

Dear all,

Please find underneath my personal report of yesterday's BELANC. Very disappointing for us!

Glider Area Ardennes has a lot of shortcomings due to new interpretations from Defense and SKEYES. It took 5 years of negotiations to reach this point and when the problems show up we are sent back to subcommittees to solve the problems. Difference of treatment to be compared with the HTA's that did not please the drone community. HTA problem was put forward in the second semester of last year and the new system will be operational this summer!

The meeting started at 9:30 and was over at 16:40, carried out through Microsoft Team. All services were represented, but hot subjects were put on the side to be treated separately between the conflicted parties because of this visio-conference.

BELANC is, from now on, hosting a new member representing the drone community: Bruno Fraiture, drone specialist, instructor and examiner, paraglider and helicopter pilot.

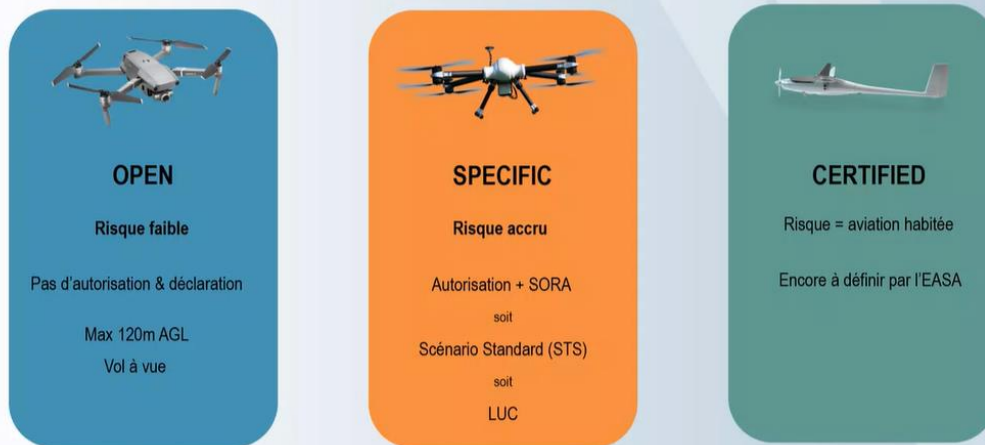
As usual, except for a few exceptions, I will not cover points without interest for the Aero Club. You will receive the official report in the weeks to come.

- Creation of a TSA25D. Will be put for approval by silent procedure ASAP. As a reminder, TSA25D is supposed to go from 4500' to FL95, below the current TSA25B, within the Belgian limits, in order to link TSA25 B to the D26. I will continue to oppose to this creation, if relationship with Defense is not improved. TSA25's are not subject to NOTAM publications, they can be activated anytime. This is the negation of our Glider Area Ardennes agreement and one way to circumcircle it. This area is currently a safe haven for XPDR equipped gliders if TSA26B and TSA27A are not active. Ongoing.

- LFA Golf Task Force:

- Glider Area Ardennes and LFA Golf 3: I summarized the different problems we encountered during the first 4 weeks of operations. Defense and SKEYES could not provide immediate answers. In view of the amount of problems, the BELANC chairmen decided that these discussions and problem solving should occur in a subcommittee tri-party conference between ACRB/RBAC - Defense - SKEYES. If changes in official documents need to happen as a result of these meetings, the silent procedure will be adopted to accelerate the process. I did stress that the LFA Golf 3 needs an immediate solution. Defense reacted saying they also have a lot of other priorities... Ongoing.
- ULM in danger areas: Acted in A.R. Closed.
- New regulation for drones. Partly covered with the introduction of Bruno Fraiture and then by the GEO Zones (see later). Ongoing.

European legislation – 1st January 2021



The biggest danger for us is the category C4. Although limited to 120 m AGL by the OPEN category, those drones are capable to climb to 10000 meters and travel up to 30 Km beyond visual range. Legally, they can be put in the hands of a 14 years old kid, only covered by a family insurance! From what Bruno said, it is impossible that all those drones will be technologically equipped with sufficient systems to avoid the planned GEO Zones in January 2021. On my request BCAA will write an official letter to EASA, in the name of the BELANC, to state our safety concerns about the January 2021 implementation.

The diagram shows the mapping of drone categories to the regulatory table:

- OPEN (Low risk):**
 - Points to A1, C0-C1, A2, C2, A3, and C2-C3-C4.

Category	A1		A2	A3	
Sub Category	C0	C1	C2	C3	C4
VLOS	Yes	Yes	Yes	Yes	Yes
Drone	< 250gr	< 900gr	< 4kg	< 25kg	< 25kg ss mode auto – ss fail safe
Age	14 ans	14 ans	16 ans	14 ans	14 ans
Theoretical training	No	Training + exam online	Training + exam online	Training + exam online	Training + exam online
Practical training	No	No	Self training declaration	No	No
Altitude max	120m AGL	120m AGL	120m AGL	120m AGL	120m AGL
Flight over involved people	Yes	Yes + agreement	Yes + agreement	Yes + agreement	Yes + agreement
Flight over non involved people	Yes	No	Safe horizontal distance 30m – Slow mode 5m	Safe horizontal distance 30m – Slow mode 5m	Safe horizontal distance 30m – Slow mode 5m
Flight over assemblies of people					No

- Update AIP ENR 1.15.4 iro publication GEO Zones is postponed. The provider selected by DGTA is not available anymore. Time is running short with the January 01, 2021.

- Project of new CAS zones to replace D32/33/34/35/36 proposed by Defence. From the moment Defense states that there will be 3 types of drones (High, medium and low altitude models) operating within the TSA in conjunction with the F-16's, I don't see how we can reject this proposal! It is effectively dangerous to maintain these activities in a Danger area. The request was unanimously approved and will be operational in October of this year. I obtained a written guarantee that the zones can only be activated by pairs: Northern areas or southern areas. This guarantee will be published in the AIP. The planning consists of 6 weeks training a year. 2 weeks in April will interfere with the GAAA, the 4 other ones should be outside of the GAA activation time frame. But, daily activities can still be organized, from time to time... All will be NOTAM published. The 5 above mentioned Danger areas will be deleted, including D36 around Elsenborn. The new zones names are: TSA32A & B Bertrix and TSA34A&B Marche. Closed.

D32-33 → TSA32A & B Bertrix



D34-35 → TSA34A & B Marche



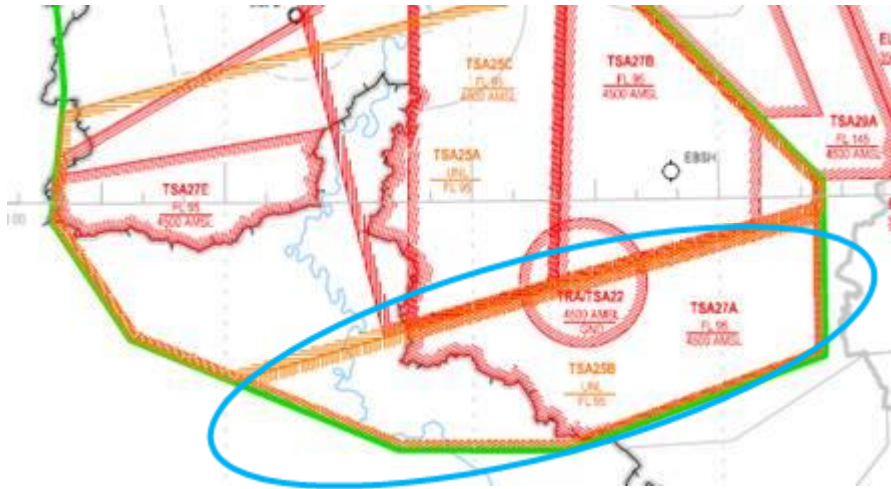
- TSA 25c extension to the south to include Neufchateau area has been pushed to a subcommittee visio conference between ACRB/RBAC and Defense, because I could not agree with the proposal. More details to follow after this conference. Ongoing.

TSA25B - ARDENNES 03B

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
494604N 0043047E - 495854N 0054241E - 494735N 0054237E - 494137N 0051624E - 494030N 0051133E - 494040N 0045055E - 494604N 0043047E.	UNL / FL 95 ⁽¹⁾	High performance flights. ⁽²⁾	HX ⁽³⁾
<p>(1) First usable level is FL 100. (2) GAT is allowed to cross TSA 25B on the route MATIX - MMD on a fixed FL. The traffic shall remain below FL 195. Not permeable. (3) Activation can be checked with Steenokkerzeel ATCC.</p>			

TSA25C - ARDENNES 03C

Lateral limits	Vertical limits	Type of restriction / nature of hazard	Time of activity
495854N 0054241E - 500118N 0054241E - 501808N 0051710E - 500703N 0041011E - 495835N 0040853E - 494920N 0041830E - 494604N 0043047E - 495854N 0054241E. (1)	FL 95 / 4500 FT AMSL ⁽²⁾	High performance flights. ⁽³⁾	HX ⁽⁴⁾
<p>(1) Flights within TSA25C shall stay clear of controlled airspace, prohibited areas, danger areas and conflicting TRA and TSA. (2) Lower limit FL 65 within LFCBA16B (see AIP France). (3) Area may be crossed by flights TKOF from EBFS and flights with ADES EBFS, military traffic to/from TSA28A and TSA28B, and military traffic to/from Germany via Northern Window (4) Activation can be checked with Steenokkerzeel ATCC.</p>			

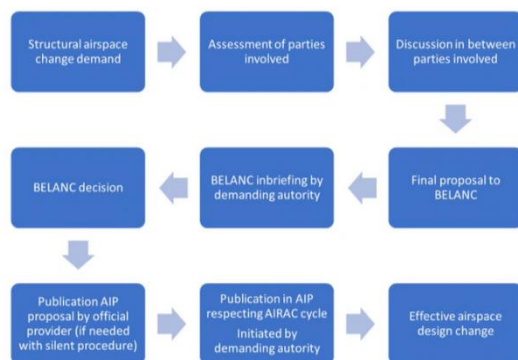


- Modification of TSA26 NOTAN slots. Defense wants to benefit of 10 more minutes before and after each slot. Not much we can do! They also want to maintain the 30 minutes buffer before and after these additions. This is becoming ridiculous! A slot that used to occupy the airspace for 1 hour is now doing it for 2h20'! There is clearly a move from the supervisors to prevent access above 4500' MSL to non-XPDR equipped gliders in the GAAA. A return to the MilFAG's system would not solve the problem for CNVV because the same people will be at the controls. Discussions at this level are impossible for the moment! Ongoing.

- Not really for us, but Defense attempted the creation of a new TSA between TSA26 and the German border at high altitude. Although activations would be very punctual, this was refused by both SKEYES and MUAC. Ongoing.

- Laser Redu: A workable solution is in view and SKEYES/MUAC could agree for an experimental period of time, with very limited operational time opportunities at night, but want the scientists to know that they will never accept a permanent installation. Ongoing.

- Procedure change for airspace structure: what was done for the past few years is now secured in a note. It will be attached to the official report.



- BELANC 02 2021 is scheduled for June 07.

- Classification EBCI CTR/TMA when the airfield is closed. It took 2 years, but the result will be published in the new AIP version: Class G with a mandatory listening watch to Brussels FIC. This will also apply to Antwerpen.

- A Z Flight plan for a non-controlled airport departure: it is highly suggested to give a phone call to ACC maximum 30 minutes prior to ETD.

- Defense request to be included in the analysis for the approval of new launch sites (aeromodellers, ULM's, paramotors or aerodromes in the vicinity of military installations, essentially below their TMA's. Granted.

- HTA redesign is approved and should be published in the coming AIP, effective 18 JUN 2020. I checked this afternoon and the new HTA map is not yet included in the AIRAC AMDT 007/2020. **This is important to everybody as those new HTA's will not be published on maps before 2021 and BELANC requested its shareholders to publicise these changes!** The activation will still be done by NOTAM, but will have to be done Day -1 before 16:00 Local. Closed.

33. HTA re-design

BELGIAN AIR FORCE

- HTA re-design agreed by the BELANC via silent procedure
- Currently available in the AIRAC preview of upcoming AIP :
 - https://ops.skeyes.be/html/belgocontrol_static/eaip_upcoming/eAIP_Product/index_upcoming.html
- Effective date : 16 JUL 20
- HTA 10 renaming is included :
 - HTA10A - COASTAL HELICOPTER TRAINING AREA
 - HTA10B - AALTER HELICOPTER TRAINING AREA
 - HTA10C - IEPER HELICOPTER TRAINING AREA
 - HTA10D - TOURNAI HELICOPTER TRAINING AREA
- Booking timings added in description :
 - Activated by NOTAM (not later than 1500 (1400) the day before activation)
- Item may be closed

02:10:28

10 Feb 20

- Lowering of TMA 9 A/B to 2500': SKEYES has decided to abandon this project for the moment. Due to Covid 19 and its consequences, traffic level at Brussels is not expected to recover for at least a year or two. This file is closed for the moment.

- Project of lowering TRA North 2 to FL 75. SKEYES is still studying the impact. Ongoing.

- Namur NOTAM unlawful (Radio contact mandatory) will be withdrawn within a day or two.

B2230/20

From:29 MAY 20 07:00 Till:01 NOV 20 16:16

Schedule: MON-THU 0700-1800, FRI-SUN 0700-SS

Text: EBNM GLIDER ACT UP TO 2500FT AMSL. RADIO CONTACT MANDATORY. EXTRA VIGILANCE REQUIRED

Lower limit: GND Upper limit:2500FT AMSL

- NOTAM 2091 (Corona) restricting access to C airspace of KB and FS, when bases are closed, will also be reviewed. Action will be taken if necessary.


- Circulaire ULM. ULM sites need to reviewed by Defense before publication. Ongoing.

- Kortrijk is proposing the creation of a TMA above its current RMZ. This would have a huge impact on gliding and paragliding in the region. ACRB/RBAC opposed the project. Ongoing.


- North Sea current protection zones are being reviewed in correlation to the GEO Zones. The contours will be simplified. This concerns EB-R54,55 and 56 up to 1000' AMSL. Silent approval procedure will be used. Done.

- North sea ports request a Prior Notice to overfly their current installations. This is under investigation. Ongoing.

- Defense is checking to change the status of its exercise zones along the coast. See presentation below. One problem remain and should be clarified: Can a CTA contain another CTA? Ongoing.

 **31. Airspace renaming proposals**

- International waters: TRA and R not allowed
- Proposal:
 - R21 → D
 - (gunnery area, only restricted to Mil)
 - TRAI4 → D
 - Air exercises
 - TRA/TSAI3s → EBMI CTAs
 - UAV areas
- No change in use foreseen
- After agreement BELANC
 - Update via AIP



01:48:57

10 Feb 20

Baudouin