



APRIL 2024



The Europe Air Sports team at AERO in Friedrichshafen, where they presented a session about pilot medical self-declaration. Left to right Michel Rocca, Rudi Schuegraf, Julian Scarfe, Patrick Pauwels and Timo Schubert

Welcome to the April 2024 issue of the Europe Air Sports Newsletter! We have an up-to-date report on EAS’s attendance at AERO in Friedrichshafen and we also have a full report of the General Conference and Annual General Meeting held in the United Kingdom in late March. We also have some updates on technical matters. Please read on for all the latest news! Abbreviations and their explanations are shown in full and in green, so that you can find the full meaning.

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## **STRONG PRESENCE AT THE AERO FRIEDRICHSHAFEN – reported by Timo Schubert**

We can report a successful participation at this year's 30<sup>th</sup> edition of AERO Friedrichshafen. Thanks to the kind hospitality of German Aeroclub (DAeC) EAS was able to be represented with its own stand, which was neatly integrated in the DAeC's one.

This year the EAS delegation comprised President Andrea Anesini, outgoing Senior Vice-President Rudi Schuegraf, Treasurer Martin Kunschitz, and the Vice-Presidents Patrick Pauwels and Michel Rocca. They were supported by EAS EU policy-adviser Timo Schubert.

This fair is always a great spot to catch up with a large part of the General Aviation community, including EASA, German aviation authorities, IAOPA and endless manufacturers and suppliers.

As part of this year's show Andrea Anesini was kindly invited by EASA to represent the air sports community during their event "Driving forward aviation's sustainability ambition". During his intervention he underlined key points from our position paper "Flying for a better climate", stressing an openness for alternative propulsion technologies, such as electrification and renewable fuels, for as long as they are safe and affordable. He also made the point that a large percentage of the community represented by EAS is characterised by non-powered sports, such as gliding, hang gliding and paragliding.



On Saturday, EAS had been able to secure the centre stage in the exhibition's large "glider hall" to present its initiative for a self-declared medical. During a panel discussion with representatives from EASA and IAOPA this project received wide support (see article "EAS Initiative on Pilot Medical Declarations" on page 3 for more details).

## **EUROPE AIR SPORTS 2024 GENERAL CONFERENCE AND ANNUAL GENERAL MEETING**

The Chairman of the Royal Aero Club of the UK, David Monks, and the President of Europe Air Sports, Andrea Anesini, welcomed delegates to the Conference. They introduced the first speaker, Mr. Vladimir Foltin, the EASA GA Roadmap Manager, who joined the meeting by video link. He introduced the GA Flightpath 2030+. This is the latest phase of the GA Roadmap, which has since 2013 been the basis of developing more appropriate regulation for GA.

Mr. Foltin presented the Mission Statement for GA Flightpath 2030+:

*"We will enhance the GA safety culture, enable its sustainable growth, and embrace a digital future so that we can maximize the benefits of technology and encourage wider participation and accessibility"*

Mr. Foltin also presented the current policies on four core issues:

- 'Declared as Default' – this new approach to private flying regulations means that the normal (that is, the default) approach will be to 'declare' that the requirements have been satisfied. This approach targets topics such as industry standards, pilot medical declaration, information security and BIR (Basic Instrument Rating) training in DTO (Declared Training Organisations).
- 'Greener Faster' – EASA policy aimed at developing new, faster means of charging electric aircraft and a policy to encourage the development of sustainable fuels.
- 'iConspicuity a Reality' – updating the ADS-L specification and the iConspicuity roadmap.
- 'Fly Direct' – mainly refers to straight-in flight path to a point-in-space (PinS) and to GNSS approaches to non-instrument runway ends (non-IRE).

Current proposals are also being explored to make greater use of ADS-L and iConspicuity, to enable more integration between drones and manned aircraft.

Mr. Foltin closed his presentation with a graphic representation of EASA's current vision.



### **EAS INITIATIVE ON PILOT MEDICAL DECLARATIONS – presented by Julian Scarfe**

Julian explained the concept of Pilot Medical Declarations (PMD), which enables pilots to self-declare their fitness to fly, which avoids the cost of obtaining an examination for a Class 2 or LAPL medical certificate. The PMD has been used for some years in the USA and UK without any significant problems arising.

EAS is proposing that a pilot should be permitted to declare compliance with medical standards for:

- PPL/LAPL/BPL/SPL
- non-commercial operations
- aeroplanes < 2730 kg, helicopters < 1200 kg, all sailplanes and balloons
- maximum 4 occupants

The detailed medical standards are still to be defined, but broadly they would be driving licence standards. The proposal is justified because the risk of third-party harm from light aircraft crashes is negligible and the possibility of a pilot becoming incapacitated in-flight is acceptable to light aircraft passengers.

The proposal will be presented to appropriate organisations during this month and there was a discussion session on it at AERO on 20<sup>th</sup> April.

## **U-SPACE AND MORE – Michel Rocca presented the latest news**

Michel updated delegates on 'U-space and more', a topic which is directly linked to drone or UAS operations and which might affect manned aviation operations, namely our operations. He presented the question 'What's new?' since the November Technical meeting.

There are not many developments in the regulatory framework, though an EASA Opinion of 5 regulations is on the table, needing one or two more meetings to be adopted by the EASA Committee. Michel's presentation reviewed what is new with the U-space concept, the UAS Geographical Zones and their implementation at national/regional/local levels and concluded with the recurrent topic of electronic conspicuity.

EASA has proposed to UAS operators a methodology for assessing the risk related to UAS operations; this is known as SORA (Specific Operations Risk Assessment), now at version SORA 2.5. A scenario related to SORA is identified as PDRA-05 addresses drones (25 kg/3 m) carrying out BVLOS (beyond visual line of sight) operations in rural areas below 500 ft (i.e. within uncontrolled airspace). The condition to comply with Assessment Risk Class-b is that the drone operator is capable at any time of detecting at least 50% of the surrounding manned aircraft.

The establishment of UAS geographical zones is a crucial topic and Michel suggested that delegates read the details of the presentation at home and try the Drone Guide app developed in Belgium. Our involvement at national, regional and local levels is key regarding the implementation of these zones. The voice of the airspace users must be listened to and duly taken into account. We have a duty to be active and pro-active at these different levels.

In the domain of electronic conspicuity, a Polish company named Avionix makes and sells a new ground station which is appreciated in Belgium, Spain and possibly Norway, Sweden and Finland. SafeSky in Belgium and AEPAL in Spain have taken the lead for implementing a ground infrastructure across their countries, based on Avionix ground stations.

Following Michel's talk, Rodolfo Saccani updated members on the EHPU (European Hang-gliding and Paragliding Union) position on Electronic Conspicuity.

## **AVGAS 100 LL – ALTERNATIVE FUELS - Rudi Schuegraf provided an update**

Rudi, speaking as Senior Vice-President at a Europe Air Sports Conference for the last time before he retires from the EAS Board, commented that his first visit to the English Lake District was in the 1980s as a German Air Force pilot. In recent years, Rudi has been monitoring the threats to leaded fuels in the context of climate change and the push to greener alternatives.

Two further applications for Authorisations, one from Warter Fuels, Poland, and one from Trafigura, Estland, have now reached the European Chemical Agency (ECHA) to allow **Tetra-ethyl-lead (TEL)** supply to continue beyond 2025. Avgas100LL is still a problem, because of its need for **TEL**. EAS has delivered again comments in favour of granting an exemption as requested by the two producers.

The bureaucratic process in the European legislation is heavy. Many experts groups, different specialised committees and committees composed by delegates from the EU Member States will follow a set pattern of meetings and time periods to come to a decision. It might take a year.

EAS is convinced that the decision will be in favour of the Shell, Trafigura and Warter applications, but - there is always a but - the worst case could still happen that AVGAS 100LL may need to be imported into the EU after the production-stop in 2025. Even worse would be that piston engine aeroplanes requiring high octane gasoline might be unable to obtain fuel if no importer will do that business.

We will keep you up-to-date, stay tuned to our newsletter.

## ANALYSIS OF EASA EPAS 2024

On behalf of Nils Rostedt, EAS Programme Manager, who was ill, Michel also presented a summary of the 2024 EPAS (European Plan for Aviation Safety). The current edition of EPAS includes 164 active items (twice the number for 2023), including

- 64 Rulemaking Tasks (RMTs) – these are the important actions that require EAS analysis and reactions. They include Notices of Proposed Amendment (NPA). These all need checking by Nils to see whether they are of interest to EAS.
- 31 Safety Promotion Tasks (SPTs)
- 21 Member State Tasks (MSTs)
- 43 Research projects (RES)
- 2 Evaluation Tasks (EVT) and 3 Implementation Support Tasks (ISTs)

Further information can be found at <https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2024>



Nils has commented further:

If you are interested in "the whole picture" of how the EASA works, the EPAS (<https://www.easa.europa.eu/en/domains/safety-management/european-plan-aviation-safety>) is the place to go!

This year, a thing that caught my attention was that EASA plans to issue as many as 23 NPA consultations in 2024, while in 2023 the final result was just 10. With some signals about tighter budget constraints coming out of EASA it will be interesting to see what this year's actual number will be - and also the quality of EASA's deliverables.

## CHALLENGES FACING THE MODEL FLYING COMMUNITY – *David Phipps gave an update*

David reminded the audience that model flying is the largest air sport in Europe (over 500,000 participants), which is easily available to people of all ages and backgrounds. For many people it is their first contact with air sport and it is the first place where some new technologies are developed. However, the development of drones for both civilian and military use creates conflict and that has led to increased regulation. The EMFU (European Model Flying Union) has been forced to undertake new work and negotiations to challenge the tendency for models to be caught up in the regulations for drones.

Other challenges include electronic conspicuity, U-space, environmental developments and retaining participation.

## ANNUAL GENERAL MEETING

The AGM took place in the afternoon. Manfred Kunschitz presented the financial situation and proposed that subscriptions for the following year should remain unchanged. The auditors, Hjalmar Nielsen and Knud Nielsen, reported that the accounts were in good order. Hjalmar and Knud have carried out the auditors' duties for many years. They announced that they wished to retire this year and were thanked for their contribution. Martin Ryff from Switzerland (on the right of the photo) and Peter Szabo (Hungary) volunteered to take over and their offer was accepted.



Elections followed for three EAS Board places. Rudi was retiring and Rieteke van Luijt (Netherlands) and Michel Rocca (France) were standing down by rotation after three years. New candidates were Ralf Hubo (Germany) and Nikos Makrakis (Greece). In a secret ballot, Rieteke, Michel and Ralf were elected.

## RALF HUBO



Ralf Hubo started his activities in airports with model construction and flying in the early 1970s. He went on to flying gliders in 1975, motorpowered gliders in 1977 and single engine aircraft in 2003. He continues to be a flight instructor for all three classes. For many years he owned a Ka6Cr glider and today owns a Robin DR400/180R.

Besides flying he has several maintenance licences and today is head of a small CAO-maintenance shop at the regional Aero Club. He worked in several positions for local and regional aero clubs and since 2007 he has been the president of the regional Aero-Club Saar. In 2022 he was elected vice president for regions of the German Aero Club (DAeC).

Professionally he studied material science at Aachen Technical University, where he obtained a PhD, and he worked for more than 30 years for Dillinger Hütte Group, Europe's biggest heavy steel plate producer. His last job before retirement at the end of 2021 was the build-up of a green-field company, Steelwind Nordenham, a fabricator of monopiles/foundations for offshore wind turbines.

He has been married for 30 years to Brigitte Baston, who manages their farm with horses.

## RUDI SCHUEGRAF

*Photo - Rudi at AERO 2024*

Rudi is retiring from Europe Air Sports after more than 35 years' service to our aviation community. Sir John Allison and David Roberts, both former Presidents of Europe Air Sports, gave tributes to Rudi after dinner one evening.

Sir John said:

*"Rudi is the doyen of Europe Air Sports, our elder statesman, our memory bank and source of wise counsel.*

*When I first got involved with EAS around the year 2000 he was already deeply engaged and he was still up and running after I faded away some decade later. And look, anyone who heard his contribution to this morning's Conference can see that he is still going strong after more than a further decade.*

*Rudi and I have some things in common:*

*We both served at Luke Air Force base in Arizona, he to check out in the F-104 starfighter and me as an exchange officer instructing on the F-4 phantom.*

*We both like British classic cars.*

*And we have both flown the tornado.*

*But neither I, nor I suggest anyone, can match Rudi's record of service to Europe Air Sports. It is simply unsurpassed - and unsurpassable!*

*I like Rudi because he is a very likeable chap and I admire him for his selfless and enduring dedication to the interests of recreational aviators across Europe."*

## NEXT EVENTS

As the meeting closed, the next events to look forward to were announced:

Aero 2024, Friedrichshafen, 17 – 20 April

EAS Technical Meeting, Frankfurt, 15 - 16 November

EAS General Meeting 2025 - Proposals for location were invited



## **FROM THE PROGRAMME MANAGER'S DESK - *Nils Rostedt reports on news about new and ongoing rulemaking activities by EASA and EU***



Welcome to this edition's update of EASA rulemaking projects and other topics of interest for the light aviation community.

Abbreviations in this report

RMT - Rule Making Task

NPA – Notice of Proposed Amendment

AMC&GM Acceptable means of Compliance/Guidance Material

FDM - Flight Data Monitoring

### **1. Recent Rulemaking**

Under this heading we have one "EASA Opinion" and also one new Commission regulation package which may be of interest to EAS members.

#### *1.1 New legislation in force*

In April, the European Commission adopted a package of secondary legislation on drones and vertical take-off and landing (VTOL) capable aircraft, which puts the final rules in place for the launch of Innovative Air Mobility (IAM), including air taxi services.

The package is based on EASA Opinion No 03/2023 published in August 2023. In previous newsletters we have reported on the proposals RMT.0230 Subtask C and NPA 2022-06). As you may recall, the Commission took a cautious policy to this RMT, requiring pilots of these new aircraft to have the Commercial Pilots Licence (CPL) with a type rating. The Opinion contains a total of 5 updated Commission regulations as well as 15 Annexes, so it's a major piece of regulations - most of it regarding drones, though.

#### *1.2 EASA Opinions*

##### *1.2.1 Opinion 5-23 Regular update of flight crew licensing and medical requirements/ Better flight crew licensing requirements for general aviation*

This EASA Opinion includes several updates to various Flight Crew Licensing topics:

- licensing requirements for electrically-powered single engine aeroplanes;
- procedure for changing from LAPL training to PPL training with credits;
- integration of night rating training in the PPL(A) training course;
- clarification regarding spin avoidance training for LAPL(A) and PPL(A);
- requirements for revalidation training flights for LAPL(A).

Next step for this package is adoption by the Commission, probably within 2024.

### **2. Rulemaking in Progress**

Here we list active and recent NPAs of interest to general and sports aviation.

*NPA 2024-01 Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft AMC&GM - Open, published 6 Feb 2024*

This NPA can be regarded as the proposal for "soft law" i.e. detailed AMC&GM material which is linked to the updated regulations in Opinion 03/23 (see above). The NPA consultation is open until 6 May 2024, and analysis of it by EAS is in progress.

*NPA 2024-02 Regular update of the air operations rules — Enhanced implementation of FDM programmes and miscellaneous amendments - Open, published March 2024, closes 24 June 2024.*

This NPA is also being analysed by EAS at the time of writing. The FDM part is not likely to affect us sports and general aviation stakeholders very much, but the "miscellaneous amendments" need a close look - "the devil is in the details".

*NPA 2024-03 Regular update of CS-ETSO (European Technical Standard Orders)*

This NPA is basically an update of some Technical Standards used in aviation. In this update, anti-collision lights, cargo pallets and some helicopter-specific equipments are mentioned. We don't foresee this to be very important for our community. Closing date is 3 July.

**3. Upcoming Rulemaking**

You may remember that there are several postponements by EASA in the publication of new rulemaking consultations. I repeat the headings of the major tasks of interest where we are awaiting EASA's proposals:

- FCL: Simpler, lighter GA (waiting for NPA)
- FCL: Instructor requirements + CPL Learning Objectives (waiting for NPA)
- EPL: Electronic personnel licences (concerns FCL, ATCO, Part-66 licences) (waiting for NPA)
- Parachuting operations: In addition, an EASA BIS (Best Intervention Strategy) for parachuting operations is expected.

**4. Other**

*Survey on LAPL and LAPL medicals*

One of EAS' recent activities was a survey among our members regarding the uptake of the LAPL licence and specifically the LAPL Medical Certificate.

A little less than half of EAS membership responded. This could be better, but the main findings were pretty clear, I'd say:

- The LAPL Medical is clearly a success
- But while the intention of LAPL and the LAPL medical was to attract more student pilots, the actual effect is to enable more older pilots to keep flying
- Student pilots still tend to choose PPL over LAPL licence
  - opens more options for a professional aviation career?
  - push from flight schools?

The respondents also submitted a large number of suggestions for further improvements of the LAPL licence and medical. Thank you to all who responded!

Finally I wish you a safe and happy flying season!

**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](mailto:d.king@europe-air-sports.org)

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