



**FAI Commission on Airspace
and Navigation Systems (CANS)
Report to the 105th General Conference
Belgrade, 14-15 October 2011**



1. CANS Plenary. A meeting was held in Lausanne 28-29 March 2011 and was attended by 16 people from 9 Nations and one Air Sport Commission. Originally the Plenary was to have been held in Frankfurt following a meeting of Europe AirSports (EAS) but was changed to Lausanne by FAI management. Attendance would probably have been greater at Frankfurt because people may have stayed after the EAS meeting, and for most people it is easier to travel to Frankfurt than to Lausanne.

2. Reports. At the Plenary, reports were made on the airspace situation in Colombia, Denmark, France, Germany, Norway, Russia, Spain, UK and the USA. A report was also made on the Single European Sky project. Trends included the following:

2.1 There was pressure for increased volumes of Controlled Airspace (CAS).

2.2 More Transponder Mandatory Zones (TMZ) were being created.

2.3 Unmanned Air Vehicle (UAV) activity was increasing.

2.4 Europe. Air traffic was forecast to triple by 2025.

2.5 Russia. The Russian Aviation Federation represented about 6000 air vehicles and 9000 pilots. Some airspace regulations and procedures from the Soviet era had been relaxed, there had been some opening up of airspace and people were beginning to group together.

2.6 USA. Progress continues under the Memorandum of Agreement (MOA) 1 between the US Federal Aviation Administration (FAA) and the Soaring Society of America (SSA), for low-cost battery-powered ADS-B equipment.

3. FAI - Statistics. Statistics on Air Sport aircraft and persons involved are needed when negotiating with Regulatory Authorities and government bodies about airspace and future avionics. Some nations submit good statistics to FAI, others do not. Nations and Commissions are asked to increase the accuracy of their statistical returns to FAI, particularly on numbers and types of air vehicles and membership and pilot numbers.

4. SatNav systems.

4.1 ADS-B. Using the satellites of the US GPS system, ADS-B 2 has been operational in Australia since 2009. In North America, ADS-B is beginning to be used and 270 of the planned 794 ADS-B ground stations are now operational, the rest will follow by end 2013. The FIS-B system is part of ADS-B and might be able to be used for sporting data, for instance from Competition Control to aircraft in the air.

4.2 China. The BeiDou-2/Compass GNSS 3 will have about 30 satellites. Service in the Asia-Pacific region is to start in 2012 and the complete world system is scheduled for 2020.

4.3 Europe. 14 satellites for the Galileo GNSS are to be in orbit by 2014, and a further 14 are to follow. Under the European SESAR 4 programme, the first ADS-B ground stations in Europe are scheduled for 2015.

1 The MOA is at Annex G to the minutes of the 2010 CANS Plenary

2 ADS-B = Automatic Dependent Surveillance – Broadcast, automatic position reporting using satellite data

3 GNSS = Global Navigation Satellite System, the generic term for all such systems

4 SESAR = Single European Sky Advanced Research joint undertaking

4.4 Russia. The GLONASS 5 GNSS was being made compatible with Galileo and GPS.

4.5 USA. The US Federal Communications Commission (FCC) has provisionally licensed the Lightsquared company to transmit just below 1559 MHz. This could interfere with the 1559MHz L1 frequency used by GPS satellites, and strong objections have been made to the FCC.

5. CANS Web Site. People are encouraged to visit the CANS web site. The Glossary contains useful information including explanations of airspace and avionics terms, and the meaning of abbreviations.

6. ICAO representation. Good representation of FAI at ICAO was considered very important, since most ICAO recommendations are implemented by national and regional Regulatory Authorities and then have the force of law in the countries concerned.

7. Iran Paper on TCAS. In September 2011 the Iran Air Federation (IAF) forwarded a paper on TCAS 6 about errors to CANS for comment. CANS helped the author to structure the paper in the form normally used for international papers, and advice was sought on distribution from a contact in ICAO.

8. CANS Airspace Seminar. CANS meetings have so far been in Europe and separated from the FAI General Conference. It is no surprise that the proportion of the 100 or so FAI NACs and 10 Air Sport Commissions attending CANS has been low. As airspace and avionics matters affect us all, CANS has proposed to FAI management to chair an Airspace Seminar to take place on the afternoon of the day before General Conference, to which all Nations and Commissions attending Conference would be invited. This was proposed for Dublin in 2010 but the offer was not taken up, similarly for Belgrade in 2011.

9. Next CANS Plenary. In order to involve more FAI Nations and Commissions, it is proposed to hold the 2012 CANS Plenary in Antalya, Turkey during the General Conference period 16-20 October 2012. Should this not be possible, the 2012 Plenary will be at LSBH 7 in Frankfurt 26-27 March 2012, just after the meeting of Europe AirSports. In this case, as indicated in para 8, CANS proposes to chair an Airspace Seminar at Antalya on the afternoon of the day before Conference.

Conclusion

10. Airspace restrictions and future avionic requirements affect us all. In some regions the outlook on availability of airspace is not good. Looking at equipment, radar-based systems will be replaced by those using other technologies such as GNSS, and ADS-B systems using US GPS satellites are already operational in Australia and North America.

If FAI airports are to be prepared for the future, what is happening in these areas must be monitored so that, where necessary, we can put the case for freedom to operate based on knowledge of the background and of the technologies involved.

As FAI President Grubbström said at the last CANS Plenary, airspace is the "sport arena" of FAI, we have rights too, and CANS activities can help us to preserve them.

Lars Holmström
8 September 2011
CANS President

5 GLONASS = GLObal'naya NAVigatsionnaya Sputnikovaya Sistema (GLObal NAVigation Satellite System)

6 TCAS = Traffic alert and Collision Avoidance System (Transponder-based)

7 LSBH = LandesSportBund-Hessen sport and conference centre, near the airport

