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Title	Essential Requirements for Civil Aviation Environmental Protection
NPA Number	2008-15

British Gliding Association (office@gliding.co.uk) has placed **13** unique comments on this NPA:

Cmt#	Segment description	Page	Comment	Attachments
148	(General Comments)	0	This response to NPA 2008-15 is made for and on behalf of the British Gliding Association, the representative body of sport gliding in the United Kingdom.	
141	A. EXPLANATORY NOTE - IV. Content of the Notice of Proposed Amendment - Scope - Aeronautical products - Question 1	7	<p>The statement “It is a fact also that some of these aircraft (Annex II and 'ultralight aircraft, produced in an industrial manner') already pose serious environmental concerns” is not justified within the text. On what basis is this statement made?</p> <p>It is likely that Commercial Air Transport would benefit from environmental regulation through an aviation regulator rather than any other agency. However, air sport presents a very low environmental impact. In addition, any additional regulation presents a significant economic challenge to an industry that is struggling under the load of EASA driven regulatory change and an increasingly challenging macro economic environment.</p> <p>Whether currently Annex 2 or otherwise, any product that is in future subject to EASA environmental regulation should be regulated proportionally.</p>	
142	A. EXPLANATORY NOTE - IV. Content of the Notice of Proposed	8	a) EASA is currently seeking to extend its competency to include aerodrome and ATM safety. The BGA believes that aerodromes not open to public use and that do not publish instrument approaches for aircraft above 2730 kg	

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	Amendment - Scope - Aeronautical products - Aerodromes - Question 2		<p>should not be subject to EASA regulation, the BGA additionally believes that aerodromes not subject to EASA regulation should not be subject to EASA environmental rules.</p> <p>b) The BGA agrees that that land use planning around aerodromes is better regulated at horizontal level, taking into account all sources of noise/pollution, rather than from an aviation perspective only.</p>	
143	A. EXPLANATORY NOTE - IV. Content of the Notice of Proposed Amendment - Scope - Aeronautical products - Operating restrictions - Question 3	9	Sporting aviation bodies' observance of the Environmental Codes of Conduct developed by the Fédération Aéronautique Internationale www.fai.org/environment/code_conduct provides for specifics such as “adapting the flight profile and the aircraft configuration wherever needed and possible without affecting flight safety” and “low noise procedures for parachute dropping”, together with many other much more comprehensive lists of activities. So, once again, the BGA believes that aerodromes not available to commercial air transport should not be subject to common EASA requirements.	
144	A. EXPLANATORY NOTE - IV. Content of the Notice of Proposed Amendment - Scope - Environmental objectives - Question 4	11	It is beyond the resources of the BGA to comment on whether the criteria constitute a good basis for the regulation of aviation environmental protection. The BGA believes that if EASA believes that ICAO standards are inappropriate, the obvious solution is to engage with ICAO to ensure a level international playing field approach to aviation environmental issues.	
145	A. EXPLANATORY NOTE - IV. Content of the Notice of Proposed Amendment - Implementation	13	It is currently unclear what constitutes an assessment body under EASA. The BGA believes that certification to environmental requirements should be an industry responsibility within a future ELA environment. Any environmental theoretical knowledge requirements based on existing regulation should	

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	means - Product design, manufacture and maintenance - Question 5		<p>sensibly and proportionally be developed for inclusion within certification and licensing requirements overseen by competent authorities and qualified entities.</p> <p>The BGA believes very strongly that using safety regulation as vehicle for ensuring other non-safety related regulation is observed is a dangerous precedent to set. Aviation accepts safety regulation where it is proportional and justified. Diluting that principle will result in non-acceptance.</p>	
146	B. DRAFT ESSENTIAL REQUIREMENTS	15	This is a highly complex task that requires significant professional input and consultation on many of the elements described. Limiting operations sounds like a positive approach. But to do so without having implemented a revised ICAO approach to environmental issues will internationally disadvantage EU industry.	
147	B. DRAFT ESSENTIAL REQUIREMENTS - I. Description of the essential requirements - Operating restrictions	21	The BGA is surprised by the choice of the word 'restrict' rather than modify. In many cases modifying operations is appropriate. When that is not possible, surely the final option is to restrict an operation.	
224	B. DRAFT ESSENTIAL REQUIREMENTS - II. Essential Requirements - 1. Product design, manufacture and maintenance	22	<p>Any product can be made environmentally compatible given enough investment. However, proportionality has to be applied.</p> <p>Propose 1a;</p> <p>Aviation products must be designed to be as quiet as <u>reasonably</u> possible.</p> <p>Propose 1b;</p> <p>The following emissions species shall be mitigated as much as <u>reasonably</u></p>	

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			possible.	
225	B. DRAFT ESSENTIAL REQUIREMENTS - II. Essential Requirements - 1. Product design, manufacture and maintenance - 1.g.	22	<p>Is this statement necessary as the underpinning detail exists elsewhere in 1?</p> <p>If it is necessary, 'particularly' harmful is not a clear statement.</p> <p>Proposal</p> <p>Replace particularly with 'significantly' harmful</p>	
226	B. DRAFT ESSENTIAL REQUIREMENTS - II. Essential Requirements - 2. Aerodromes - 2.a.	23	<p>Again proportionality is required here.</p> <p>Propose;</p> <p>...that noise and emissions from its aviation activities are reasonably minimized.</p>	
227	B. DRAFT ESSENTIAL REQUIREMENTS - II. Essential Requirements - 3. Air traffic management and air navigation services - 3.f.	24	<p>It is highly likely that airspace service providers will exploit any environmental regulations to expand regulated airspace to meet their and their commercial owners needs.</p> <p>3f could imply that such agencies are empowered to require other stakeholders to comply with regulated airspace change on environmental grounds.</p> <p>Proposal;</p> <p>3f. Such organisations must establish <u>mutually acceptable</u> arrangements with other relevant organisations...etc</p>	
228	B. DRAFT ESSENTIAL REQUIREMENTS - II. Essential Requirements - 4. Air operations - 4.f. Continuing environmental compatibility	25 - 26	<p>4f 2 is understood, but represents an unrealistic proposition. Pilots cannot be expected to be environmental protection experts. During a pre flight inspection, an aircraft is either airworthy or not.</p> <p>Surely the design issues at II Essential Requirements 1 will ensure that an airworthy aircraft is fit for flight from an environmental protection perspective?</p>	

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			Proposal; Remove this requirement	

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