

AEG 1. Report by Günter Bertram

In Dec. 2012 AEG was tasked with the following three tasks:

1. establish a list of main criteria on airspace from the air sports / recreational viewpoint, as tool for further discussions with respective authorities

It is extremely difficult to make general statements in regards to air sports main criteria in regards to air space. Looking at the diversity within FAI members, we have quite a challenging situation. On the one hand we have the old founding members of FAI in central Europe whose main concern might be air space availability in a very populated area and on the other hand the evolving air sports communities in for example eastern Europe who only lately can enjoy the freedom to exercise air sports in a manner which is not bound to the military community.

The only universal sentence that needs to be communicated is:

“Air sports needs free access to air space” and we need it where the air sports people are and not in some distant reservation.

2. Establish a project plan to develop a quantitative assessment of how much airspace has been reduced, on a year to year basis, from air sports:

- a mapping of where air sports are practiced
- computing the «total air sports area
- a time graph of how much of this airspace has been lost for our purposes during the last 10 years

As mentioned in earlier mails I am very glad and proud to say that for the Central European air sports community the situation has improved a lot. In the middle of the 1990 we gained access to the eastern half of Europe and for the last couple of years we have a decrease in commercial activities and a tremendous reduction in military aviation making airspace available.

The large countries of North America, Africa and Asia might have huge areas of air space that could be used for air sports activities but lack the demand.

3. Provide a suggestion for further (future) tasks in airspace issues. Highest priority should be given to airspace matters of global importance impacting air sport activities.

I see only one point of contact and interest and that is ICAO, because almost all our Nations are members and ICAO is the think tank and we should have a working agreement with them on the mid- to long term planning cycle.