

JULY 2016



*Competition time!
Competitors at a
gliding competition,
almost ready to
launch on a nice day
(photo Marc Corrance)*

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DISCUSSIONS CONTINUE ON RECAST OF THE BASIC REGULATION

Timo Schubert, our political adviser, reports: Since the last update of April 2016 discussions on the recast of the Basic Regulation have advanced considerably.

At Council level (i.e. EU Member State representatives) a progress report has been adopted which only partially addresses issues of relevance to EAS. The question of increasing the weight limits of Annex I (previously Annex II) to 600kg MTOM has been postponed to after

the summer break. This means that the Slovak Presidency of the Council will have to address the matter again during its term (July-December 2016). Generally speaking we can sense some reluctance to accept increased powers for the Member States. At the same time there appears to be more support for a solution whereby EASA would be forced to come forward with more appropriate rules for light aircraft in a given time frame.

In a parallel process the European Parliament's Committee on Transport and Tourism (TRAN) has also considered the Basic Regulation. Following an initial debate, over 1,000 amendments have been tabled by MEPs. We are pleased to report that following numerous meetings we have had with them, deputies have recognised the high importance of this file for sports aviation. This is reflected in amendments, which would be favourable to the development of our sector. Significantly, these include demands to raise the weight limits in Annex I to 600 kg and better define amateur built aircraft. MEPs also call for changes to the definition of Commercial Air Transport, in a way that which would make it easier for clubs to organise trial flights. Very importantly, for our aeromodellers, there is also an amendment which would exclude most of model flying from the remit of EASA, if exercised in a model flying organisation.

After the summer break Parliament and Council will resume their activities. EAS will continue to represent the interests of its members at all necessary levels. We hope to be able to provide a further update by October.

NPA 2016-03, WHAT IS IT ABOUT, AND WHO IS CONCERNED?

In one sentence: It is important for persons and organisations interested in or conducting flight training for ATPL, CPL, IR, CB-IR, EIR. Here René Meier, EAS Programme Manager, presents an overview.

NPA 2016-03 (A) to (F) was published on 9 June. It comes in 6 parts and deals with technical knowledge (TK) syllabi for ATPL, CPL, IR, CB-IR, and EIR. It also mentions the provision for FI to have TK at CPL theory level, but does not offer a solution. It is only stated that another Rulemaking Group should tackle this topic. We all know: one quick solution is highly welcome. On 8 July I distributed the first information about the structure of the NPA:

- NPA 2016-03(A) contains all standard information and proposed amendments to Part-FCL, Part-ARA, Part-ORA of 1178/2011, plus references
- NPA 2016-03(B) contains the subjects 020, 021, 022
- NPA 2016-03(C) contains the subjects 010, 031, 032, 033, 034
- NPA 2016-03(D) contains the subjects 050, 061, 062
- NPA 2016-03(E) contains the subjects 070, 081, 082, 090 where VFR and IFR communications are now combined (rationale: "we share the same airspace"). It contains more exam questions and more time should be made available for answering these questions.
- NPA 2016-03(F) contains subject 040 and a new Area 100 - KSA which stands for Knowledge, Skills and Attitudes, for the higher licences.

After reading all 1038 pages and after the 15 July workshop held at Cologne, here are some remarks:

- a) New technologies are, at last, influencing TK and Learning Objectives (LO).
- b) Subjects 022, 061, 062 require our full attention, I think.
- c) A bit unclear, to me at least, was the significance of the newly added column Basic Knowledge (BK) that we find in the syllabus tables. The answer I got when I asked was: we want to avoid duplication of elements learned earlier, e.g. during basic training for a LAPL or a PPL.
- d) Competence-based IR (CB-IR) and En-route IR (EIR) TK requirements remain identical. Both ratings require a minimum of 80 hours of TK learning.

- e) (Normal) IR TK requirements remain at a considerably higher level as regards the contents and the hours to be invested in it.
- f) A number of LO's were deleted with remarks like "outdated", "figures are not important for practical use", "irrelevant", "of no practical value/use", "unnecessary knowledge", "too vague", "too basic", and others. An important one: "The pilot asking for a medical does not need to know what the doctor must undertake".
- g) Some syllabi were reconfigured by putting together what must be learned together (e.g. subject 022 and 062)
- h) The term "Declared Training Organisation" was mentioned once, without details.
- i) No details were communicated as regards a possible "Basic Instrument Rating".

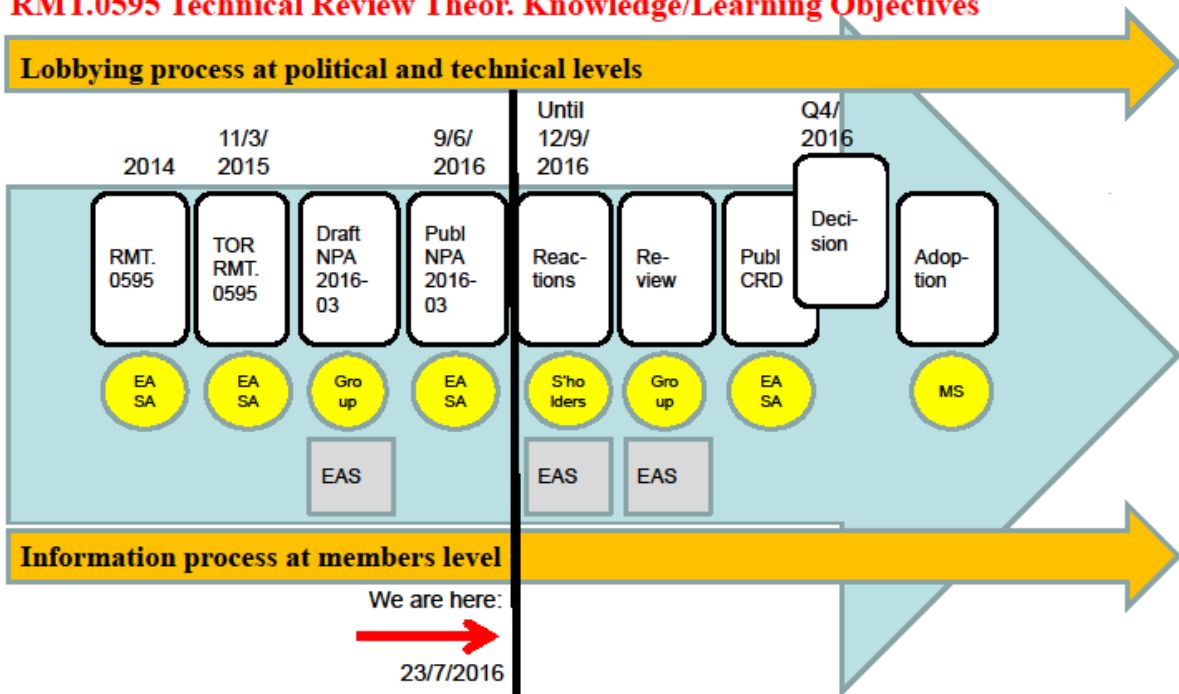


Europe Air Sports Programme Manager, July 2016
"Story line"

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Comment period
ends on 12/9/2016

RMT.0595 Technical Review Theor. Knowledge/Learning Objectives



The comment period ends on 12 September 2016. I intend to submit comments in co-operation with PPL/IR, EPFU and an Aero-Club of Switzerland working group. To best cover the wide range of NPA 2016-03 I kindly invite you to send me your contributions, the electronic address is, as usual r.meier@europe-air-sport.org

FLIGHT TRAINING OUTSIDE APPROVED ORGANISATIONS - Rudi Schuegraf reports on progress

In the last newsletter issued in April, we reported that in NPA 2015-20 EASA had re-introduced the "Approval" requirement for GA training that was designed to be completed outside Approved organisations. Two meetings of the taskforce in March and early May resulted in EASA following the EAS interpretation of the Basic Regulation, namely that a deviation from "Approved Organisations" is a legal option. This option was introduced to stakeholders and National authorities in a dedicated workshop on 19. May 2016.

The latest text now aims for the introduction of a “Declared Training Organisation” (DTO), modelled on the declaration concept that is already known from Regulation 965/2012 (EASA Part OPS).

The proposal of the new Basic Regulation will define a ‘declared activity’ as being an activity carried out on the responsibility of the declaring organisation. The ultimate responsibility for ensuring compliance with all applicable requirements and a safe operation remains with the organisation. The competent authority* will be required to exercise risk- and performance-based oversight. This oversight model is consistent with the provisions in Regulation (EU) 965/2012 (‘Part-NCC and Part-NCO’).

The new DTO option will be available for providers of training towards LAPL, PPL, SPL and BPL, including class ratings (aeroplanes) and type ratings (helicopters) as well as other ratings relevant for GA (such as night rating, towing rating etc.). For sailplanes and balloons, the possible training scope will also encompass training towards instructor certificates and, subject to prior approval, examiner certificates.

No prior approval will be required to become a DTO. Before commencing training activities, a DTO needs to declare its activities to the competent authority, submitting detailed information about the organisation, its activities and the training programmes used. The competent authority will verify the information on the declaration and assess the DTO training programme for Part-FCL compliance as part of the oversight process. No formal approval is required, with the exception of training courses for examiners for sailplanes and balloons.

DTOs will be required to comply at all times with the requirements of Part-DTO. These also contain simplified provisions for internal compliance monitoring and safety management. To facilitate the competent authority’s risk- and performance-based oversight, the DTO will be required to send copies of an annual internal review and an annual activity report once a year.

During the declaration process as well as while conducting oversight, the competent authority will be entitled to address any non-compliance detected, by requesting supplemental information or changes and, finally, by taking appropriate enforcement measures including limiting or prohibiting the training activities, if necessary.

This change to the EC Regulation 1178/2011, the Aircrew Regulation, should be in force in April 2017, one year before the opt-out period ends in April 2018. This would give the Member States one year to finish the preparatory work to allow Declared Training Organisations to start training.

* A ‘competent authority’ is designated by the Member State. Some states require it to be the NAA; others appoint more than one competent authority, such as the national Aero Club or other appropriate organisations.

EASA ROADSHOW



(Picture by AeroExpo 2016, from the Internet)

The Agency presented the Roadshow, which had been held previously, also at the “AeroExpo” at Sywell (UK) on Saturday, 2 July 2016. Julian Scarfe, Member of the Board, and René Meier, Programme Manager, attended the event. René gives a short overview.

As regards the impressive list of presentations, one particularly attracted Julian and René's interest: The "GA Road Map – Working towards simpler, lighter, better rules for GA", presented by Boudewijn Deuss, Regulations Officer of the Agency. The cornerstones of the GA Roadmap are:

- An agreed risk hierarchy
- Agreed strategic principles
- Co-operation of all stakeholders
- Commitment at all levels
- Changes to the Basic Regulation (EC) No. 216/2008

As a consequence, these are the "GA Roadmap Key Issues":

- Changes to the Basic Regulation (EC) No. 216/2008
- Part-M Light
- (More accessible) Instrument Flight Ratings
- Aircraft (Standard) changes and repairs made easy
- More options for pilot training
- Simpler, lighter, better Part-FCL requirements for GA
- Balloon Regulation
- Simpler certification
- Reorganisation of CS-23 (and CS-VLA) using industry standards
- Communication and technical training

Another presentation interested René, the one of Matt McCaughan on: "Mountain and Strip Flying" in New Zealand, a well prepared introduction to mountain flying with powered aircraft, similar to what we are familiar with in our mountain areas. In one sentence: As long as the aircraft climbs faster than the mountains do, (nearly) no problems arise. This is true also for New Zealand. "Is there a difference?" you may ask. Yes, there is, at least in the film sequences presented: The aircraft were much more colourful, mostly yellow, so contrasting much better with the background than most of the aircraft in our areas do.

AIR OPERATIONS

Our Board Members looked at the Regulation (EU) No. 2016/1199 published recently. It amends the existing regulation on air operations, which is in Regulation (EU) No. 965/2012. René Meier presents today the key elements, a more elaborate comment will follow later.

The new regulation contains provisions for Part-NCO, Part-SPO and others. These new rules shall apply to non-commercial operations and to specialised operations with balloons and sailplanes from different dates onwards.

Performance-based navigation and better defined risk-based oxygen requirements found their place within Part-NCO.

FUEL PLANNING AND MANAGEMENT –

NOTICE OF PROPOSED AMENDMENT (NPA) 2016-06, OPEN FOR CONSULTATION

On 15 July 2016 the Agency published NPA 2016-06 on the topic of Fuel Planning and Management, which includes our operations. Julian Scarfe, member of our Board, contributed to a great extent to the NCO part of this NPA in order to get a risk and evidence based set of provisions appropriate to our activities.

René Meier, Programme Manager, presents the core elements of the NPA. His contributions are based on the EAS position paper, which comments on the Terms of Reference (ToR) developed by Julian Scarfe on 6 April 2015. He also uses the Agency's texts introducing the NPA, which are based on ToR for Rulemaking Task RMT.0573.

EASA states:

“THE AIM OF THIS NPA IS TO:

- provide a comprehensive and updated set of safety requirements for developing and overseeing operators’ fuel schemes, by addressing the identified gaps with regard to the in-flight fuel management policy;
- enable European operators to take advantage of the latest technologies and the effectiveness of their management system when developing and managing their fuel schemes; and
- increase operational efficiency, thereby having cost and environmental benefits.”



‘Hot’ helicopter refueling (photo Diana King)

Through the present NPA the Agency wishes to ensure adherence to the International Civil Aviation Organisation (ICAO) after the adoption of Amendment 36 and 38 to Part I of Annex 6. In this Annex, ICAO recognised the need to amend and update the fuel and alternate-aerodrome-selection requirements, many of which have remained unchanged since their adoption in the 1950s, when the aviation world was quite different from today’s.

NPA 2016-06 comes in three sub-NPAs as follows:

- Sub-NPA 2016-06 (A): Aeroplanes — Annex I (Definitions), Part-ARO & Part-CAT
- Sub-NPA 2016-06 (B): Helicopters — Annex I (Definitions), Part-CAT, Part-SPA, Part-NCC, Part-NCO & Part-SPO
- Sub-NPA 2016-06 (C): Aeroplanes/helicopters — Part-NCC, Part-SPO & Part-NCO

ARO – Authority Requirements for Air Operations

CAT – Commercial Air Transport

SPA – Operations requiring Specific Approvals

NCC – Non-commercial operations with complex-motor-powered aircraft

NCO – Non-commercial operations

SPO – Specialised Operations

The “links” to the three parts are here:

(A): <http://www.easa.europa.eu/system/files/dfu/NPA%202016-06%20%28A%29.pdf>

(B): <http://www.easa.europa.eu/system/files/dfu/NPA%202016-06%20%28B%29.pdf>

(C): <http://www.easa.europa.eu/system/files/dfu/NPA%202016-06%20%28C%29.pdf>

An interesting “intro” precedes NPA 2016 (C):

"This sub-NPA proposes different measures for non-commercial air operators of complex motor-powered aircraft (Part-NCC), specialised operations (Part-SPO) and non-commercial air operators of other-than-complex motor-powered aircraft (Part-NCO). For Part-NCC and Part-SPO, the proposed amendments will improve alignment of Part-NCC and Part-SPO fuel planning requirements with the commercial air transport operations (Part-CAT) basic fuel scheme. For Part-NCO, the proposed amendments to fuel planning requirements reflect a performance-based approach in aviation regulation by replacing prescriptive rules with rules based on safety objectives, as well as with appropriate acceptable means of compliance (AMC)/guidance material (GM). For all, Part-NCC, Part-SPO and Part-NCO, in-flight fuel management requirements are aligned with ICAO Annex 6, Part II.

Note: Although ICAO Annex 6 is not applicable to aerial work (Part-SPO), for consistency reasons, it was decided that Part SPO will follow the Part-NCC approach...."

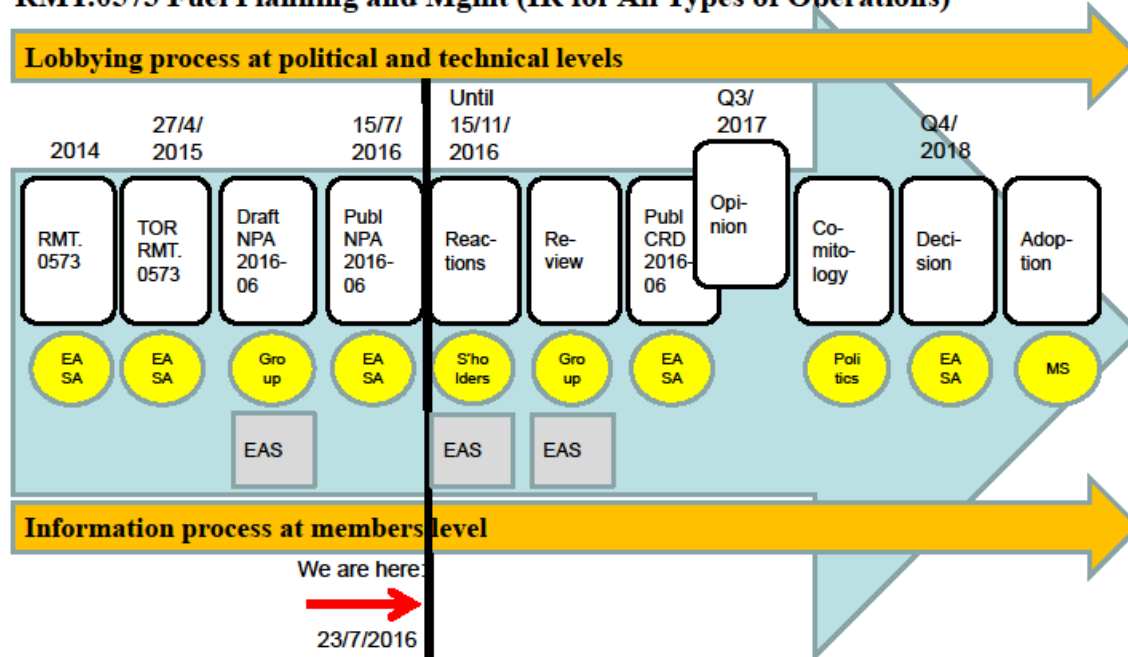


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Europe Air Sports Programme Manager, July 2016
"Story line"

NPA 2016-06 comment period ends on 15/11/2016

RMT.0573 Fuel Planning and Mgmt (IR for All Types of Operations)



This sub-Notice of Proposed Amendment (sub-NPA) addresses a proportionality and 'level playing field' issue related to fuel planning and management for non-commercial air operations.

The specific objective of this sub-NPA is to reduce the economic burden on operators and achieve harmonisation with the International Civil Aviation Organization (ICAO) where possible, without reducing the safety level in the context of fuel planning and management.

The proposed changes are expected to reduce regulatory burden, increase cost-effectiveness, and improve harmonisation both with ICAO and with the other Annexes to Regulation (EU) No 965/2012, while maintaining an adequate level of safety.

The comment period ends on 15 November 2016, we have four months to prepare our comments. EAS is committed to get the best possible fuel planning and management provisions, all of them risk and evidence based and covering the operational needs of all members.

UK REFERENDUM 23 JUNE 2016 – BREXIT: LEAVE EU – a comment from Rudi Schuegraf, Senior Vice-President of Europe Air Sports

On Friday morning, 24. June 2016, the result of the referendum was made public. The majority of the British people had decided in a democratic process to vote to leave the European Union. It is not up to the Board of Europe Air Sports to comment politically or speculate on this result; Europe Air Sports was founded as and still is a non-political association representing the airports interests of its members.

Membership in EAS is open to “national airports organisations ...of the FAI and ...of the European Civil Aviation Conference (ECAC) and to European organisations representing airports organisations in Member countries”.

Membership of the European Union is as such not a criterion or precondition for British air sports organisations’ membership of EAS. And as long as the government of the UK has not declared the application of Article 50, the exit declaration, the UK remains a full member of the EU with all rights and obligations.

Therefore, the result of the referendum vote to leave the European Union has no intrinsic implication and effects on EAS. Work will be completed as usual to the benefit of the members.

The board will assess the situation again, should new developments come up in future that depend on the “Brexit” decision and the results of the negotiations, after Article 50 has been declared by the British government.

NEW VACANCY NOTICES AT EASA: FLIGHT STANDARDS DIRECTOR

A vacancy notice for a temporary agent position has been published on the [EASA website](#). The position is for a Flight Standards Director, with a 5 year contract in the Flight Standards Directorate based in Cologne, Germany. The deadline for applications is 15 Sept 2016.

Interested candidates are invited to submit their application through the online EASA eRecruitment Tool. To find out more on how to apply, click [here](#).

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