieve a steadily improving regulatory environment for sports and recreational aviation in Europe. As part of our engagement on behalf of our membership we regularly provide input to consultations held by EASA.

There are often several proposals going through the regulatory process at the same time. These processes vary considerably in length and complexity as well as being subject to deadline changes.

In order to track those regulatory proposals that could have consequences for our members more effectively, EAS is developing an online tool in the form of a searchable database. It has a dual purpose:

- to collect input to the regulatory process from member organisations and
- to allow closer interaction between those EAS board members who are engaging with EASA on your behalf in various working groups.

The new Rulemaking Development Tool is currently being tested at <http://www.platformtwenty.co.uk/bagels/eas/>

The tool lists all regulations which are relevant to EAS members by Rulemaking Task Number (RMT) and tracks every stage of the EASA process, from Draft Terms of Reference via NPA, comments and responses to agency Opinion/ Decision and legal implementation at key points of the timeline.

You can obtain an overview of the regulations currently open for consultation by stakeholders by using the search filters in the sidebar on the right.

The Rulemaking Development Tool can be accessed by member organisations through their elected representatives. If you are interested in contributing comments to the online tool on behalf of a member organisation, please apply for a User ID and Password to the administrator at [dr.andrea.lorenz@googlemail.com](mailto:dr.andrea.lorenz@googlemail.com)

Please state which EAS member you represent in your initial email.

We welcome feedback on the layout of the online tool and ease of use.

### ***GRAHAM LYNN - David Phipps, Graham's successor at the British Model Flying Association and at Europe Air Sports, writes:***

It was with great sadness that we learned of the death of Graham Lynn MBE FSMAE on 12th April, only a month after he had attended the EAS General Conference and had addressed the delegates on the topic of RPAS and model aircraft.

The contribution that Graham made to the activity of model flying over many years was remarkable. After a long career as an engineer in the RAF (rising to the rank of Wing Commander) and serving as RAF Model Aircraft Association Chairman, he joined the British Model Flying Association in 1994, initially as General Secretary and then as Chief Executive.

Amongst his many significant achievements for model flying, he was instrumental in securing additional frequencies within the 35MHz band and for negotiating the changes in legislation required to permit the use of the 2.4GHz frequency band for model flyers.

Graham became an Aeromodelling Advisor to Europe Air Sports in 1995 and fulfilled that role until the 2015 EAS Conference. He devoted a great deal of effort to ensuring that the sport and recreational flying of model aircraft was protected from the interests of the developing commercial operations of Small Unmanned Aerial Systems. He also participated in several EUROCAE (European Organisation for Civil Aviation Equipment) working groups dealing with technical considerations.

In addition to model flying, Graham was also a member of the British Microlight Aircraft Association and owned a Pegasus Quantum weight shift microlight.

Graham had suffered with several health issues over the last couple of years and was undergoing treatment for cancer. However, his condition appeared to be under



control and his sudden death has come as a huge shock for his family and friends.

Our condolences and sympathy are with his wife Doreen and daughter Catherine who were both present when Graham passed away.

***Marcel Felten worked with Graham at Europe Air Sports for some years and adds:***

Graham was a lifelong supporter and defender of aero modelling, both nationally and internationally through his involvement as Technical Officer for Europe Air Sports. His well reflected and to the point advice has been a great help to us. He was a member of two working groups of EUROCAE, representing EAS. Furthermore he assisted the board in meetings with the European Commission, in particular when RPAS started to emerge. He was well appreciated by the members of the two groups and his professional advice was listened to in the decision making process.

Europe Air Sports not only loses a friend but also a true professional who has always made his points and position very clear.

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