



137th European Regional Meeting

Hosted by AOPA-Spain

Madrid, Saturday, 30th September 2017



Agenda for the 137th Regional Meeting in Madrid

Date: 30th September 2017

Pre Meeting Coffee

9:30 – 10:30 Opening and formalities

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| Welcome Address/Opening Remarks | ME/CJS/GB |
| Administration matters/minutes/apologies/breaks/lunch arrangements/room evacuation | |
| Introduction of new delegates/Apologies | ALL |
| Matters arising not covered in the Agenda from previous meeting | ME/ALL |
| IAOPA HQ Update, World Assembly, Member Benefits | CJS |
| Treasurer's Report and presentation of Draft Financial Rules | JVA |



10:30 – 12:30 IAOPA projects

ADS-B in Europe:

EASA's RMT.0678 is halted, but the debate will continue soon. Airlines and ATM providers in Europe want an ADS-B infrastructure based purely on Mode S-ES. But the mode S frequency congestion issue is not resolved, the system could not digest GA's full fleet equipage in Central Europe. It is also unclear how GA will share the airspace with UAV/drones.

Discussion about our surveillance objectives and what is achievable

ME/ALL

ADS-B websites, do we have a privacy issue?

ME/ALL

11:00 – 11:30 Coffee

EUROCAE and future standards for GA's avionics

Does GA need especially tailored standards and should IAOPA-Europe become a member?

Presentation by the EUROCAE Secretary General Christian Schleifer-Heingärtner

Coordination / Management Team Report from yesterday's meeting

JP

How to improve our communication: New google list setup, homepage, e-newss

JP

12:30 – 13:30 Lunch



EASA, what is new

- The intended **Update of the Basic Regulation** is significantly **delayed**, as EU-Commission and Parliament can't find agreement on important issues of national sovereignty. Even a failure of the project is possible (600kg ULM, definition of commercial and complex aircraft)
- The worst **bottleneck** for new regulations is the **EU Commission's legal department**, which declared not to be able to finalize more than 7 opinions per year. But EASA produced 21 opinions last year, one of them is Part M Light, which is now supposed to enter into force not before 3/2018.
- **Airline Associations are criticizing EASA for taking too much care of GA** and recommended to EASA to stop their activity on 6 GA RMTs. Nick Wilcock replied. But EASA only invests 5 FTE out of 400 employees in GA, but we work more efficient and in better partnership between associations than the highly competitive airlines. But cool-down period after GA-Roadmap Project will come, hopefully not before the important work is done.
- Detailed ADS-B and FCL-Update will follow



EASA RMT.0678, a new mandate for ADS-B on the horizon

- An ADS-B mandate for Europe will come as ANSPs are willing to reduce their radar-infrastructure, just like in the USA
- EASA has finally halted RMT.0678 because of a negative business-case for GA and unresolved frequency congestion issues
 - The cost for conventional ADS-B Mode S equipage will be very high, as in a GAMA-calculation, in the range from 1300 to 10000 € (or even 40000€?) per aircraft, depending on the already installed equipment
 - The question of frequency congestion in the Mode S spectrum is serious and can't be answered for high-traffic in the core of Europe (3000 a/c max for Germany)
- Airline Associations are criticizing EASA for the caused delay. So far European ATC wants Mode S and nothing but Mode S to support their business-cases
- We have asked EASA for a Task Force on the issue with a clearly wider scope as before. More alternatives have to be evaluated (Mode S "light", UAT, 4G/Mobile Phones, FLARM, etc) or even created with EUROCAE. A solution must be able to integrate all airspace users from drones via GA to CAT with a perspective until 2050
- What are our objectives for negotiations? For inspiration see European Parliament resolution of 3 February 2009 on an Agenda for Sustainable Future in General and Business Aviation (2008/2134(INI)), 19-21
- INEA funding possible in the future?
- We need NAAs support to get things moving ...



Do we have an ADS-B privacy issue?

Some of our members complain heavily because their aircraft can easily be tracked on websites like www.flightradar24.com, www.adsbexchange.com; www.radarbox24.com; <https://flightaware.com>

Our data-protection authority in Germany believe that the publication of such data of private aircraft is not legal.

Many providers are abroad with limited legal possibilities for authorities. ADS-B exchange are proud that they never lost a data-privacy case.

Is this an issue for IAOPA?



13:30 – 15:30 Working with the Authorities

8,33 Radios:

Our application for INEA funding has failed, discussion about the various national implementation deadlines in Europe

Andrei Zincenco

Update on EU-FCL

Nick Wilcock

Standardisation of European Regulation: GA Helpdesk

A. Koutsoudakis

The challenges of Cross Border Flying in Europe

ME/All

15:30 - 16:00 Coffee

Aviation Fuel, what replacement will come for 100LL?

Lars Hjelmberg

The value of having many small projects:

Fly-Outs, Fly-Ins, Flight Instructor Refreshers, Safety & Avionics Seminars

ME/ALL

Legal Protection for European AOPA members

Philippe Hauser

17:00 – 17:15 AOB

17:15 – 17:30 Date / Venue for next RM



The challenges of Cross Border Flying in Europe

- Flight Plan Filing
- Customs controls (not within EU)
- Passport Controls (not within Schengen, but partly suspended)
- Other requirements (General Declaration, Greek Document 731 (full names of all persons on board including their passport numbers or ID))
- Unclear official publications in AIPs
“Customs for non-Schengen States is PPR 1 workday”
- Does it make sense to collect this information for the various countries?
- What can we do to improve the situation and to facilitate Inner-European GA traffic?



The value of having many small projects:

Our associations all want to be more active, spend more time with members and make a bit more money. But we don't have enough permanent staff in our associations to run our work over the full year at 100% like AOPA-USA.

But we can offer projects, of limited duration with clearly defined beginnings and ends, for which our members are willing to pay. So we should be able to cover their expenses and to even produce a little profit:

- Fly-Outs
- Fly-Ins
- Flight Instructor Refreshers
- Safety & Avionics Seminars