



Report to General Conference from the FAI Commission on Airspace and Navigation Systems (CANS)

Dated 20 September 2010

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The Commission on Airspace and Navigation System (CANS) is a Technical Commission of FAI under Statute 5.3.3.5. It is responsible for "Co-ordination and dissemination of 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".

1. CANS Plenary. Since the last General Conference, a CANS Plenary meeting was held from 1-2 February 2010 at the Landessportbund-Hessen (LSBH) Sport and Conference Centre, close to Frankfurt airport. Delegates from eleven nations attended (Australia, Czech Republic, Denmark, Finland, France, Germany, Norway, Slovakia, Sweden, UK, USA). Representatives from three Air Sport Commissions were present (Ballooning, Gliding, Parachuting) and apologies were received from Poland, Russia and Turkey. This was generally considered to be the most productive CANS meeting to date, with many points being raised and recording in the minutes that as well worth all FAI members noting carefully.

1.1 Next CANS meeting. CANS proposed to run a short airspace seminar in Dublin before General Conference, after the CASI meeting on 7 October. This was so that members already travelling to Dublin from countries not previously involved in CANS could attend and contribute. However, FAI management decided that there was insufficient time for such an event. Therefore, the next CANS Plenary is scheduled for 28-29 March 2011, again at LSBH in Frankfurt because it is close to an international "hub" airport. For convenience of travel, the meeting will not begin before 14:00 on 28 March and finish on 29 March not later than 15:00.

1.2 CANS attendance. So far, only thirteen nations (16%) and three Commissions (30%) have sent delegates or representatives to CANS. Since the preservation of future airspace and affordable avionics are vital concerns for all of us, more Nations and Commissions are invited to participate in CANS meetings and proceedings. For Nations and Commissions which can not attend CANS meetings, an indication of positions and concerns on Airspace and Avionics/Navigation matters would be welcome, so that a better overall picture on behalf of FAI can be discussed and documented.

2. Trends - Airspace. Generally it was said that preserving airspace for sport aviation was a continuous fight. There are continuous pressures to increase the volume of restricted airspace that is denied to the light GA and recreational aviation sectors. In particular there is a trend for airfields use mainly for Sport and General Aviation to be closed, for instance due to the real-estate being changed to more profitable building projects, on "environmental grounds" such as aircraft noise, or an increased volume of controlled airspace (CAS) from nearby airports with commercial air transport (CAT) flights.

3. Trends - Navigation and Avionic Systems. Future Air Traffic Management systems will be based on Satellite Navigation systems (U.S. GPS, European Galileo, Russian GLONASS) rather than radar transponders. The future SatNav-based ATM system is Automatic Dependent Surveillance - Broadcast (ADS-B), already in service in Australia, in some parts of North America, and planned for Europe starting in 2015.

3.1 Europe. A Eurocontrol paper considered arrangements for light GA and sport aircraft and acknowledged the large numbers in these categories. The use of a simplified version of the US design of Universal Access Transponder (UAT) was being considered for what was called "GA in VMC". For the basic details of the UAT system, see the CANS Glossary.

3.2 USA. A Memorandum of Agreement (MoA) had been signed by the US Federal Aviation Administration (FAA) and the Soaring Society of America (SSA) to develop low-cost, light weight, ADS-B equipment for use by the soaring community and others. This could be a significant development of general benefit to sport aviation.

4. Need for Statistics on FAI Aircraft and Activities. FAI Nations are requested to give priority to FAI requests for current numbers of GA and other Sport aircraft, and other figures on FAI flying activities. In the Airspace and Avionics area it has been found useful to have figures to demonstrate the size of the Light GA and Sport Aircraft sector, when corresponding with National and Regulatory Authorities about proposed airspace restrictions or expensive avionics fit. For instance, in one CANS nation, our sector of aviation was over 95% of all aircraft registered to fly in that country and this had been useful when negotiating with Air Traffic Management authorities.

5. CANS information available.

5.1 Minutes. Minutes of the CANS Plenary meeting held since the last FAI General Conference are available at: www.fai.org/system/files/cans_minutes_2010.pdf
This includes 11 annexes with additional information such as reports from the CANS Bureau, the Czech Republic, Netherlands, RTCA, Russia and Sweden. There is also a paper on future avionics systems and details of the FAA/SSA Memorandum of Agreement.

5.2 Glossary of Terms. CANS has prepared a comprehensive Glossary of Terms for Airspace, Air Traffic Management (ATM), aircraft avionics and navigation equipment, and wording has been drafted to be understandable to FAI members.

See: www.fai.org/system/files/cans_glossary_2009_2_12.pdf

5.3 CANS Web Site. See: www.fai.org/airspace_navigation

Lars Holmström
CANS President
20 September 2010
