

**AUTUMN 2017**



*Miroslav Novotny's EGO Trike (Markus Jegerlehner)*



*Alisport Silent II Electro piloted by Stefano Ghorzio (Markus Jegerlehner)*

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## FOUNDER OF EUROPE AIR SPORTS FRED MARSH DIES AGED 92



We are sad to report that Fred Marsh died on Friday 27th October. *Dave Phipps, General Secretary of the Royal Aero Club of the UK, writes:* Fred Marsh was widely known in sporting and general aviation circles and made a significant and sustained contribution for more than 50 years. He was a member of the Royal Aero Club for over 50 years and served as Chairman in 1996-1997.

Fred began Air Racing in 1964. He was a founder and Chairman of the Formula Air Racing Association and was British Air Racing Champion in 1972.

Fred also founded and was the first President of Europe Air Sports in 1988, created due to concern about the potentially damaging impact of pan-European aviation regulations on air sport activities.

Fred received recognition from the Honourable Company of Air Pilots in 2016, when they awarded him their Sword of Honour, for an 'outstanding contribution to General Aviation'.

Fred was a true gentleman with an encyclopaedic knowledge of UK aviation, who always lit up the room with his charm, good humour and monocle. He was truly a 'one off'.

### DAVID ROBERTS, EUROPE AIR SPORTS' PRESIDENT

*We copy here a letter that was sent to all Presidents, Chairmen and Secretary Generals of the members of Europe Air Sports.*

On behalf of our President David Roberts we inform you that for the time being he is unable to actively lead our organisation. There is no estimate when he can return to exercise the presidency in full.

After returning from our meeting in Brussels on 21st/22nd September David had to be admitted to hospital in Cheltenham, UK on 23rd September. He was transferred to the world-leading John Radcliffe heart centre of the Oxford University Hospitals Trust on Friday 6th October where a week later the surgeons performed an open heart quadruple Coronary Artery Bypass Graft ("CABG"), known with typical English medical humour as a "cabbage". The surgery was uneventful, it went well, and he returned home last Friday.

Naturally, David is still very weak. It takes a long time for energy levels to return, and he will make the decision in due course when he will be able to take up his presidency again. Certainly it will be a few months until he is back in full swing. David will be following EAS matters from home but please do not overload him with detailed messages, questions or decisions.

Until David has recovered, the board and I will continue to manage the affairs and activities of EAS. We are also ready to receive your inputs, comments and critique. Please feel free to contact me and/or our Secretary General Pierre Leonard or the Programme Manager René Meier.

We all wish David a quick and complete recovery. He hopes to get his aero-medical back next year to continue his much-loved sailplane flying.

Rudi Schuegraf  
Senior Vice-President

### **"WE'VE GOT RATHER GOOD NEWS FROM THE AGENCY WITH REGARD TO THE SPI ISSUE" reports Michel Rocca**

For those who are not yet familiar with this acronym, SPI stands for 'Performance and Interoperability of the Surveillance' and deals with Mode S transponders and ADS-B equipment. It refers to regulation (EU) No 1207/2011 as amended.

- First, the cost-benefit analysis carried out by the Agency on the basis of a series of surveys among airspace users and airspace managers (ATM - Air Traffic Management or ANS - Air Navigation Services) is not convincing.
- Secondly, the analysis of the 1030/1090 MHz usage reveals that any decision on the radio frequency spectrum would be premature considering the changes associated with the upcoming UAS (Unmanned Aircraft Systems) integration.
- Thirdly, everyone is now aware that the Eurocae (European Organisation for Civil Aviation Equipment) standard does not allow the replacement of radar coverage by ADS-B coverage in medium to high density airspace. This limits the expected benefit of a radar rationalisation.
- Fourthly, no operational benefits have been identified so far from a full implementation of ADS-B beyond those brought by Mode S (elementary and enhanced).

As a result, the Agency will only propose to the Commission a minor amendment of the SPI regulation.

No NPA will be issued. No amendment to the existing compliance dates will be proposed to the Commission. So, the current ADS-B mandate is kept unchanged.

The Agency will now work on the development of a CNS (communication, navigation, surveillance) strategy in a one or two-year time frame.

### ***Julian Scarfe reports on recent developments***

#### **DECLARED TRAINING ORGANISATIONS and SAILPLANE AND BALLOON OPT-OUT – more good news**

At the October 2017 EASA Committee, the new rules on Declared Training Organisations were voted through. They will apply from 8 April 2018, though a derogation allows registered facilities to continue operating until April 2019.

Thanks to the support of a number of key member states to whom EAS had explained the importance of the issue, the deadline for the implementation of Sailplane and Balloon flight crew licensing rules has been extended until April 2020. This will allow time for the project at EASA on the development of proportionate rules for Sailplane and Balloon flight crew licensing to deliver.

#### **8.33 KHZ WORKSHOP – a review of the current situation on implementation**

On 27 Oct 2017, the European Commission held a workshop on the implementation of 8.33 kHz voice channel spacing (VCS). Julian Scarfe represented Europe Air Sports at the workshop.

Maurizio Casteletti, head of the Single European Sky section of the Aviation Directorate, gave an introduction. The network manager, Eurocontrol, then gave a summary of progress in implementation of the conversion of 25 kHz channels to 8.33 kHz, against the backdrop of a 31 Dec 2018 deadline for states to convert. Of more than 9,000 total frequency assignments

- only 2,055 have been converted to 8.33
- there are 3,331 planned for conversion in 2018
- 2,656 are the subject of exemptions notified by states
- there is no plan known to the Commission or the network manager for 1,067 assignments.

The network manager's model suggests that provided the conversions take place as planned, there will be enough capacity in the system to satisfy demand.

In the first panel session, Air Navigation Service Providers such as LVNL, NATS, DFS and Avinor (from the Netherlands, UK, Germany and Norway) gave an account of their progress. In the Netherlands conversion is almost complete. At the other end of the spectrum, Norway has no experience with 8.33 conversions, and does not intend any. This

is manageable because Norway is at the edge of Europe where demand for frequencies is limited.

In the second panel session, NAAs and stakeholders discussed exemptions. Some of these exemptions are subject to an impact assessment by the network manager, and the



Commission has not yet accepted all the states' plans. The Netherlands intends exemptions only for state aircraft, using UHF channels instead. By contrast, France intends to convert over a longer period, with a little over 50% completion by mid-2019, and 170 assignments planned between 2022 and 2026. It therefore intends exemptions for users from the equipage requirements, and estimates about 30% of its sports and recreational aviation fleet will be 8.33 equipped. The radio manufacturer Funke attended; they told us that they have raised production levels significantly and have supplied more than 11,000 8.33 radios to the European GA fleet.

In the third panel session, on ensuring a harmonised transition, NAAs and airspace users were represented. Julian Scarfe, on behalf of EAS, challenged the assertion that full conversion is required, arguing that a significant proportion of frequencies can be retained on 25 kHz without major impact to the overall network. Others, like Belgocontrol, are concerned about the safety consequences of having aircraft that are incapable of 8.33 kHz operating in an environment where there are a majority of 8.33 channels. Michael Erb of IAOPA-EUR mentioned the failed attempt to get co-funding (20%) for 8.33 airborne equipment in 2016-7. The Commission assures us that funding in the current 2017-8 call should be possible. This will cater for those aircraft that may be able to use exemptions to equip after the 31 Dec 2017 deadline for airborne equipage.

In summary, the Commission acknowledged that there are many lessons to learn from this project. Poor information on states' plans has made it difficult to take a harmonised approach across Europe. There is a realisation that full conversion of even those planned frequencies by the end of 2018 is unrealistic. It intends to monitor implementation and escalate where necessary through the Single-Sky Committee. There is however no intention to amend the regulation to extend deadlines, either for airborne equipage (end 2017) or conversion of frequencies (end 2018). Another workshop is intended next May.

There was general agreement that better harmonisation of exemptions is required, to help both airspace users and the network manager, but no mechanism was proposed for this harmonisation, other than improving dialogue.

It is disappointing that we have reached this point seven years after the work to formulate the VCS regulation. Leaving exemptions to individual states was inevitably going to lead to the chaos we have now. EAS remains convinced that full conversion to 8.33 by 2018 is not necessary to provide sufficient capacity, as the Commission's apparent acceptance of some states' exemptions has demonstrated. If a more structured and harmonised approach to conversion had been taken, we would have been able to deliver a greater benefit at a lower cost to all.

### **EASA BASIC REGULATION: BREAKTHROUGH ON THE 600KG QUESTIONS BUT DISCUSSION CONTINUES ON OTHER RELEVANT ISSUES – *Timo Schubert reports***

Following long and difficult discussion between the European Parliament, the Council (EU Member States) and the European Commission, an informal agreement has finally been reached on Member State competence for aircraft up to 600kg (650kg for seaplanes).

Since the beginning of the legislative process in 2015 Europe Air Sports has run a dedicated and intensive campaign at the EU political level, in order to fight for the interests of sports and recreational aviation.

While the compromise on the 600kg stops short of our initial position, which called for all aircraft up to 600kg to be regulated nationally, it is a good and workable compromise. It will benefit the air sports community by empowering the Member States to make a decision to regulate aeroplanes, helicopters and sailplanes between 450kg and 600kg (650kg for seaplanes) MTOM nationally. Making use of this option is often referred to as the "opt-out".

All aircraft already covered by Annex II (soon I) of the Basic Regulation will continue to be regulated nationally by default. The agreement represents the politically possible, after various influential Member States had strongly opposed national regulation up to 600kg. The alternative would have been no regulatory changes to this class of aircraft.

Even though the 600kg issue is now solved it is important to keep up the campaign, in order to assert our position on other important aspects of the regulation. Efforts are now being made to improve the definition of Amateur Built Aircraft. Currently, such aircraft are protected by Annex II of the Basic Regulation, if they have been built more than 51% by amateurs. Our objective is to create an alternative hours factor to the definition, in order to make it more transparent and the building of Amateur Built Aircraft more attractive. The European Parliament supports this endeavour and suggests the amendment to "300 hours or 51% whichever is the lesser" to the definition. We understand the European Commission does not oppose this, but the Member States have so far been reluctant to accept this position.



*Amateur builders working on a Eurofox*

Other noteworthy issues still to be decided concern the definition of Commercial Air Transport and the level of detail in the essential requirements of the regulation. As the EU gains powers to regulate drones, the protection of model aircraft appears to have been assured at this point.


Europe Air Sports will continue to approach the policy makers actively in order to promote our positions.

Finally, it is important to recall that all these issues will only become applicable after agreement has been found on many other (unrelated) items – so that the revised Basic Regulation can be adopted and published. This process could easily take another year.

## **WHERE ARE WE ON RULE MAKING TASKS (RMT)?**

***An overview presenting the latest situations regarding on-going and future tasks, by our Programme Manager René Meier***

<p><b>B2L and L Licences</b> (RMT.0135; NPA 2012-15 of 4/10/2017) ToR published and Comment period ended in 2013.  Opinion 05/2015 on this subject was published in 2015, a draft Commission Regulation is available. However, at the last two EASA Committee Meetings no vote was held. According to the Commission there is a chance for adoption during 2017/Q4 or 2018/Q1.</p>	<p>NPA Notice of Proposed Amendment Q Quarter of a year B2L Mechanics License as per Part-66 L Mechanics Licence as per Part-66 EASA European Aviation Safety Agency TMZ Transponder Mandatory Zone ToR Terms of Reference</p>
<p><b>ATM/ANS&gt;&gt;&gt;Aerodrome Flight Information Services</b> (RMT.0464; NPA 2016-09 (A)(B) of 14/9/2016) The ToR for this RMT were published in 2014 and the NPA has followed.  In June 2017 a workshop took place in Cologne where all stakeholders discussed the feasibility of more widespread AFIS at smaller aerodromes where pure ATC is not necessarily required. The relevant</p>	<p>ANS Air Navigation Services ATM Air Traffic Management AFIS Aerodrome Flight Information Services (part of</p>

<p>Regulations (550/2004, 216/2008, 923/2012 and 2017/373) are to be considered and we are waiting for a new or adjusted "Basic Regulation", so the outcome of this RMT is not easily predictable.</p> <p>One point seems to be clear to me: For regional aerodromes cheaper solutions than "legacy ATC" must urgently be found as soon as possible. The Agency is now preparing an "Opinion" on Part-ATS. The publication was planned for the second quarter of 2017, but this did not happen. The publication date planned for the decision will probably also slip slightly...</p>	<p>ATS, but not of ATC)</p> <p>ATC Air Traffic Control</p> <p>ATS Air Traffic Services</p>
<p><b>Introduction of a regulatory framework for the operation of drones, unmanned aircraft system operations in the open and specific category</b> (RMT.0230)</p> <p>This is a totally unorthodox RMT, it started with A-NPA 2015-10 in 2015 which produced an Opinion of Technical Nature, a product not known before. ToR were then published, followed in May 2017 by NPA 2017-05 with Parts (A) and (B).</p> <p>The extended comment period ended in September. More than 3,000 comments were posted, some of them highly controversial. According to the Agency's plan the Opinion should be ready for 2017/Q4, Implementing Rules (IR) for 2018/Q1, CS, AMC and GM for 2018/Q2.</p>	<p>AMC Acceptable Means of Compliance</p> <p>A-NPA Advanced Notice of Proposed Amendment</p> <p>CS Certification Specifications</p> <p>GM Guidance Material</p> <p>IR Implementing Rules</p>
<p><b>Part-ML, or Part-M light</b></p> <p>(RMT.0547; NPA 2015-08 of 9/7/2015)</p> <p>Opinion 05/2016 was published in 2016 on this subject. A draft Commission Regulation is available. However at the last two EASA Committee Meetings no vote was held, because legal services disagreed on the texts. According to the latest information from the Commission there is a chance for adoption during 2017/Q4 or 2018/Q1.</p>	
<p><b>SERA Part C</b></p> <p>(RMT.0609, RMT.0610; NPA 2014-05 of 18/2/2014)</p> <p>Opinion 04/2014 was published in 2014. Approval followed in May 2016, with the implementation of the first part in August 2016. The last part entered into application on 12 October 2017. Relevant bits for us:</p> <ol style="list-style-type: none"> <li>1) States can allow shorter VFR flight plan filing times;</li> <li>2) Transponder use is mandatory if fitted and operational and if electric power is available – otherwise only required in TMZ.</li> <li>3) ICAO phraseology extended (mostly as AMC);</li> <li>4) Compulsory English use <b>at largest</b> international airports;</li> <li>5) Handsigns from the flightdeck to the marshalls.</li> </ol> <p>Please refer to your local/national publications for full clarity.</p>	<p>ICAO International Civil Aviation Organisation</p> <p>SERA Standardised European Rules of the Air</p> <p>TMZ Transponder Mandatory Zone</p> <p>VFR Visual Flight Rules</p>
<p><b>Simpler, lighter and better Part-FCL requirements for general aviation</b></p> <p>(RMT.0678)</p> <p>ToR published in September 2016, NPA planned for 2020/Q2.</p> <p>Focused consultation, Opinion planned for 2021/Q2, publication of the Decision in 2022/Q4. To my great disappointment not much will happen during the period of validity of EPAS 2018-2022. There will be a delay to the original plan of some three years, to the detriment of general aviation.</p>	<p>EPAS European Plan for Aviation Safety</p>

<p><b>Performance-based Navigation (PBN) for Instrument Flight Rules (IFR)</b> (RMT.0639; NPA 2015-01 of 19/1/2015)</p> <p>Opinion 10/2016 was published in 2016. If legal scrutiny is finished in time, a vote in October 2017 is possible. There will be a staggered introduction:</p> <ol style="list-style-type: none"> <li>1) Non-precision approach runways, all new ones and all en-route by 2020;</li> <li>2) Precision approach runways, SIDs, STARs by 2024;</li> <li>3) Rationalising of traditional approaches by 2030.</li> </ol>	<p>IFR Instrument Flight Rules</p> <p>SID Standard Instrument Departure Routes</p> <p>STAR Standard Arrival Routes</p>
 <p>Pilot Training</p>	<p><b>Training outside Approved Training Organisations</b> (i.e. at Declared Training Organisation...) (RMT.0657; NPA 2015-20 of 18/12/2015)</p> <p>Opinion 11/2016 was published in September 2016, discussions were held during EASA Committee Meetings. The latest information states that the written voting procedure is envisaged. Member states were generally supportive.</p> <p>At the October 2017 EASA Committee, the new rules on Declared Training Organisations were voted through. They will apply from 8 April 2018, though a derogation allows registered facilities to continue operating until 8 April 2019. More information will follow as soon as open technical questions are resolved.</p>
<p><b>Revision of the European operational rules for balloons</b> (RMT.0674)</p> <p>NPA none</p> <p>Opinion 01/2016 published on 6/1/2016</p> <p>Draft Commission Regulation is available.</p> <p>The EASA Committee voted in favour in June 2017.</p>	
 <p><i>LS8 slope soaring (Jon Lewis)</i></p>	<p><b>Revision of operational rules for sailplanes</b> (RMT.0698)</p> <p>The Terms of Reference (ToR) were published in 2016 and a dedicated workshop was arranged by the Agency. No NPA was prepared. Opinion 07/2017 was published in August 2017.</p> <p>Julian Scarfe's comments on the latest situation can be read on page 3.</p> <p>This is the link to the Opinion: <a href="http://www.easa.europa.eu/document-library/opinions/opinion-072017">http://www.easa.europa.eu/document-library/opinions/opinion-072017</a></p> <p><b>Revision of the sailplane licencing requirements</b> (RMT.0701)</p> <p>An NPA is planned for 2018/Q1. The related Opinion will follow by 2018/Q2 with a Draft Commission Regulation. Afterwards there will be a presentation/discussion at EASA Committee level. Planned for adoption 2019/Q2, with the Decision at the same time.</p>
<p><b>Evaluation on provisions for Part-FCL</b> (RMT.0718)</p> <p>ToR are planned for 2018 with a report to be published in 2019, no more details available for the moment.</p>	

## SMART FLYER CHALLENGE SEPTEMBER 2017, GRENCHEN (SWITZERLAND)



*Reported by René Meier*

In September 2017 we had about  $\frac{3}{4}$  of electrically powered aircraft at Grenchen, on ground and in the air, despite terrible weather conditions on the first day, when only a handful of flights were possible.

*Max Drobyshev travelled from Ukraine to Grenchen, to use his aircraft to protect him from the pouring rain... (Jan Fridrich)*

The conferences held by top-qualified speakers led to the following conclusions:

The advantages of electric engines are:

- Higher efficiency than combustion engines;
- Quicker reaction on inputs and higher acceleration;
- Simpler construction;
- Easier maintenance;
- Silent operations;
- No risk of "overboosting";
- Lower weight than a comparable combustion engine.

There are some disadvantages to be considered today:

- The energy density still is at a low level, that means billions of GBP/EUR/CHF are required to find solutions;
- For the next several years only hybrid systems offer enough endurance for powered flight, except for aerobatics training and sustainer functions;
- It must be understood and accepted that some of the forms of production of electric energy cause concern;
- No aerodrome is really ready today for electric aircraft. (Biggest challenge for the organiser of the event!)

The next "smartflyer challenge" will be held in September 2018, again at Grenchen (LSZG).

For more information about the 2017 smartflyer challenge contact [r.meier@europe-air-sports.org](mailto:r.meier@europe-air-sports.org), for plans and details about 2018, contact [daniel.wenger@samrtflyer.ch](mailto:daniel.wenger@samrtflyer.ch)

### KEY CONTACTS

President	David Roberts	<a href="mailto:d.roberts@europe-air-sports.org">d.roberts@europe-air-sports.org</a>
N.B. David is currently not well and is not able to function fully as President. During his convalescence Rudi Schuegraf is acting as the contact.		
Senior Vice-President	Rudi Schuegraf	<a href="mailto:r.schuegraf@europe-air-sports.org">r.schuegraf@europe-air-sports.org</a>
General Secretary – central EAS management & administration	Pierre Leonard	<a href="mailto:p.leonard@europe-air-sports.org">p.leonard@europe-air-sports.org</a>
Programme Manager and regulatory work	René Meier	<a href="mailto:r.meier@europe-air-sports.org">r.meier@europe-air-sports.org</a> +41 79 333 63 93 Skype meierswitzerland
Newsletter Editor	Diana King	<a href="mailto:d.king@europe-air-sports.org">d.king@europe-air-sports.org</a>