

JANUARY 2024



A general view of displays at Friedrichshafen AERO 2022

Welcome to the January 2024 issue of the Europe Air Sports (EAS) Newsletter! In addition to reports on technical and regulatory developments, we have items of news about several new appointments within EASA, some of them nominated by EAS. Abbreviations and their explanations are shown in full and in green, so that you can find the full meaning.

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EUROPE AIR SPORTS 2024 GENERAL ASSEMBLY AND ANNUAL GENERAL MEETING
General Secretary Pierre Leonard presents the details

The Europe Air Sports General Assembly is held annually during the first quarter of the year. This year it is on 22-23 March 2024. The location of this meeting is determined by one of our members offering to serve as host for the event. This year, with the joint acceptance of the Royal Aero Club of the United Kingdom and the BHPA (British Hang Gliding and Paragliding Association), an exceptional site has been selected. We will be pleased to welcome our members to the beautiful Lake District, north of Manchester. The proposed programme is also particularly attractive and full details have been published to our member organisations.

The official part of the meeting will be held mainly on Saturday, 23 March 2024, with a series of presentations in the morning and the review and approval of the financial part and the election for members of the Board. This year, three positions in the Board are open for election. Two of our outgoing board members are standing for re-election.

CREW CHANGES AT EASA – MANAGEMENT BOARD SELECTS FLORIAN GUILLERMET AS FUTURE EXECUTIVE DIRECTOR – *Our Political Adviser Timo Schubert reports*



Picture EASA

Piotr Samson was recently re-elected as the chair of the **EASA (European Union Aviation Safety Agency)** Management Board and President of the Polish Civil Aviation Authority. On 13 December Piotr announced the selection of Florian Guillermet as future Executive Director of the Agency.

Guillermet will succeed Luc Tytgat, who had stepped in as Acting Executive Director following the end of Patrick Ky's 10-year mandate as Executive Director on 31 August 2023. Before his formal appointment by the European Commission, expected on 15 February, Guillermet passed a hearing in the European Parliament's Committee on Transport and Tourism (TRAN) on 22 January. His actual start date remains to be confirmed.

Guillermet is currently the Director at DSNA, the French Air Navigation Services Provider. He has more than 26 years of experience in aviation, with a particular specialisation in Air Navigation and Air Traffic Management. Between 2014 and 2021 he was Executive Director at SESAR Joint Undertaking (Single European Skies Air Traffic Management System Research). Before that he held several roles at Eurocontrol. His career started at the French Civil Aviation Authority (DGAC). Guillermet obtained his Masters in Air Transport Management from Ecole Polytechnique, France.

Europe Air Sports is in touch with **EASA** and will request a meeting with the new Executive Director as soon as possible.

AVGAS 100 LL – ALTERNATIVE FUELS - *Rudi Schuegraf outlines the options*

This piece informs you about alternative fuels which are already available and on the market to be used in piston engine aeroplanes. Some are available within the total area of EU, some are approved by **EASA** to be used after applying changes to the Type Certificate and some are available on a limited scale in parts of the EU area.

Therefore, EAS strongly recommends contacting and consulting a competent maintenance organisation for advice and support before switching from AVGAS 100LL to a different kind of fuel. Two main areas might be affected, the engine itself and the airframe including fuel lines and gaskets, because different fuels contain different chemical components with different reactions in the aeroplane to them.

Update on AVGAS 100 LL and Tetraethyl lead (TEL), 100LL (low lead) (AVGAS is dyed blue)

On 10 January 2024 the European Chemical Agency closed the public consultation on the application of SHELL NL, to authorise the import of TEL into the Shell refinery to produce AVGAS 100 LL in the Netherlands for use in Europe. EAS and partner organisations have commented and argued for strong support to grant the authorisation to Shell for the time being. At the same time strong efforts and financial support from the EU should be

invested to develop lead free fuel for European General Aviation. The decision making will take a while since it has to follow the usual bureaucratic procedures.

Alternate lead-free fuels

Grades of fuel are identified by their nominal minimum lean-mixture anti-knock rating(s) expressed in "octane".

Avgas UL91

AVGAS UL 91 is an aviation fuel without lead or ethanol with 91 octane, a low vapour-lock-risk. It is tested and approved under certain conditions by Lycoming and Rotax. EASA has published the necessary information and a procedure to install a "Standard Change" to amend the Type Certificate to allow the use of that unleaded fuel.

Avgas UL94

Avgas 94 is an aviation fuel without lead or ethanol that meets the ASTM D7547 Unleaded Avgas specification. UL94 Unleaded Avgas is currently coloured clear, or "water white". EASA is intending to amend the CS Standard Change to include UL 94 for easy application as Standard Change.

Hjemco OIL

Hjelmco Oil unleaded AVGAS 91/96 UL is an unleaded AVGAS, carrying recognition by the major aircraft engine manufacturers Textron Lycoming, Teledyne Continental and Rotax. More than 90% of the entire piston powered General Aviation fleet of the world is certified to use Hjelmco AVGAS 91/96 UL. This unleaded Aviation Gasoline has been recognised by EASA, the European Aviation Safety Agency, in their Safety Information Bulletin (SIB) 2010-31. It is also recognised by Cessna in their Service Letter SEL-12-01 dated 22 May 2012. Unfortunately, this fuel is available only in southern and mid-Sweden and Japan.

The above fuels are aviation fuels which are in accordance with the norms of the American Society for Testing and Materials (ASTM).

Mogas

Mogas or automobile gasoline is a fuel which can be used in certified piston engined aeroplanes if the engine and the airframe are approved by a Supplemental Type Certificate (STC) for the use. The Deutscher Aero Club had 28 popular aeroplanes' STCs validated in the late 90's which are now valid in the entire EU area after EASA was established. The STCs can be bought from a GA maintenance company Vliegwerk in the Netherlands, here is the link for those who are interested: <https://w3.vliegwerkholland.nl/autofuel-stc>

Remarks

Diesel and Jet A1 are not the most popular fuels for piston engines but some aeroplanes with Diesel engines are operated. Another issue to consider is that airfields do not have the capacity to store all the different grades.

For non-certified aeroplanes like microlights you have to read and stick to the manufacturer's handbook; many Rotax engines can be flown with AVGAS or with Mogas.

Repeated advice

The huge number of certified engines and airframes and their combinations makes it impossible to go into deeper details in this newsletter. If you are interested and/or plan to modify your aeroplane, contact your competent maintenance organisation for professional and reliable advice.

FROM THE PROGRAMME MANAGER'S DESK - Nils Rostedt reports on news about new and ongoing Rulemaking Activities by EASA and EU

Here is a short selection of current rulemaking activities from EASA which are of interest to us in the sports and recreational aviation sector:

1. Recently finished rulemaking topics

EASA Opinion 01/2024 on Ground Handling

We reported on this topic, then in the **NPA (Notice of Proposed Amendment)** consultation phase, in last September's newsletter. **EASA** finalised it remarkably quickly into an **EASA** Opinion, published on 16 January.

In our consultation response, EAS had some concerns about possible additional regulation for sailplanes when operating from large airports. A quick analysis of the new Opinion, however, indicates that such operations remain outside the scope of the new regulation. A small success for the work of EAS (together with the gliding union EGU).

2. Open consultations (NPAs)

NPA 2023-08 Regular update of the air traffic management / air navigation services rules

This **NPA** is mostly a collection of minor changes to adapt the structure of the **AIP (Aeronautical Information Publication)** better to the digital world. But it includes two proposals of interest to us:

- 1) a change in the "Obstacle height" rule in **AIP-ENR 5.1**: "Obstacles higher than 60 metres shall be published in the **AIP** (today the rule is 100 metres)".
- 2) "to ensure that information about restricted, prohibited or danger areas becomes "duly published" in the **AIP**. Also when they are established by for example environmental authorities, a national coordination procedure is to be set up in each Member State".

The problem (in 2) of uncoordinated publishing of restriction areas has been a major issue for EAS and its member unions for some time now and an EAS team is working hard to ensure that our voice is heard in the rulemaking and a solution is found which ensures sufficient access to airspace for our members. The consultation closes on 9 February.

NPA 2023-10 Review of Part-147

This NPA includes new proposals regarding training of maintenance personnel. The topic is of high importance especially to the sailplane community. EAS (with EGU) will certainly work to propose a solution to the problem, which several members have reported, of keeping the licence valid. The NPA consultation closes on 4 March.

EAS AGAIN PRESENT AT THE AERO 2024 - Patrick Pauwels reports

As in the past two years, EAS will be again present at the Aero exhibition in Friedrichshafen from the 17th to the 20th of April. As last year, EAS will have our own spacious booth adjacent to the vast Deutscher Aero Club stand. The experience of past years proved that being present at this Fair gives the opportunity to have contact with our members. We are also able to meet the representatives of different authorities and especially the EU Commission and **EASA**. According to the possibilities offered by the fair organiser, EAS is planning to have one or more lecturers to inform the air sport community and to bring the topics of today to the attention of the authorities.



This participation requires an investment, mainly in man power, but it is necessary. It is the celebration of the 30th anniversary of the Fair. If you are visiting, please come along and meet us in hall B4.

NOMINATIONS AT THE STAKEHOLDER ADVISORY BOARD (SAB) - Michel Rocca outlines the version for 16 January 2024

Our regular readers will remember that we announced in our NL September issue that we will update you on the restructuring process.

Even if the process is not fully completed, it is crucial that you and the nominees be ready to contribute in **EASA** various activities open to Europe Air Sports.




Let's recap the structure underway:

- One Plenary Stakeholder Advisory Body (SAB), being the overarching group
- Six Communities (COMM), namely Aerodromes, Air Traffic Management/Air Navigation Services, Commercial Aviation, Drones, General Aviation and Rotorcraft

- Six Communities Steering Groups (CSTG) - one for each COMM – in charge of managing the respective COMMs
- Currently, 19 Activity Groups (AG)

Last autumn, our President Andrea Anesini submitted a list of nominees to **EASA**, shown below. All EAS nominees have been agreed in December 2023. Congratulations to them!

	First Name	Position	Entities	Function
	Jean Pierre Delmas	EAS Vice President	General Aviation GA.COMM GA.CSTG AG011/AG014	Full Member Full Member Member
	Mike Morr	EAS Vice President	Aerodromes ADR.COMM ADR.CSTG Air Traffic Management/Air Navigation Services ATM/ANS COMM ATM/ANS CSTG	Full Member Full Member Alternate Alternate
	Dave Phipps	Expert	Drones and Urban air mobility (vertical take-off/landing) Drone/UAM COMM Drone/UAM CSTG	Alternate Alternate
	Michel Rocca	EAS Vice President	SAB Plenary Air Traffic Management/Air Navigation Services ATM/ANS COMM ATM/ANS CSTG AG001/AG003/AG011	Full Member Full Member Full Member Member
	Rodolfo Saccani	EAS Vice President	Drones and Urban air mobility (vertical take-off/landing) Drone/UAM COMM Drone/UAM CSTG AG002	Full Member Full Member Member
	Torkell Saetervardet	Expert	Aerodromes ADR.COMM AG009	Alternate Member

	Julian Scarfe	EAS Vice President	SAB Plenary General Aviation GA.COMM GA.CSTG AG014	Full Member Full Member Full Member Member
	Werner Scholz	Expert	General Aviation GA.COMM AG005/AG006 AG011/AG012	Full Member Member Member
	Henrik Svennson	Expert	General Aviation GA.COMM	Full Member

The new structure of the Advisory Bodies will be operational when the new IT platform for Advisory Bodies is available, since exchange of information will be made on a weekly basis. So, to be an effective and efficient contributor will undoubtedly require an easy and permanent access to a Sharepoint tool.

According to the [EASA](#), the new IT platform has been selected and is planned to be open to COMMs from Q1/2024. Let's wait and see.

MEMBERS SURVEY ABOUT LAPL LICENCE AND LAPL-MEDICAL CERTIFICATE by Nils Rostedt

The LAPL (Light Aircraft Pilot Licence) together with its associated "LAPL-medical" have been a major addition to [EASA's](#) Flight Crew licensing ever since work started in 2006. Now is a good time to check the result! Therefore, we have sent a short survey on this topic to the members' representatives of Europe Air Sports.

If you received the survey letter, we'd be delighted to get your response soon. If not, and you think you should have it, please let me know (n.rostedt@europe-air-sports.org). Please have your say!

SIGN UP FOR THE NEWSLETTER AND SEND US YOUR THOUGHTS AND IDEAS!

If you would like to receive future issues of the Newsletter direct to your inbox, please sign up on the Europe Air Sports website at <http://www.europe-air-sports.org/> If you would like to make any comments, ask questions, send ideas or suggest a topic that you'd like to know about, contact me at d.king@europe-air-sports.org

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