

Half a lifetime in the Andrewsfield circuit

Deaf to the siren call of the airlines, Carol Cooper finds fulfilment flying light singles from a grass strip. **Pat Malone** reports

Instructor Carol Cooper has celebrated 20,000 hours in the air, which must make her one of the highest-time flying instructors in the country. While such a tally is not unusual for an airline pilot in the course of a long career, the vast majority of Carol's hours have been amassed in light single aircraft flying from the grass airfield at Andrewsfield in Essex. More than 400 pilots owe their licences to Carol's instruction, and another 150 flying instructors have passed through her hands.



Instructor Carol Cooper ready for another lesson in a Cessna 152 at Andrewsfield in Essex

Some of them are now airline captains, and just occasionally (and illegally) they'll call Andrewsfield, where Carol is CFI, from the high flight levels to say hello. Carol remains friends with scores of her former pupils, including the very first person she taught to fly back in 1987, who is still a member of her club. Many times she has been tempted to move to the airlines, and always she has decided against it, without ever knowing quite why.

"I suppose it comes down to the fact that this is the kind of flying I want to do," says Carol, who is a member of AOPA's Instructor Committee. "I'm sure the money would have been better but that's never been my first consideration. Even after all this time I still get a thrill from lifting off in a small aeroplane from a grass field in the open country, and the people I fly with have often become good friends. I'm very lucky to be able to do what I do."

Carol was brought up close to Andrewsfield, on her family farm. Her grandfather, Major Arthur Quilton Cooper, had been a well-known First World War aviator, but flying had gone out of the family. "My father was never keen on it," Carol says. "In fact he's only flown with me twice, and I don't think he enjoyed it."

Carol was an accomplished horsewoman and had thoughts of making an equestrian career, but it was an expensive sport and she couldn't see how it could be made to pay. One day during the school holidays she was introduced to the then airfield manager at Andrewsfield, and he suggested she have a trial flight. "I said yes, meaning

no," says Carol. "But I went through with it, and from the first moment we left the ground in a PA-28, I knew that this was something I had to do..."

That was in 1980, and it took Carol three years to get her PPL. "Every bit of money I could get went on another lesson," she says. "It was a struggle, and I'm very conscious as an instructor of the importance of not wasting a minute of a student's time." After getting her licence in 1983, Carol followed up with IMC, night and twin ratings,

and in 1987 she qualified as an instructor. "You could instruct on a PPL in those days," she says, "and I think the changes brought about by the JARs have made it much more difficult to become and instructor without necessarily improving the quality of instruction."

Carol became a multi-engine instructor in 1989 and received PPL Examiner Authority in 1990, the same year she obtained her CPL, and in 1995 she followed up with an Instrument Rating. By 1997 she was an FIC instructor and in 2001 she became an FI Examiner. Despite her qualifications, she has rarely ventured far from Andrewsfield, where, she says, she has the best job in the world.

"There have been times when the airlines were desperate to hire qualified people," she says, "and I thought long and hard about going commercial. But I've always decided against it, and I've never had a good answer as to why. Partly it's the people here at Andrewsfield, which is a genuine flying club, as opposed to some other clubs which have become very 'schooly' now. We are close to Stansted, and a lot of airline pilots based there do their light aircraft flying from here. One of my former students is a Ryanair captain, and I taught his father to fly, too! There's always something going on in the bar at the end of the day, although I often miss it because I have to spend a couple of hours with the student records. The club atmosphere is part of what I call my 'after-sales service' – I try to keep helping people with their flying after they have their

licenses and ratings, because we're all still learning about flying, no matter how much experience we have."

Carol has rarely encountered any serious chauvinism in general aviation. "I did once have a man come in for a trial lesson and refuse to fly with me because I was a girl, but that was many years ago," she says. "It is clearly still there; when I was manning the 'CFI's Corner' at Duxford a man came up and said a lady friend of his had had to give up learning to fly because she encountered so much male chauvinism. I was quite shocked because I've never really encountered it. It's been an advantage at times being a female instructor because I've been able to help girls who perhaps wouldn't otherwise have learned to fly, who wouldn't have felt comfortable with a male instructor."

Carol's 20,000 hours are made up of about 15,500 hours PPL training, 1,500 hours FIC training, 500 hours multi engine training, 600 hours night instruction, 1,000 hours IMC training and 100 hours CPL training. She is still young and believes she will do another 10,000 hours of instruction, if not 20,000 more – and she hopes those hours will be done largely in



Carol's 20,000 hours of instruction toasted by the AOPA instructor committee – Chris Royle, Nick Wilcock, John Pett, Carol, George Done and Geoffrey Boot

light singles at Andrewsfield. There are many imponderables. The effect of EASA on general aviation is beginning to be felt. "I try to keep up with all the changes," Carol says, "but I don't believe the changes we have seen during my time as an instructor have actually improved safety or instructor quality. It has become so much more difficult to keep licenses and ratings current. Pilot numbers are falling off, and then of course there are the pressures of VAT on training and tax on fuel, all the financial considerations – but there will always be people who just have to fly, and at Andrewsfield we understand that, and we speak their language." ■



Europe pulls together for GA

IAOPA Europe held its 126th Regional Meeting in Friedrichshafen to coincide with the Aero show there, with representatives from 16 countries being joined by two executives of AOPA-US for a day of debate, a meeting with senior EASA executives and a strategy co-ordination meeting for all those working with EASA, SESAR and other European bodies.

IAOPA had a stand at Aero, jointly staffed by AOPA Germany and AOPA Switzerland, and it was visited by hundreds of AOPA members from the 23 AOPAs in Europe. EASA's own safety team, EGAST, also came to the stand to discuss safety regulation, as did the Swiss Aircraft Maintenance Association, with whom IAOPA is to make a joint approach to EASA for an alleviation of the Part M maintenance requirements which are damaging general aviation so badly.

IAOPA Senior Vice President Martin Robinson said: "A lot of our own members have come by to talk about what's going on in Europe, and they make it clear they're very grateful for the work we're doing.

"I was able to meet with Jules Kneepkens, EASA's Head of Rulemaking,

in a relaxed setting over a glass of wine and dig deeper into the underlying issues. At the same time we talked with Willy Sigl, their Air Operations Director, about EASA Ops, and Matthias Borgmeier about FCL. Obviously we have profound issues with the way EASA is going about the regulation of general aviation, but our personal relations remain cordial."

The main issues discussed during the Regional Meeting are set out here in separate stories. Mr Robinson touched on the cost of participation in programmes like SESAR, which makes a serious call on IAOPA's resources. IAOPA is the only GA organisation involved in this long-running programme throughout. "We have invited some other organisations in to give short-term input on specialist areas," he said, "but the burden of cost falls on AOPA members all over Europe, and I must thank you all for the vital support you give."

Workload and costs were constantly increasing, he added. "We have a lot of people working and it's very much a team effort. There are a lot of individuals to be thanked. It is vitally important to communicate what we do to our members.

Our magazines, and the monthly enews of IAOPA Europe, are the tools by which we do this. The enews in particular raises awareness of the issues at the highest level and is of growing importance."

Martin added that since the Lisbon Treaty was signed in 2010, European rules automatically became law in all European Union nations. "Therefore the role of IAOPA in Europe is all the more important, and as you know, working with EASA is not the easiest of tasks. But national AOPAs still have a very important role to play. Because of Qualified Majority Voting, without the agreement of states EASA cannot get its laws through the system. You only need two or three states to oppose a position to effectively block legislation. It is very important that you go to your state organisations and lobby."

Here follows an account of the day's presentations and debates – perhaps only a glutton for punishment would read every word, but this is the short version, and skimming it will give you the up-to-date picture. Of particular importance today is progress on SESAR, which is closer than many people think and will fundamentally change the way we operate. ■

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Why regulation costs are rocketing

IAOPA Senior Vice President Martin Robinson warned delegates that they had to lobby their national authorities about EASA, and could not leave the job entirely to IAOPA-Europe. The structure of European regulation was hugely bureaucratic and complex, he said, but national aviation authorities and government departments held enormous sway and should be influenced at every opportunity.

Explaining the basic structure of European lawmaking, he said: "At European level we have framework regulations, which are set by the European Commission, and within them we have the implementing rules. Since the Lisbon Treaty was signed, those rules automatically become your laws. But these laws often have no detail in them, and so we move into the EASA system, or the Single European Sky system, where the regulators then develop the flesh that goes on the bones. Then we have these convoluted consultation and reporting systems, and sometimes you wonder if they listen at all.

"With regard to EASA, there's a group called ACNA which comprises the CAAs of all our countries, discussing and consulting on all of the issues. The NAAs have a duty to consult at state level with interested parties. On the Single European Sky side, you also have a Single Sky Committee made up of your CAA or Department of Transport people at a very senior level, and they have a lot of influence. So there is an opportunity at your national level to

influence your people on these bodies.

"I'm asking you all, please get involved at state level – find out who your members are on the Single Sky Committee, on the Board of Management of EASA, please speak to your national delegates, because our case is much stronger if when one national delegate makes a point, the others say, oh yes, I'm hearing that in my country, too. You need to write to these people in your own languages, and send copies to me."

IAOPA has seats on the EASA Advisory Body (EAB) and the European Commission's Industry Consultation Body (ICB), he went on. "The EAB is not there to give advice to Patrick Goudou or EASA directly – that is the job of the Safety Standards Consultative Committee, which Michael Erb attends for IAOPA. The EAB gives advice to the EASA Management Board, and the names and addresses of all the delegates are on the EASA website.

Cost increases

"The main aim of the EAB is to give advice on the work plan of the agency, and on its financing. EASA has two budgets – the Community budget, and income from the work it charges for. The Community budget is being cut, and EASA is losing about €3 million. EASA has been asking for an increase in fees it charges for certification work. They paid an outside agency to look at how those fees might be increased, and the EAB has only seen a rough draft of these proposed new fees. It seems that EASA didn't understand that the EAB

should be formally consulted on fees, which is fairly typical of the Agency's attitude to consultation.

"The fees in the draft that we have seen would mean a fourfold increase to small businesses that service general aviation – it would cost four times as much for a new prop, or anything else you wanted to do. We have managed to get the European Commission to accept that for a business with fewer than 10 employees, there will be no increase in charges.

"The representative of Rolls Royce aero engines made the point that EASA fees are already twice as high as the fees that the UK CAA was charging when it was the most expensive regulator in Europe, and the new proposals would increase their costs by 30 percent more, should they succeed."

Europe has now signed a bilateral agreement with the United States on engineering issues, and one result is that the fees EASA had intended to charge companies in the United States have been removed. The larger organisations in Europe say they see their fees being increased to compensate.

"As the Community budget shrinks, we are concerned that EASA is restructuring its fees in order to recession-proof itself in future," Martin said. "We have had a complaint from Germany of EASA charging more than €700 for a ferry permit, which is a single sheet of paper which allows a light aircraft to be flown between maintenance shops. In Britain, we have the example of EASA demanding more



Left: new proposals would increase Rolls Royce Aero Engines' regulatory costs by 30 percent, should they succeed

than €3,000 simply to consider the paperwork for the installation of an upgraded safety-related system in an older aircraft – a demand which made the work unviable, reducing safety and hitting the engineers' revenues."

Almost all organisations involved have raised concerns over the way EASA operates, and the EASA Board of Management will decide in September on a suite of improvements designed to make EASA more efficient and cost-effective. But the relationship between EASA and the aviation industry is not good. "EASA fears the industry is trying to pull the wool over its eyes, and at the same time it writes its regulations with the primary aim of not getting sued. Unlike some of the national CAAs, EASA does not carry any liability insurance, so it writes the rules in a legalistic language which does nothing for clarity or safety. →



→ “The EAB is limited in what it can do, but we have the big organisations like Airbus and Rolls Royce fully supporting GA in trying to achieve proportionality in rulemaking and fees. We do have a unified voice – and believe me, it’s very helpful when you have Airbus and Rolls Royce saying, don’t kill GA. Talking to them has been very productive.”

The ICB is tracking proposals for the standardised European Rules of the Air, and while it had been thought that the first text on this, called Part A, had been agreed, it turns out that Part B, which is still being worked on, has a knock-on effect on Part A, and it’s possible that after everything in the original text has been agreed and was thought to be set in stone, it will be changed again. “We have to stay on the ball because things will go through by default if we don’t sift through all the paperwork to pick the real meaning out of the verbiage.”

The ICB’s work currently centres on the introduction of Functional Airspace Blocks (FABs), delivery of the first phase of SESAR – which for GA means the mandating of 8.33 radios and related funding issues. There is a legal requirement for some FABs to be in place

by 2012, and recently the UK, Sweden and Denmark and Ireland signed an agreement to form an FAB. Europe is looking at nine FABs and the Commission is hoping there can be fewer, but the difficulties are legion. In particular, getting the central European FAB into a workable state seemed to be a step too far at the moment. “In the US they have 20 ATC centres, handling twice as much traffic as in Europe,” Martin said. “Here we have 67, using 35 different computer languages and having innumerable practical

Below: Mandy Nelson, Pam Campbell, Martin Robinson, John Sheehan (IAOPA General Secretary) Bruce Landsberg (USA)



differences, not to mention the political concerns. Melding them into a single seamless operation is not currently feasible. Transport Commissioner Siim Kallas wants to report in summer that FAB problems have been resolved, and funding problems have been settled, so we may find that the situation must be finessed politically.

“But many, many hours of work goes into these two groups, and GA cannot afford to neglect them. They are the cornerstone of our efforts to influence the course of European regulation, and while we feel we are constantly on the defensive, at least we are there to defend ourselves.” ■

SESAR: the future is now

Over the past five years this magazine has reported many times on the progress of SESAR, the Single European Sky Air Traffic Management Research Programme. The first phase, for which IAOPA hired the former head of the Dutch CAA Val Eggers to represent GA, cost us €400,000, some of which was recouped from the European Commission once it was satisfied the work programme had been completed satisfactorily. The second phase, aimed at establishing how the actions defined by phase one can be prepared for implementation, began two years ago, and IAOPA is represented by air traffic management expert Ben Stanley of AOPA UK. The major change in the way SESAR is reported is that we can no longer present it as something for the far distant future – in fact, the first effects of SESAR will be felt within the next two years. So it was time to sit up and pay close attention as Ben Stanley set out the up-to-date state of IAOPA Europe’s contributions to SESAR in the Regional Meeting at Friedrichshafen.

Ben Stanley describes SESAR as ‘an air traffic management change potentially as fundamental as the introduction of radar’. SESAR was conceived as a clean-sheet approach to air traffic management. The question might be phrased as: if air transport was invented today, what sort of system would be used to control and

manage it? Forget everything that’s gone before, don’t think you have to incorporate men and women with pre-war systems like radio delivering data through speech, don’t think aircraft have to transit through points where once radio beacons (and before that, sometimes, fires) marked the way – use every modern aid to make the system as efficient as it can possibly be. As a result, SESAR will affect everything – our comms equipment, nav and surveillance boxes, and the way we are routed. This represents a challenge for the ATC service providers, who must move from the status quo to meet the airspace users’ needs, both commercial and non-commercial.

Below: AOPA delegates from Spain, Sweden, Switzerland, Lebanon and Luxembourg at the Regional Meeting



Ben Stanley told the Regional Meeting: “SESAR calls itself a research programme, but it’s defining the airspace in which we will fly for the next 20 years. The first impacts will be felt in two years time, with changes to the procedures we follow, the equipment our planes will be required to have, and the way we use it.” Again, it is vitally important that IAOPA is there to represent general aviation. While it is now accepted that GA is an integrated part of the programme, in the first days of SESAR, when it went under the name of SESAME, the airlines questioned whether there was any need for uncontrolled airspace at all. Had GA not been represented it is quite possible that the Open FIR would have been lost to us. As it is, there will still be uncontrolled airspace, and one of the biggest changes we will notice will arise from the fact that unmanned aerial vehicles will have access to it. “We will have to prepare in the medium term how we are going to be interoperable,” Ben

Stanley said. "If we get the strategy right we won't need any equipment, but we may need to be 'known' in the environment, which means sending out some sort of signal which would allow UAVs to avoid us."

A fundamental change in the IFR environment will be the move to 'trajectory-based' operations. "Instead of filing a flight plan we file a trajectory, in space and time, to tell others where we'll be and when," said Ben. "Eventually we move to 'performance-based operations', which sounds like management consultancy speak but basically means that we need higher safety levels, more efficient systems, and lower costs. If we aren't achieving our goals, we change our approach."

Equitable access to airspace for all is a performance indicator defined at EC level. GA is entitled to access to airspace unless there are pressing safety imperatives which militate against it. "This is a 'controller practice' area," said Ben. "We have an instance where a pilot flying in the UK was refused a special VFR transit of controlled airspace with no reason given. He made an audio recording of the exchange with ATC, as well as the ten minutes of silence on the frequency which followed the refusal. This pilot happened to be a senior executive of a national aviation authority, and he was able to take this recording to NATS and play it back, to their embarrassment. It's the attitude of the controllers that we are seeking to influence."

"We are also looking at 'remote towers' where you have a series of cameras and sensors rather than a local tower, and a group of controllers many miles away controlling a group of airfields. This is a potential solution to the problem of how Tower services are paid for. With the current pressure on increasing landing fees, any solution which improves the cost-efficiency whilst maintaining the service and safety levels must be good for GA. However, IAOPA are working with several European stakeholders to mitigate potential negative impacts on service for GA, particularly VFR. For example, are the

controllers going to apply extra buffers because they can't see the traffic through binoculars? Can they tell the weather from a remote site, can they adequately see what's on or near the runway?"

'Equitable access' also means access for drop-of-a-hat business, charter, cargo, training and private flights – something the airlines find difficult to understand. "They can provide a trajectory three months ahead of time," said Ben, "and they aren't so concerned with the fact that some people will need to fly IFR with 30 minutes notice. Similarly, if we're

Right: AOPA Spain's Carles Marti talks to IAOPA Senior Vice President Martin Robinson over lunch

discussing a problem which Airbus says can easily be resolved by the use of ACARS or VDL Mode 2 datalink, we have to point out that it's not a solution for everyone, and ensure appropriate solutions are defined with GA in mind."

SESAR is vast and complex, and more than 200 work streams have been set up to move it forward, of which IAOPA is involved in nearly 100. Ben says, "For general aviation, a large part of the work is changing hearts and minds – sitting with Air France, Airbus, easyJet, Lufthansa, NATS, DFS Germany and so on, and talking to them about how GA will live alongside them in the future. There has been a trend in Europe for commercial air transport to be the only game in town. That trend needs to be changed, and we do that by interacting one on one with these thought leaders."

In pursuit of the goal of making SESAR understand GA better, Martin Robinson and Michael Erb had a meeting with the senior executives of SESAR, and as a result, general aviation and rotorcraft-specific groups have been set up to update the master plan. IAOPA brought on board other GA organisations to ensure cross-industry solutions were developed. "We are pushing the idea that the certification costs should not be a block on progress and must therefore be reduced," said Ben. "We

are making it clear that equipment should be modular – what you need for a bizjet isn't what you need for your glider, and requirements must be based on need and capability. General aviation is about the most innovative part of this industry, if you look at the equipment that has been introduced in recent times, and is being introduced now. Manufacturers have to produce things that are small, lightweight, and as capable as airline equipment... we have to help them make decisions on where they put in their R&D money to de-risk their future strategies. Here at



Friedrichshafen I've been explaining to them what we're doing, so we get products that give us the greatest benefits possible at the right price."

The task on updating the operational concept and master plan of SESAR will be completed by July, after which Ben Stanley will report to the membership on where we go from here.

Martin Robinson concluded by saying that SESAR was a significant consumer of IAOPA resources, but IAOPA Europe was the only GA organisation formally to get involved with SESAR from start to finish. Others had been able to give some short-term input on specific areas, but it had fallen to AOPA members to pay to ensure general aviation's future. "Members are getting terrific value for money, and non-members are being subsidised by the members," he said. ■

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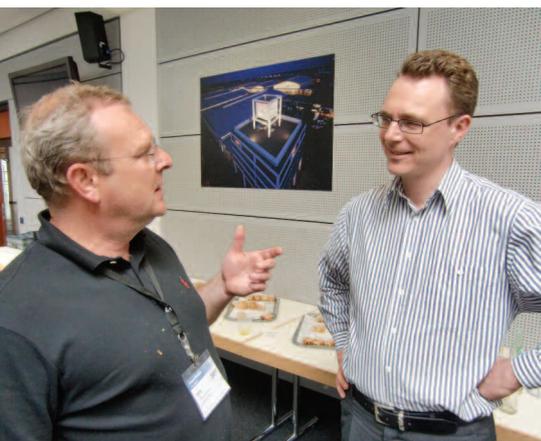
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N-reg damage 'greater than EASA thought'

EASA is beginning to accept that its politically-motivated assault on the N-register will cause far more damage than it originally believed. It had calculated that between 2,000 and 3,000 pilots would be hit, but now quotes a figure of 68,000. IAOPA believes the number to be even higher.

Implementation of third country licence rules had been put back to 2014 – but, said Emmanuel Davidson of AOPA France, “2014 is tomorrow and 2012 is yesterday. How many pilots are affected? EASA was under the impression it was 2,000 to 3,000, flying N-registered aircraft and using US licences. We went through the FAA database and crunched the numbers, trying to eliminate the inactive and the dead, and we concluded that nearly 100,000 people in Europe were entitled to exercise the privileges of FAA licences and ratings.

Below: Emmanuel Davidson (left) of AOPA France in lunchtime discussion with Jacob Pedersen of AOPA Denmark



“That came as a shock to EASA. What makes it worse is that FCL talks of ‘pilots residing in Europe’... therefore all US Air Force pilots, lots of airline pilots based in Europe, will be required to go through this process. It’s not just the IR, it’s a whole range of third-country issues.

“In February EASA Executive Director Patrick Goudou went on the record in front of 50 journalists, as saying, ‘We have a problem with part-FCL because we had not understood the magnitude and scope of the third country issue. There are more than 68,000 people that could be impacted, people who are entitled to exercise the privileges of their licences. We sent it to legislation on the basis that it was 2-3,000, now we find it is 68,000.’ In effect he is saying, Houston, we have a problem – we do not understand the fundamentals of the issue, and we now have to fund a study of the differences between FAA and EASA licenses. Surely this should have been done before we got to this stage?”

M Davidson went on: “Not all pilots with an FAA IR have a full FAA licence. The IR is just a rating, and 80% of the people flying with FAA IRs don’t have a full licence, they have a validation. Therefore all limitations and restrictions apply... if we’re not careful, we have an enormous problem with that because under ICAO rules you cannot validate a validation, and our countries will not recognise it.”

IAOPA Senior Vice President Martin Robinson said: “There is no logic in EASA. They are taking existing ICAO standards and recommended practises and transferring that into a European regulation. They have to check this against

other European legislation – that’s why EASA is full of lawyers. This is one of the problems; they hide behind the requirement to comply with this European legal system. When we met with Eckhardt Seebohm of the EC’s Transport Department, he said quite plainly that this is not a safety issue, it is a political issue.

“The EC’s solution is to have an FCL annex to the Europe-US bilateral agreement recently signed on technical issues. Our concern is that they will not be able to achieve this by 2014. At the safety meeting we attended, the head of EASA’s Flight Standards Department Jean-Marc Cluzeau said plainly that if you talk in terms of equivalent safety systems, you cannot say the US system is less safe. I’ve never wanted to kiss a Frenchman before, but it was the first bit of sense that had been talked by that side.

“I firmly believe that they will find a solution by the end of the day. They are beginning to realise the impact their current proposals will have on their citizens. Politicians are completely understanding of the problem, and are trying as best they can within the legal system to help us.”

Bruce Landsberg, President of the AOPA Foundation in the US, said: “You need to continue to ask EASA what problem are they attempting to solve here. They have no accident or safety statistics to justify anything they have proposed, and they conveniently ignore data that is available. When we met with the EASA people and they said everything they did was safety-orientated and data-driven, we had to physically restrain Martin Robinson from jumping on them.” ■

Rethink needed on Part M

EASA’s Part M maintenance rules are piling new costs and complexities onto general aviation, particularly where national authorities are interpreting them perversely. In some countries, we have arrived at a situation where recommendations written by lawyers for foreign manufacturers to try to limit their liability automatically become European law.

Manufacturers recommendations on the replacement of such equipment as seat belts and mufflers are being mandated in countries like Sweden, which say EASA is responsible. As a result, owners are being forced to replace perfectly good seat belts and mufflers after, say, 1,000 hours, at great expense and to no purpose. Lars

Hjelmberg of AOPA Sweden is forced to lubricate his PA-28’s door seals every 30 days because that’s what’s recommended in the Piper manual, which the Swedish CAA says has the force of law according to EASA. Unfortunately, this gross over-lubrication is causing the door seals to swell and putting increasing pressure on the door hinges. “If the door hinges give way and the door breaks free in flight,” says Lars, “who is responsible? Not Piper, not EASA, not the Swedish CAA – only me. Now, I have to replace the door seals because they are over-lubricated.”

Dan Akerman of AOPA Sweden has given a presentation on this issue to the Swedish CAA at the highest level. The problem, he told the Director, centres on

the interpretation of the word ‘or’ in a sentence in the Part M documentation which requires maintainers to conform to “the relevant chapter of the manual or any other maintenance data containing information on scheduling”. Dan told the IAOPA-Europe Regional Meeting: “In Sweden the word ‘or’ is interpreted as meaning ‘and’, which means that any service bulletin, any recommendation, anything the manufacturer of the part or aircraft wishes to put in an aircraft’s documentation carries the force of law and must be complied with.

“Part M is written for people working with large aircraft and they did not think of small planes. With large aircraft, everything is checked and checked again for redundancy, and it is a huge and extraordinarily complex job, done on an enormous matrix, and we accept it. Small aircraft do not have this – it has the



Left: Swedish interpretation of Part M means door seals must be lubricated every 30 days, which is causing safety problems

maintenance manual written by the original equipment manufacturer, who can write whatever he likes in his manual. But in Europe, what he writes becomes

mandatory. As a result, costs have increased dramatically, especially as every piece of paper a manufacturer has issued, going back for decades, must be checked to ensure compliance.”

Martin Robinson reported that IAOPA Europe was joining with the Swiss Aircraft Maintenance Association to ask EASA Executive Director Patrick Goudou for a rethink of Part M. “We also want to take it up to Commissioner Siim Kallas and into the European Parliament. There are some very strong feelings over this. With all these unnecessary new requirements, less and less flying is going on, and

maintenance organisations that have huge fixed overheads are having enormous problems. The system is breaking down. We need to introduce some common sense into this, or it’s going to break down completely.”

Blajej Krupa of AOPA Poland reported that the FTO where he kept his aircraft has had to employ three new people just to handle the paperwork for the 20 aircraft they maintain. For AOPA Spain, Carles Marti said the Spanish were having major problems with the licensing of mechanics, with many having lost their authorisations for certain aircraft. Massimo Levy of AOPA Italy said that while the Italian CAA has given special dispensation to existing engineers, engineering schools are not issuing EASA-compliant qualifications and cannot create new licensed engineers. ■

EASA Ops deadline looms

There has been little progress on the non-commercial aspects of EASA Ops despite the looming deadline, according to Jacob Pedersen of AOPA Denmark, who looks after that sector for IAOPA; EASA was rushing to meet its first deadlines on commercial ops, and everything else had been put on the back burner. A comment response document (CRD) has been published for commercial ops and the closing date for comments was in February; IAOPA and PPL/IR provided a common response. IAOPA has suggested that the requirement for special approvals to make GPS approaches should be replaced by a generic approval, so that operators would not have to write a manual and go through the bureaucracy for every approach.

EASA will not start on non-commercial ops before May, and it is unlikely that we’ll see a comment response document before summer.

Mr Pedersen reported that EASA originally said they would create a common set of regulations and requirements to cover any type of organisation in any field, whether for running a local flying club, managing an airport, or operating a major airline. “We said from the start this would never work,” he said, “and now they have realised this and have abandoned the idea. They received severe criticism from member states and the Commission, who have said what we said. The EC says that this does not improve legal certainty, and will be difficult to agree for all fields.

“EASA Ops still comes into effect in less than one year – the deadline is April 8th 2012, and we haven’t even seen a CRD for non-commercial ops. Parts AR and OR have collapsed and they are restructuring everything, and we hope for a long transition period because it simply can’t be done in time.”

Free JeppView trial for AOPA members

IAOPA and Jeppesen have come together to offer AOPA members four months free subscription to the JeppView digital chart service. It’s easy to apply, there’s no obligation, and if you’re already a subscriber you’ll get four months free so you don’t feel left out.

Cay Roth, of Jeppesen’s Frankfurt office, explained the digital system and the offer, worth about €125, to the IAOPA Europe Regional Meeting in Friedrichshafen. He began by illustrating the growth of clutter on paper IFR charts over the decades, to the point where today’s charts – he used the New York area as an example – were a barely-decipherable mess, and there was enormous pressure from the authorities to put even more information on them.

With a digital presentation, you get only what you need for the flight in hand, and the number of sources for data – online, by phone, paper charts etc – are reduced. In-service testing of the system has found that pilots very much prefer it.

The mobile solution is the way ahead – with the Apple iPad leading the charge. A pilot preparing for a flight at home could do so on an iPad; en route, the information he needed could be presented on the iPad or the aircraft’s MFD; and in a hotel the mobile delivery of data to the iPad once again makes

planning easier.

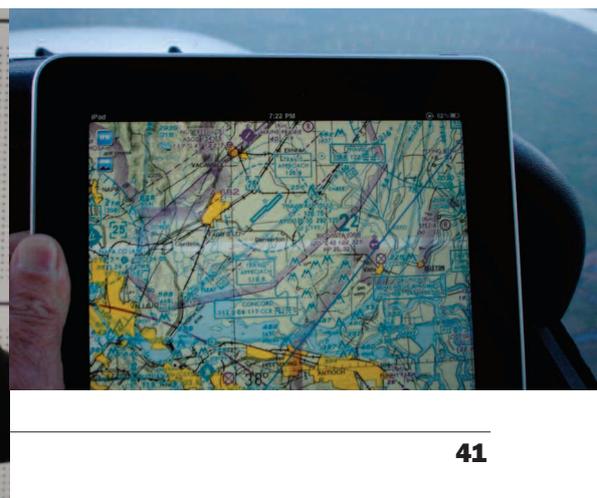
The airlines want to go down the iPad route, Roth said – it had 98 percent of the market – and there would also be Motorola Xoom and iPhone solutions. The FAA has certified the iPad for this use, but what of Europe? “We have had success with national authorities, in Germany, in Austria – we are training the UK inspectors on the system. There’s a totally different attitude from CAA to CAA. It ranges from full appreciation of the possibilities to ‘What’s an iPad?’”

US charter company Exec Jet Management has flight-tested the system, operating 250

flight segments on 10 different aircraft with no reported problems. Their pilots are extremely enthusiastic about digital JeppView.

If you want to try JeppView, contact your AOPA and they’ll give you a code and a number to call. Jeppesen will ship the initial software for installation on a laptop or iPad, and it will operate for four months. Specify your country, and whether you want IFR or VFR. If you like it, you can subscribe – if not, let it lapse. As previously stated, if you’re already a Jeppesen customer the company will extend your subscription by four months. “It’s a win-win for everyone,” said Roth. ■

Below: Cay Roth of Jeppesen explains the free JeppView trial offer for European AOPA members





Sense and avoid

ICAO is seeking to address the problems of sharing the air with the pilot who's not there.

IAOPA Secretary General John Sheehan reported that after a year and a half of work by IAOPA's representative at ICAO Frank Hoffman and other members, a set of guidelines on the regulation of Unmanned Aerial Systems had been put together. "It is a fundamental requirement that all UAS must be able to operate independently of complementary systems and 'sense and avoid', and there should be no requirement to block out airspace solely for the use of UAS," he said.

ICAO's UAS guidance effectively has to rein in those commercial concerns who promote the cost-effectiveness of their unmanned aircraft by saying an accomplished video-game player could control several aircraft simultaneously. The rules of the air will apply equally to manned and unmanned aircraft. The remote pilot will have to be qualified, ever-vigilant and demonstrably able to operate his or her aircraft every bit as safely as the on-board pilot.

The Chicago Convention gives states authorisation rights over unmanned aircraft in their airspace, so ICAO is as usual promulgating minimum standards to which everyone should conform. It says the function of the 'pilot', and the requirements placed upon him, are unchanged whether he's on the aircraft or not. ICAO's focus is on the 'higher-level performance-based standards; basically specifying minimum performance requirements for communications links, rather than how to achieve them.

It accepts that it will take many years to come up with a full suite of rules covering UAS, and the rules will change as technologies become available. But from the outset, UAS will be required to operate to the same safety standards as manned aircraft – and, crucially, no airspace will be set aside for them. This was something IAOPA was concerned about because there

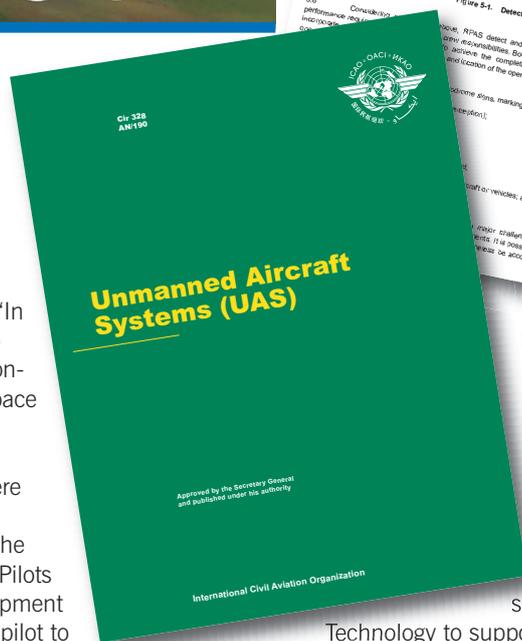
was market pressure for the Open FIR to be surrendered to the UAS operators.

The ICAO guidelines say: "In order for UAS to integrate into non-segregated airspace and at non-segregated aerodromes, there shall be a pilot responsible for the UAS operation. Pilots may utilise equipment such as an autopilot to assist in the performance of their duties; however, under no circumstances will the pilot responsibility be replaced by technologies in the foreseeable future."

The 'remote pilot' will be situated at a 'remote pilot station' which will have to be certified in much the same way as an aircraft is certificated. It will have to be as secure as a cockpit, to guard against interference, and the remote pilot must monitor the aircraft at all times, and must be able to communicate with ATC wherever the aircraft is. Speed of communication will have to be similar to that in a manned aircraft, even if the pilot is half a world away. Like the on-board pilot, the remote pilot 'has direct responsibility for the safe conduct of the aircraft throughout its flight'

The UAS comprises not only the flying bit – called the 'remotely piloted aircraft' or RPA – but the ground station and the communications links between the two. ICAO says other components which may require certification could include software, health monitoring, ATC communications equipment, a flight termination system, and launch and recovery elements.

At the most basic level, small UAS will be controlled by observers on the ground within line-of-sight of the aircraft. ICAO says: "Paradoxically, the benefits of (these missions), which typically occur in VMC, are far more challenging due to the need to avoid collisions without benefit of separation service provided



by ATC. Activities as diverse as gliding, ballooning, parachuting, leisure flying, military training and law enforcement operations are likely to occur under the same conditions.

Technology to support the pilot in meeting the collision avoidance responsibilities is not yet in place."

Problems may arise when unmanned aircraft are handed over from one pilot to another in a different remote pilot station, perhaps in another state; conformity with ICAO standards will be vital. While the unmanned vehicle will still have to carry a copy of its pilot's qualifications on board, electronic data transfer could satisfy the requirement.

The ICAO guidelines state: "Remote pilots and other members of the remote crew must be properly trained, qualified and hold an appropriate licence or a certificate of competence to ensure the integrity and safety of the civil aviation system. The pilot-in-command of a manned aircraft is responsible for detecting and avoiding potential collisions and other hazards. The same requirement will exist for the remote pilot of an RPA. Technology to provide the remote pilot with sufficient knowledge of the aircraft's environment to fulfill the responsibility must be incorporated into the aircraft, with counterpart components located at the remote pilot station. As stated in Annex 2, paragraph 3.2 (of the

Chicago Convention): *Note 1.6— It is important that vigilance for the purpose of detecting potential collisions be exercised on board an aircraft, regardless of the type of flight or the class of airspace in which the aircraft is operating, and while operating on the movement area of an aerodrome.*

Pilots will somehow be required to recognise pyrotechnic or light signals, aerodrome signs, markings and lighting; recognise visual signals (think interception), provide 'visual' separation from other aircraft or vehicles; and avoid collisions. The guidelines go on: "The introduction of RPA must not increase the risk to other aircraft or third parties and should not prevent or restrict access to airspace. ATM procedures for handling RPA should mirror those for manned aircraft whenever possible. There will be some instances where the remote pilot cannot respond in the same manner as could an on-board pilot (e.g. to follow the blue C172, report flight conditions,

meteorological reports). ATM procedures will need to take account of these differences.

"The traditional requirement for a pilot to monitor an assigned ATC frequency channel for analogue radiotelephony must

be assessed. Aside from the obvious need to respond to ATC, there is a collateral benefit in that pilots gain situational awareness by listening to the voice traffic, particularly regarding the intentions and positions of other aircraft." ■

● *IAOPA is also closely involved with ICAO's NGAP programme, which stands for 'Next Generation of Aviation Professionals'. "ICAO recognises that we're running out of professionals, not only pilots but aviation engineers and others necessary to the future of the industry at every level," John Sheehan said. "Growth needs will be great, but getting the right people will be a problem. The initiative we have pushed involves getting them when they're young – taking them out to the airfield, taking young people flying, enthusing them with the love we ourselves have for aviation."*

Mr Sheehan also mentioned work currently under way with both ICAO and EASA on Performance Based Navigation (PBN) under which when it is required that aircraft follow a very precise course using GPS or RNAV, there are standards to which we must conform. The main thrust of IAOPA's involvement is ensuring that for general aviation, equipment and training requirements should not be excessive.

The never-ending battle on fixed ELTs continues. ICAO has now decreed that aircraft must carry a basic ELT. "We've lost two battles but not the war," Mr Sheehan said. "We have now gone over ICAO's head to COSPAS/SARSAT and are asking for alternative means of compliance. This is driven by the Canadian AOPA, and I think we're making progress. We think we should have an accurate system, but current ELTs are not reliable and don't work."

Pax tax on Austrian GA

AOPA Austria has had some success in rolling back a passenger tax which has been imposed at its six major airports and hits GA as well as commercial air transport. Following representations from the Association, the authorities have exempted passengers on aircraft under two tonnes from paying departure tax, which was applied on a rising scale depending on distance flown, with a minimum of €8 and a maximum of €36.

The tax was introduced on April 1st at Vienna, Graz, Innsbruck, Klagenfurt, Salzburg and Linz, and its effect was exacerbated by the fact that it is accompanied by a bureaucratic requirement to ensure payment. Before the tax can be paid, an operator must register the aircraft with the authorities and nominate a 'fiscal representative' in Austria – a lawyer, tax advisor or similar – who will take responsibility for payment, usually with a 'facilitation fee' added.

AOPA Austria attempted to establish a distinction between commercial and non-commercial operations but was unable to get the authorities to accept it. AOPA requested a sub-5,700 kg exemption, but this, too, was refused. They did, however, succeed in having a sub-two-tonne exemption agreed. While the tax is currently relatively small, the big advantage is avoiding the time-consuming and costly bureaucratic requirements that go with it.

AOPA Austria is continuing to seek the 5,700 kg exemption, but the fight is likely to be a long one. In the meantime, if you fall into the tax bracket, AOPA Austria can

help you with all the bureaucratic rigmarole. Peggy van Ootmarsum of AOPA Netherlands said the Dutch authorities had tried the same tactic but had been

forced to abandon it when aircraft simply landed across the border. Martin Robinson pointed out that European law provides for an exemption from tax where the cost of collecting the tax is greater than the sum collected, an avenue of inquiry which could be pursued in this case. ■

Russian airspace opens –slowly

AOPA Russia has produced an excellent Google Earth download which shows Russia's complex restricted airspace, with details of each area available on-screen. Vladimir Turin of AOPA Russia said the long campaign for airspace liberalisation had borne fruit a year ago when new regulations officially gave Russia Class G airspace, mostly to 4,000 feet. However, the various authorities had retained about one and a half million square kilometres of restricted airspace, activated by notam. The website helps pilots pick their way through the minefield. See http://aopa.ru/maps/aopa_russia_airspace.kmz.

Foreigners flying into Russia will find that little has changed. Vladimir says: "You need permission to fly into Russia, and if you try to fly in uncontrolled airspace you need another special permission which might take seven days to get. It's a multi-level permission from three separate authorities and you must give the full route. There is a draft regulation that might remove some of those requirements, so there may be some progress in the summer.

"In November this year Russia switches to RVSM, and they will adopt flight levels rather than metric. Below transition level, altitude and height will be given in metres."

Below: Vladimir Turin (Russia) Michael Erb (Germany) Craig Spence (USA) Jacob Pedersen (Denmark) Bruce Landsberg (USA)





Greek fly-in

AOPA Greece is behind the biggest fly-in of the year in that part of Europe, which takes place at the airfield of Kavala from June 3rd to 5th. Anton Koutsoudakis of AOPA Greece reports: "In co-operation with Egnatia Aviation and local authorities, AOPA Greece invites you to the Kavala Fly-In and Air Show 2011 at LGKV. It is the greatest aviation celebration of the year in south east Europe." Anton's contact details are on the website www.kavalafly-in.com.

Housekeeping corner

On IAOPA issues, the Secretary General reported that Namibia had become the 69th state to join the International Aircraft Owners and Pilots Association.

The 127th Regional Meeting of IAOPA Europe will be held in Cracow, Poland, on October 1st 2011. Poland takes the Presidency of the European Union in July, and there will be a Heads of State meeting in Cracow at about the same time, but Blazej Krupa of AOPA Poland has made special arrangements at Cracow hotels for AOPA delegates. The meeting will be held

in a unique aviation museum displaying a collection of Iron Curtain aircraft, and will allow delegates the dubious pleasure of visiting a salt mine.

The 26th IAOPA World Assembly is to be held in Stellenbosch, South Africa, from April 10th to 15th 2012. AOPA South Africa has managed to reduce the cost of registration and accommodation to the level of four years ago, and the Assembly will have an extra dimension – it marks the 50th anniversary of the foundation of International AOPA in 1962.

Letters to the Editor

Speak English

Sir,
The 'grandfather rights' Level 4 English language proficiency endorsement granted to UK PPL/JAR holders by the CAA in 2008, which was due to expire at the end of this month, has been extended to 31 March 2012 to give British pilots more time to secure a Level 6 lifetime endorsement – presumably because the number of Level 6 applications on Form SRG-1199 has been 'disappointing'. Details in LASOR A20 of 2010 – see http://www.caa.co.uk/docs/175/srg_lts_LA_SORS2010_Section%20A.pdf

LASOR A20 says: "If the EASA-FCL rules are implemented as expected it will not be possible to issue an EASA licence without evidence of language proficiency at Level 6 [lifetime] or a non-expired proficiency at Level 4 or 5 [renewable 3-4 yearly]. Licence holders assessed as Level 4 or 5

will have to be retested at the intervals specified in EASA-FCL."

A Level 6 endorsement can be secured during a standard dual check with a CAA examiner licensed to Level 6.

I've already got my lifetime Level 6 endorsement, certified by a letter from the CAA. Make sure you get yours before March 2012.

Tony Purton

Flying, sailing...

Sir,
Martin Robinson says: "We must... establish why we are failing to keep people in aviation". Each time a light aircraft flies overhead, I look up and miss flying; the aircraft is sold and it's now two years since I did enough hours and a year since I flew. Soon I must decide whether to say goodbye to my hard earned expensive licence and ratings for good! Why? I used to fly to Southampton regularly, but they don't want my sort any more. If I did get in, 'handling' would cost a small fortune. Bournemouth was friendly and cheap, then it got bureaucratic and expensive. Trips to France were fun, then Health and Safety, security and newly officious officials

made some fields unfriendly. Fuel costs, medical check costs, regulation changes requiring additional time in the 'shop' or upgraded equipment; worst of all was reading the endless depressing flow of bad news, be it N-reg issues or battles with EASA and their extra level of bureaucracy or any of the hundred other issues that Martin and his dedicated team fight on our behalf. But it's not only aviation. I sail, too, and just as the modern world with its smothering red tape has wrenched so many hands off the yokes of general aviation, so it is starting to intrude in everything from holding a tiller to climbing a ladder. Our chosen pastime has long been the front line in a battle against these changes. Until governments recognise that man should be encouraged to be adventurous, understand that regulation should be used to encourage adventure, innovation and independence, not inhibit it, and until they better protect the small guys like GA from the big guys like commercial aviation and owners of airports, it can only get worse. Will I give up flying? I don't know. They are making it harder and harder to keep going.

Julian Mounter ■

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Adverts will run for two issues, unless aircraft are sold earlier, and there is a maximum of two different ads each year. Terms and conditions, as they say, apply.

