

ECOGAS Board meeting

28th of February 2024

Attendees:

Francoise Horiot

Diane Bertoncini

Kurt Dahlmann

Dan Banja

Marcel Gisel

Marc Bailey

Apologies:

Alex Segens

Chris Gee

Agenda

1. EASA and how we can work with the new structure.
2. EASA meeting reports
3. What do we do with maintenance.
4. Website next steps
5. Date of next meeting 22nd May 1000-1230 GMT

EASA

We expressed concerns that with the new EASA SAB structure with CSTG's we have had little if any communication to explain how things will work in 2024. Even though we have registered our main representatives no programme has been shared with us to plan for those meetings in 2024. For information this has been the same for EIMG,

We have a date for the next SAB in March and have attended two sessions on specific industry topics which we will highlight later.

We agreed to use informal discussions at the SAB where Diane will represent us, to find out from attendees both industry and EASA what is happening with the organisation of CSTG's and activity groups.

Francoise has also agreed to approach her DGAC contact to see what she can determine about EASA activities. There are clearly changes taking place at EASA with the replacement of the Executive Director, however, that should not be feeding down into the working activities of EASA consulting with industry. If by the end of March, we have not had any significant update to alleviate our concerns then we will make a formal approach to the EASA executive team as perhaps an industry grouping as previously defined (IAOPA, EBAA, ECOGAS), or if necessary make our own separate approach as ECOGAS.

EASA meeting review

Part 147 - Marcel provided us with an update on the review of Part 147, which was primarily focused on the proposed changes suggested because of fraudulent activity in some regions. It seems that this is not a widespread issue, but a regional problem localised in Greece. It seems that the proposals are oriented towards large ATO's and the world of scheduled airlines. It appears that the solutions being offered are not necessarily proportionate when you move into the commercial GA communities.

Marcel has provided us with a review and proposed three suggestions to be submitted to the consultation and he has agreed to do that on behalf of ECOGAS by the 4th of March. Diane is also gathering additional data on the subject and will also make a direct submission on behalf of FNAM. Anything which Diane unearths from French members will be shared with Marcel this week and could be added to the ECOGAS submission at Marcel's discretion.

Cost Sharing- Dan participated in the cost sharing forum where general concerns were aired. From a general discussion amongst the team, we determined that each member state appears to be implementing this differently. At one end of the spectrum there is the classic cost sharing where club members wishing to go to a particular location share the costs equally for all operational costs on the day. At the other end of the spectrum there are flights being offered on websites to locations and then the passengers, who may not be known to each other, pay for a flight and pay for operational costs. However, operational costs may well include, insurance, maintenance costs and other longer term operational costs. In both these cases the pilots are not CPL's they are simple PPL's.

The ECOGAS position is that we support cost sharing in the traditional sense of sharing the on the day operational costs as this facilitates positive social activities at a club and helps build flying hours for aspiring pilots progressing towards a commercial career. We do not support activities which are effectively commercial offerings, and which equate to illegal charters, which without the rigorous controls applied to approved commercial operations will lead to a reduction in safety and loss of life like the case in the UK with Emiliano Sala.

Website- We had a quick review with regard to the recent ECOGAS website changes and the team approved what has been completed. We thank Sandra for the work done on our behalf and ask her to submit her invoice for this work direct to Diane in the next couple of weeks.

We will trigger the training for Diane with Sandra now we have a steady state website.

We did discuss the purpose of our website and it is still primarily a political tool for EASA purposes. It is not intended to be a membership recruitment tool. What we do wish to do is provide a regular news entry update so that the website does not appear to be too static. To support that Marc agreed that when we have our meetings a simple summary of outcomes will be placed as a news item. The information included will clearly be different from some of the more sensitive information included in our meeting notes, but as informative as possible. The team were also asked to provide a summary of any sessions that they attend to also be included as a news item. Little and often is better than an annual dissertation.

AOB- We talked about support for the meeting and particularly with the volatility of maintenance representation with EASA it is important to have all parties available for future discussions. Marc will endeavour to plan this so that the full team can be available wherever possible. Marc will discuss with Alex and Chris particularly in the context of the new EASA SAB/CSTG/Activity Group structure not really established.

Marc