

European Federation Historic Aviation

saving the European aviation heritage for all Europeans



EFHA
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HISTORIC AVIATION POLITICS. (newsletter 4 2010)

Dear friends of historic aviation,

As EFHA we are taking steps on the path of politics. Boring? Sure, it is not like flying a nice classic aircraft or taking the kids to the playground.... however it is necessary and we need to learn quickly how to walk this path. At the moment we have made contact with 10 European Members of the EU Parliament (MEP) and now is the time to tell you about the next step.

When working with MEP's you should know that you cannot approach them for any topic that pops up. Politicians do their work in the field of policy, the big picture so to speak. A politician can do very little with; "we do not want Emergency Locator Beacons to be mandatory for our historic airplanes". A statement that would suit a politician better would be; "we want exemption possibilities on rules and regulations for historic airplanes". You see the difference? If politicians support special rules and regulations you can take that to the EASA or National aviation rule makers who basically would have to support the political decision. Without the support of the politicians negotiations with the EASA and others are useless. Without political support we are at the mercy of the bureaucrats.

How can we entice politicians to help us and how can we tell them what our wishes and possibilities are? Thankfully it turns out we are not the first to deal with rule and regulation issues. We can borrow tactical information from an organization who has been dealing with politics longer and effectively.... Historic Ships! Historic Shipping is characterized by a high degree of European organization and together they communicate effectively.

The shipping group started by publishing a "policy paper" called the Barcelona Charter. This paper was based on a older document called the Athens Charter which laid the groundwork for a worldwide heritage conservation program in the end resulting in UNESCO, the world heritage organization.

In the Barcelona Charter the historical shipping organizations describe what historical ships are all about and what the importance for society is. Without getting into this too deep we are very aware that this is just what our politicians need from us. The Barcelona Charter has been welcomed by the politicians and serves as a policy document for rules and regulations. A huge success was gained when the rule makers wanted to implement commercial cruise liner rules on historic ships. This insane situation is very similar to what we as historic aviation experience.

In short; historic aviation needs to organize and take matters in its own hands. We are convinced that the historic aviation sector is large enough and has plenty of support to be the master of its own destiny. Writing a historic aviation policy document is necessary and the EFHA board has started with this already. From you we ask, as always, your support.

For fun: We have been in contact with someone from Paderborn-Lippstadt, Germany. They are organizing an airshow on the weekend of the 28th and 29th of August. They are willing to give this a little EFHA sauce. The goal is to have 100 historic aircraft there. If all the EFHA friends show up we would be with 600 or more aircraft. If you have time and want to visit please contact Dirk! He might even have some fuel available for you!

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We hope to meet you there!

Sincerely,

Harry Haas

