



*Fédération  
Aéronautique  
Internationale*



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# Minutes

## of the Inaugural Meeting of the **FAI Commission on Airspace and Navigation Systems**

**held in Paris, France**  
on 19 March 2008

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## **Location**

The meeting was convened at 10:00 in the Aeroclub de France, Paris. FAI President Pierre PORTMANN occupied the Chair.

## **Attendance**

Aurélie BOUDIER (FRA)  
Tonci PANZA (CRO)  
Srdjan COP (CRO)  
Zlatko VUKICEVIC (CRO)  
John SMYTH (GBR) IPC Representative  
Magne NESBAKKEN (NOR)  
Lars HOLMSTROM (SWE)  
Hannu HALONEN (FIN)  
Artur RUTOWSKI (POL)  
Vladimir FOLTIN (SLO)  
John BRADY (GBR)  
Ian STRACHAN (GBR)  
Bernald SMITH (USA)  
Günter BERTRAM (GER)

Robert HUGHES (FAI General Projects Manager)

## **Introductions**

Delegates were invited to introduce themselves. Several delegates took the opportunity to stress the importance of the issue of airspace, both locally and internationally.

## **Chairman's address**

Mr Portmann emphasized the worldwide nature of this commission and that local issues should be fought predominantly in local territories. FAI General Conference had agreed to form CANS in 2007. The commission would be formally approved at the FAI General Conference in 2008. FAI had a Memorandum of Understanding with Europe Air Sports, which was responsible for monitoring airspace and navigation issues in Europe. But often, adverse developments that started in Europe spread elsewhere. The Chairman declared that we should "claim the right to be in the air" in the face of growing regulation in Europe and elsewhere.

## **Item 6: Terms of reference**

There was a general discussion about the scope and role of the commission, and of the requirement for all aircraft to carry some form of electronic location system in the future.

Bernald Smith asked for the name of the commission to be amended, to emphasize the importance of access to airspace. This was an international issue, though the seriousness of the threat varied around the world. We would, in his view, eventually need some form of electronic location device to continue to fly freely. The increased use of UAVs by all emergency services, the military and other authorities served only to reinforce this likelihood.

There was discussion about navigation systems currently in use, including ADSB in Australia, and Mode S transponder in Germany, and about the relative merits of each system. Mr Portmann stated that we all wanted to continue to fly, and should focus on access to airspace. CANS brought together a wide range of interests, but national issues should be fought at national level. CANS should concern itself with general problems and not local details. John Brady gave an example of a national issue that would become international – from March 2009 a Mode S transponder would be required by any pilot flying into UK airspace. CANS could help in this area by issuing international statements which could be presented to national authorities who were not accustomed to considering the international implications of their decisions. Mr Portmann reminded the meeting that local organizations can look to FAI for support. FAI would write letters to national authorities if it was considered that such letters could help to resolve national issues.

Tonci Panza agreed on the principle that FAI should not become involved at national level, though he expected CANS to set general policy and offer advice on how to fight for continued access to airspace, so that national organizations could follow FAI's lead.

John Smyth pressed this point, adding that investigation into equipment and systems are only secondary to policy formulation. He expected FAI to coordinate efforts internationally and to take a lead so that individual countries could follow FAI's guidance. He pressed the Chairman for a clear statement on the role of CANS.

The Chairman responded by reminding delegates not to be under any illusions – FAI as an international federation could not solve local issues. CANS could only support national associations in their efforts to do this.

Günter Bertram asked for CANS to issue a clear statement to make 'access to airspace for all' an international issue.

John Brady questioned FAI's link with ICAO. The Chairman explained that FAI had enjoyed a relationship with ICAO since 1961, and that this link was becoming more important for air sports, which were directly affected by recent ICAO initiatives. There was discussion about the varying national attitudes towards the implementation of ICAO SARPs (standards and registered procedures), and the varying degrees of compliance among different nations. The Chairman used this point to emphasize the need for CANS to stick to major international issues or risk becoming overwhelmed by detail.

Aurélie Boudier asked about CANS' involvement in space tourism. The Chairman replied that CANS is (or would soon become) an FAI Technical Commission responsible for giving advice on Airspace and Navigation to all FAI Air Sport Commissions (*ed. including the Astronautics Records Commission*). But CANS did not represent commercial ventures.

A working group was established to consider the various suggestions for changes to the terms of preference, and was tasked with producing a draft during the lunch break.

#### **Item 7: Changes to FAI Constitution**

A change of name for the Commission was discussed widely. Bernald Smith proposed: "CANS" (Commission on Airspace and Navigation Systems). This was seconded by John Brady and carried by a unanimous vote.

There followed a discussion about the wording of the proposed change to the FAI Constitution, and it was agreed that a draft would be produced during lunch.

#### **Item 8: CANS website**

Robert Hughes gave a brief explanation of the role and scope of the CANS website, and the popularity generally of the FAI website as a whole. He invited contributions to the website from all delegates.

#### **Item 9: Future actions**

The question of CANS' future meeting was discussed. It was agreed that there should be one meeting per year, lasting two days. Between meetings, delegates could discuss matters using the email group. Several possible dates were suggested for the next meeting. It was agreed that Robert Hughes should email all delegates (not just those present at the meeting) with a choice of three possible dates to encourage others to attend. It was noted that the great majority of delegates present at the meeting were from European member countries.

John Brady said there was a need to create a working group to gather information regarding airspace issues and the different attitudes of national organizations. He stressed that airspace issues were urgent and that he had an imminent deadline for response to new legislation from the UK regulators.

The Chairman reminded the meeting that the Commission was not yet officially appointed, and that elections for the various Commission officers would be conducted at the next meeting once approval had been gained at the General Conference. He reminded delegates of the need to work effectively by email.

Aurélie Boudier asked for specific actions to be listed under item 9 and to create a concrete plan for the immediate future of CANS. The Chairman replied that it was first necessary to define the exact roles of the commission. A better understanding of what was needed would emerge once the commission had started work.

Bernald Smith suggested that CANS should invite officials from national airspace authorities to future meetings to enable them better to understand the issues.

Srdjan Cop said that air sports and recreational flying did not have as much influence as the commercial airline industry. Freedom in any area of life cost money, and the goal of this commission should be to minimize the costs for recreational flyers and to provide a communication channel between national sport aviation communities and international regulators.

The Chairman agreed that two working groups should be formed, one to consider airspace matters and the other to evaluate navigation systems. He asked delegates to ensure that future attendees were proficient in one of these two areas.

**Lunch was taken at 13.15; the meeting resumed at 15:00**

Oscar LINDSTROM (SWE) joined the meeting.

The draft terms of reference and proposed FAI constitution change were presented. There were extensive discussions regarding the final wording of these documents which are at Annexes A and B.

Ian Strachan said that the first job of CANS was to gather information so that the future direction of the commission could be properly evaluated.

The Chairman reiterated that FAI comprised a great number of member countries and each had its own priorities. He sought to avoid CANS being ineffective because it has not fulfilled expectations. It was therefore very important to be clear as to what CANS could and should achieve.

Günter Bertram declared that the principle aim of CANS should be to preserve airspace and then as a secondary goal to identify the suitable navigational systems in order to avoid infringements.

**The Chairman and 6 other delegates had to leave the meeting to catch planes at 16:30.** Robert Hughes chaired the rest of the meeting.

**Item 4:**

Lars Holmström presented a paper titled "What is Mode S and is it really needed?". ADSB-VDL4 (Very High Data Link) with a pressure altitude sensor had been in use very successfully in Sweden for 10 years. It was also used for weather and traffic information. Oscar Lindström agreed, adding that it was being used by Sweden's national airline and for ground movements at Sweden's largest airport and therefore had strong support. The paper is at Annex C.

Bernald Smith agreed that VDL4 was a good system as it did not need to be interrogated to provide information., It used a dedicated (airband) frequency and had good range, although a network of ground base transceivers was needed.

John Brady pointed out that the 1090Mhz system was used universally for anti-collision and this would not change in the short term. For this reason he believed that transponder technology would be forced upon us regardless of other, more suitable alternatives.

Oscar Lindström said it was worth investigating putting a proposal to ICAO for a new class of airspace, access to which would be by use of an agreed navigation system.

Ian Strachan believed few denied that ADSB would be the prevailing system after 2020, and that now was the time to influence regulators.

**The acting Chairman thanked all those who attended. The meeting was closed at 17:30pm**

Robert Hughes  
FAI General Projects Manager

27 March 2008

**Terms of Reference**

1. To co-ordinate and disseminate Air Navigation Airspace rules, regulations and policy, on behalf of FAI as they may affect the types of aviation in which FAI and its members are involved.

2 Airspace. The principal FAI objective is to preserve freedom of access for the air sports community. To further this objective, CANS will:

2.1 Implement any necessary action with the aim to preserve freedom of access for the airsports community.

2.2 Identify Airspace and Air Traffic Management (ATM) issues as they may affect FAI activities.

2.3 Facilitate support to Nations to assist in the defence of airspace access for air sports.

2.4 Collect information on relevant National and Regional rules and procedures and make available to FAI members in a useful form. In the European area, fraternal relations with Europe Air Sports (EAS) are to be maintained.

2.5 Liase with the principal world Aviation Regulatory Bodies such as the EASA, FAA and other equivalent and complementary bodies.

2.6 Communicate with ICAO in a manner approved by the FAI Executive Board and the FAI representative, on behalf of Sport Aviation.

3 Navigation Systems. It is appropriate for FAI to have a knowledge of the technology of navigational and reporting systems. This will enable FAI to liaise, and have credibility, with Air Traffic Management (ATM) bodies, Government Departments and others as appropriate. CANS shall acquire, promote and disseminate such knowledge on behalf of FAI. This includes the evaluation of navigation and position and altitude recording equipment designed to maintain separation from other air space users and for the avoidance of restricted airspace. Such knowledge is also to aid compliance with FAI, National and International rules and procedures.

4 FAI Information Resource. To produce and maintain an information resource for use by FAI members on the above and related subjects.

5 To make regular reports to General Conference and to other FAI meetings and events as requested.

6 To attend conferences and events and make presentations to and on behalf of FAI where necessary.

7 Commission structure and procedures are to be those in Statutes and By-laws for Technical Commissions. Experts in relevant areas of expertise may be co-opted.

**S5.7.3.5 FAI COMMISSION ON AIRSPACE AND NAVIGATION SYSTEMS**

To co-ordinate and disseminate knowledge and information within and on behalf of FAI on Airspace rules, regulations and policy, and Air Navigation Systems, as they may affect the types of aviation in which FAI is involved.

Abbreviation for the Commission: CANS

**FAI By-laws.** No change required

**Sporting Code General Section.** CANS to be added to the list of Technical Commissions in 1.4 and added to the Glossary.