



EUROPE AIR SPORTS

**Conference of Presidents
Brussels – 3rd February 2007**

Roles, Activities and Resources

**Presenter
David Roberts, Treasurer-General**



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The Mission

The overall objective of EAS is a long-term continuity of sports and recreational aviation in Europe with an appropriate amount of regulation and without additional unnecessary restrictions, to ensure flight safety, access to airspace, free movement and efficient and cost-effective organisation for the operation.



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ROLES

- **Research, gather information & intelligence,**
- **Analyse, construct policies, gain endorsement**
- **Influence the rule-makers**
- **Technical – being experts in various fields**
- **Political – influencing people**
- **Negotiators – winning the argument**
- **Organisational – managing programmes**



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EAS Board responsibilities

- **Ensure capture of information affecting regulatory developments**
- **Assess implications; develop policy responses**
- **Develop and implement strategy of influencing the rule-makers**
- **Provide technical expertise from within the air sports communities**
- **Engage with rule-makers at appropriate levels in the regulatory community**

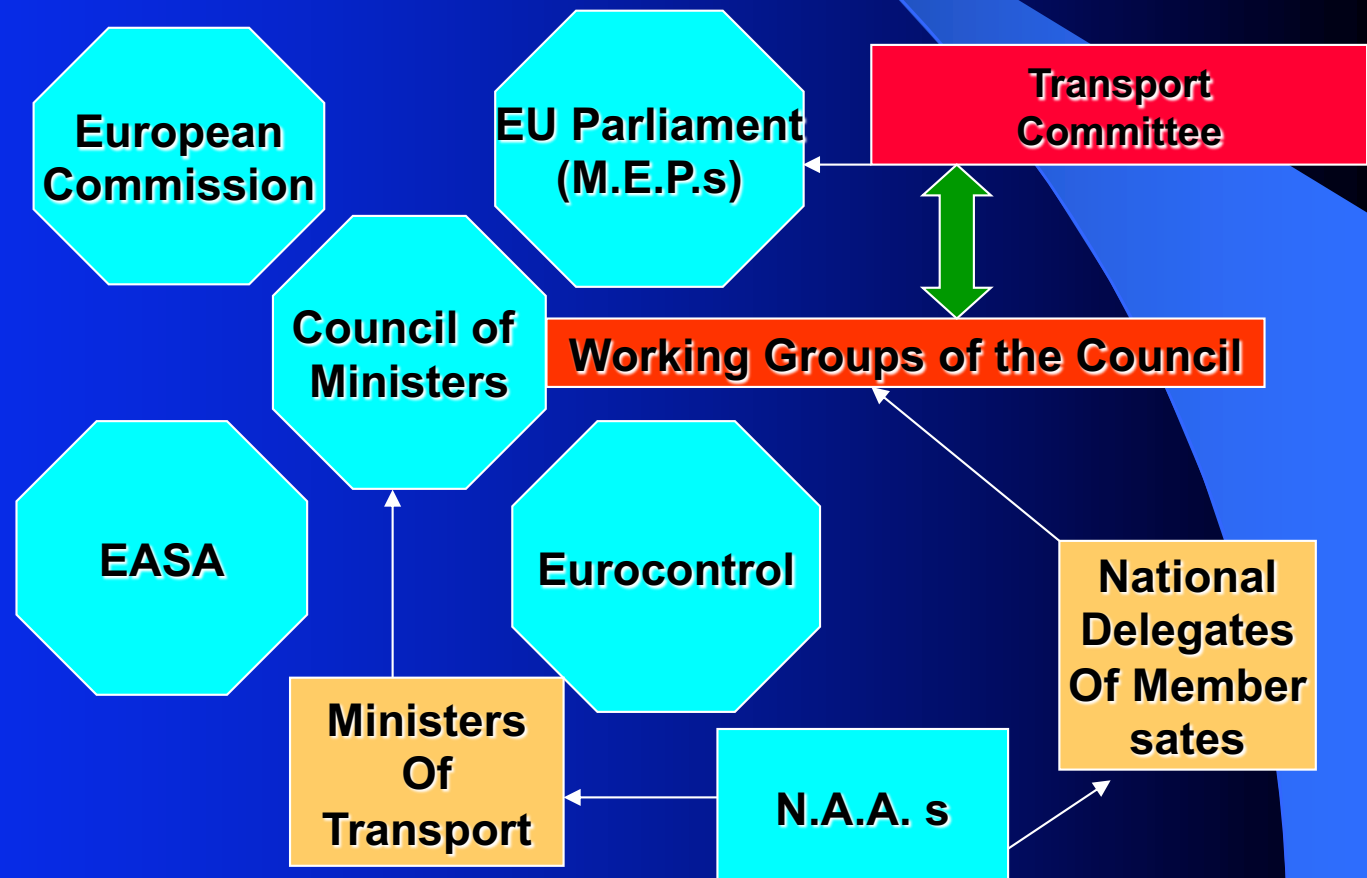
WHO ARE THE REGULATORY PLAYERS ?





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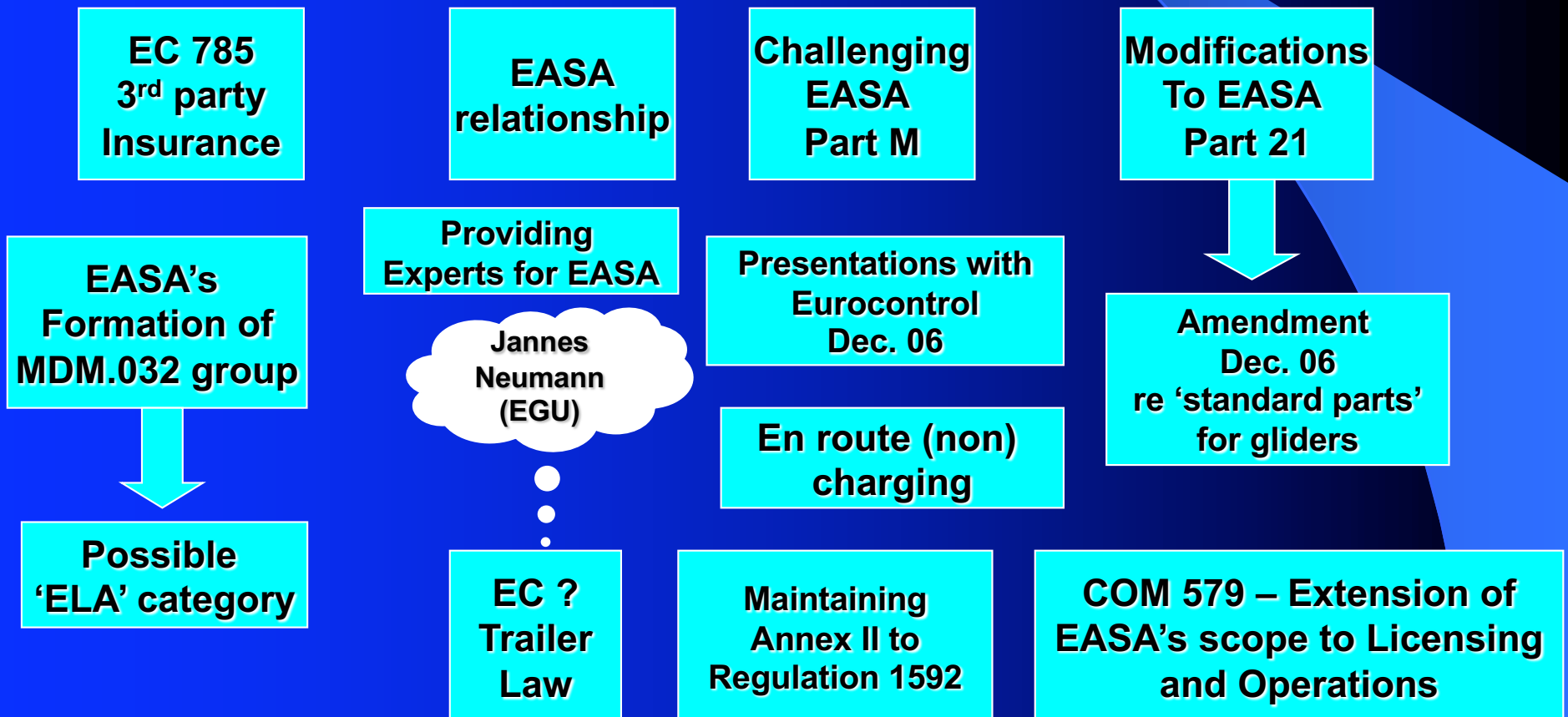
Influencing – What and Who are the targets?





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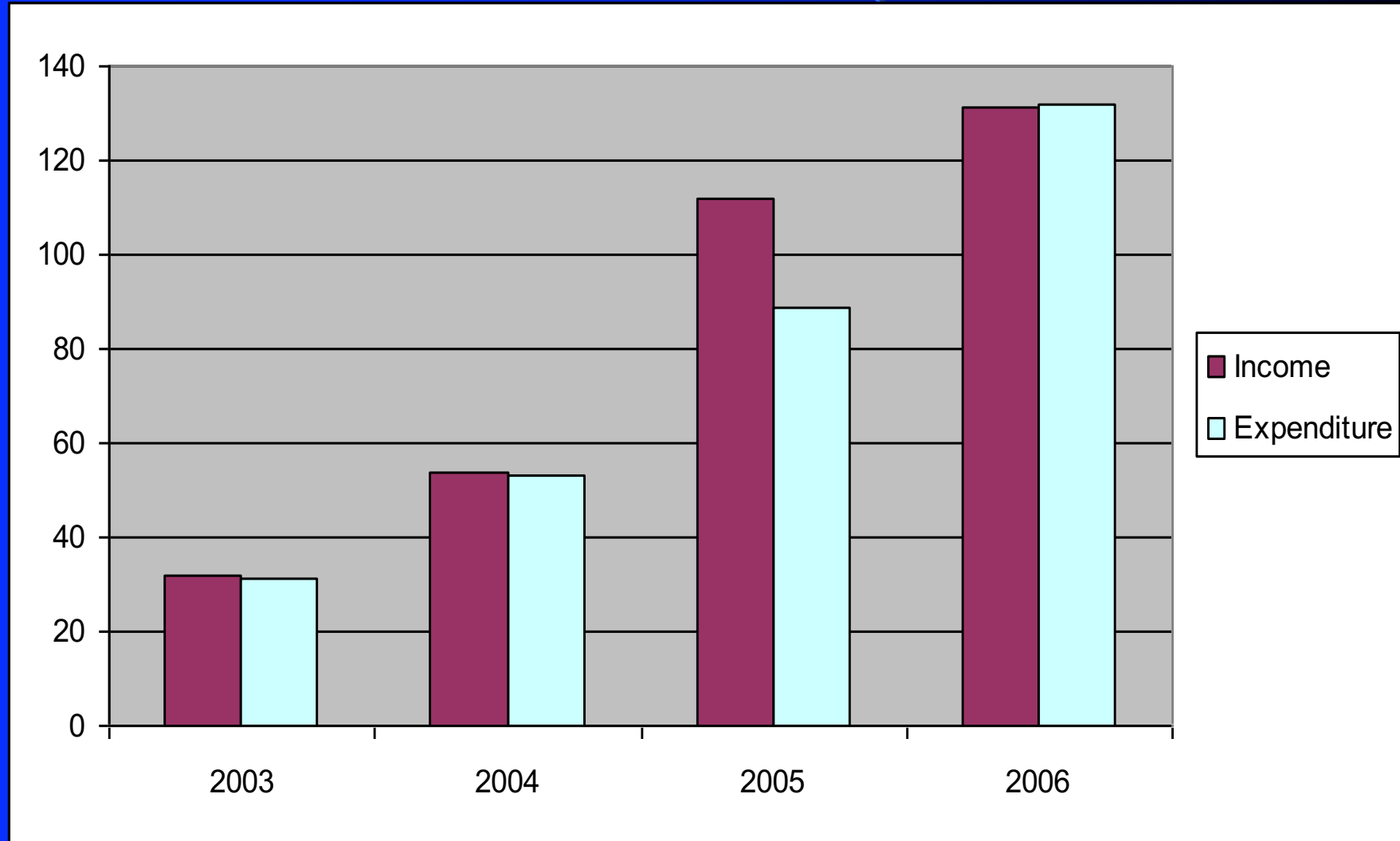
Successes of EAS activities (with help from experts in various member organisations)





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FINANCIAL INFORMATION





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EXPENDITURE

Expenditure	€k	2003	2004	2005	2006
Programme Manager fees			11	32	42
Secretarial		8	8	12	14
EU Office of German Sport		0	3	6	6
Board meetings		5	5	8	13
Conferences		4	9	5	5
Representation		11	14	17	45
Administration		3	3	9	7
		31	53	89	132



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Expenditure on Representation	2006
	€k
EASA MDM.032	12.2
EASA M.017 & Part M	4.7
EASA FCL	4.3
EASA 21.023	3.3
EASA 66.008 & 9	1.7
JAA LSST (Medical)	1.4
Other EASA	2.9
	30.4
JAA LST (Licencing)	3.3
ANT & TFA	2.8
Eurocontrol - various	10.6
	16.7
Political	1.4
President visits to members	1.6
	3.0
	50.2



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Statistics	2006	2006
	Number	Av'ge €
Number of room nights in hotels	292	88.20
Number of return flights	74	198.03
Number of meetings held	91	
Number of persons / meetings	190	



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FUTURE NEEDS OF EAS

(1) Essential

- More professional (paid) support
- Capability and capacity for communications
- Better financial support for volunteers
- More / better written reporting from EAS experts on EASA and other working groups

(2) Needed.... but unaffordable ?

- Paid lobbyist in Brussels
- Ability to enter the 'big boys' game – e.g. SESAR



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FUTURE ESSENTIAL NEEDS OF EAS

1. Current professional support (remunerated)

- Programme Manager – 12 days per month average
- Secretary-General (small honorarium)
- That's it !!

Current cost to EAS c. € 60.000 p.a. + expenses

Need budget of c. € 100.000 p.a. + expenses



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2. COMMUNICATIONS

All our time is taken up with “doing the job” (other than communicating !)

Harry Schoevers and Rudi Schuegraf provide basic information for the Board and for the Members.

But this is not enough – more is needed

We need a dedicated resource for wider communications to membership at individual owner / pilot level to inform them as to what EAS does for them and to engender mass support when needed on proposed regulatory change



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3. VOLUNTEERS

Experts, technical officers and others

Reimbursed for meetings etc:

- **Travel (air, train, bus etc)**
- **Use of own car (but only € 0,15 per km)**
- **Hotel accommodation (B&B only)**

Not reimbursed for

- **Additional cost of meals away from home**
- **Incidental communications costs**



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VOLUNTEERS

We need volunteers, including experts, to write brief reports

Time is often short to do this

Technology can support the effort – such as dictation-to-text software

And we need more experts – with the right qualifying criteria !



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What This Adds Up To !

- **Can the member organisations – one or more – provide part-time secondment of (paid) staff for specific tasks over a period of time?**
- **EAS needs funding at c. € 250.000 p.a. vs. current level of € 130.000 p.a.**
- **Additional funding can be broken down between project funding for specific tasks and continuous funding to ensure EAS continuation and capability**



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How long will this regulatory change activity continue for?

- **Certainly until 2011-2012 for EASA**
- **Beyond 2012 for EU Single Sky project**

We expect the level of activity that affects us will decrease after a few more years

The problem is that regulators do not see their role in a project sense – they are here forever, reinventing things !



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CONCLUSIONS

EAS has a seat at the main 'shows'

EAS is influential and recognised as the representative of air sports and 'recreational' (leisure) aviation in Europe on regulatory matters

EAS needs to continue to be influential, but can only do this effectively with support at national level in each country

EAS cannot rely solely or so heavily on a pool of dedicated but overstretched volunteers



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CONCLUSIONS

EAS is your organisation

How do you want to see it continue with this essential work?

How can you support it going forward?

What will you do about these issues when you get home?



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THANK YOU FOR YOUR ATTENTION !

**David Roberts
Treasurer-General
Europe Air Sports**