



FEBRUARY/MARCH 2019



Spring came early in England this year! (Photo Diana King)

Breaking News from the EASA Committee!

There is welcome news on Part-M Light, the new Modular LAPL and the EASA Drone Regulations. See Rudi Schuegraf's report on these important developments on pages 1 - 2.

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Note - abbreviations and their explanations are shown in full and in green, so that you can more easily find the full meaning of the abbreviations.

EASA COMMITTEE 25/26 FEBRUARY – RUDI SCHUEGRAF

During the first meeting of the EASA Committee in 2019, Member States' representatives faced an agenda full of important topics for the Europe Air Sports community.

The long delayed **Part M Light** was finally voted by the EASA Committee. The opinion was released by EASA in May 2016, and many difficulties delayed the adoption process.

This new Part M Light is proposing significant alleviations to the conditions applicable to the maintenance of small aircraft, up to 2.7 tonnes. It is one of the corner stones of the GA Roadmap project. We will update this information with a link to the final text as soon it is available. It will take some more time to finish the adoption procedures before the implementation of Part M Light and the related Part CAO* can start later this year.

A second important issue voted through by the EASA Committee Member States is the so-called **modular LAPL***. The Committee accepted this EAS proposal with no votes against. It is a practical, affordable and safe way to exercise a sense of responsibility and airmanship for aspiring pilots, from the early stage of flying.

Finally, the **EASA Drone Regulations** were voted through by the EASA Committee with a few minor amendments. Much of what Dave Phipps and his team have put forward to EASA/DG MOVE has been retained in some form. It's not perfect, but thanks to the results of the collective efforts it is a lot better than where it started from back in 2015! The biggest challenge now is the interpretation/implementation by individual Member States. We will keep you posted.

The regulations are now entering translation, a process that typically takes up to two months. We should expect their publication in the Official Journal before the summer.

* CAO – Combined Airworthiness Organisation

* LAPL – Light Aircraft Pilot's Licence

HIGH-LEVEL MEETING WITH DG MOVE: FRUITFUL DISCUSSION AND POSITIVE OUTLOOK FOR GA – A report from our Political Advisor Timo Schubert

On 11 January a Europe Air Sports delegation comprising Andrea Anesini, Michel Rocca, Julian Scarfe, Rudi Schuegraf and Timo Schubert visited the European Commission's DG MOVE* for a high-level meeting. The delegation was welcomed by Filip Cornelis, Director for Air Transport, Joachim Lücking, Head of Unit in charge of aviation safety, and their team of experts.



While EAS is in continuous dialogue with DG MOVE and EASA on a very regular – often weekly – basis, the high-level meetings have also become a good annual tradition. They are important to address issues of strategic importance to our members at the highest possible level at the Commission.

Filip Cornelis

The discussions centred on the ongoing development of EASA's GA Road Map 2.0, which hopes to identify the key areas in which further improvements are required in the regulatory regime applicable to sports and recreational aviation.

EAS thanked the Commission for its commitment to better regulation and expressed the wish and hope that the new GA Road Map 2.0 will work as a new impetus to overcome persisting aspects of over-regulation. The recent adoption of the new EASA Basic Regulation and the explicit recognition for more proportionate rules and higher flexibility was seen as a good starting point. EAS recommended that a new approach should cover the whole spectrum of aviation regulation and include licensing, design, certification and access to airspace. The new EASA Basic Regulation introduces a two year deadline, by which time the Commission and EASA should have reviewed the regulatory framework applicable to sports and recreational aviation. Everyone agreed that this deadline is ambitious and that the focus should be on ensuring a high quality of revised regulations, rather than strictly abiding by the deadline.

Among other issues, reference was made to the benefits of aircraft listed in Annex I of the EASA Basic Regulation, such as microlights and amateur built aircraft. EAS made the point that many pilots prefer to "fly in Annex I" due to the freedom to innovate, easy maintenance and change of aircraft design, all of which result in lower costs. It was suggested that extending these benefits to EASA aircraft would make their ownership and operation more appealing to our community.

Other issues on the agenda included the need for more proportionality in EASA Part 21 (aircraft design organisations), and the accessibility for pilots to the new Basic Instrument Rating, now in the making at EASA. (See Julian Scarfe’s article on page 4.)

Moving on, the exchange touched upon the topic of electronic conspicuity and, in particular, requirements for carrying ADS-B* transponders. This also recognised the ever increasing presence of drones in airspace typically used by sports and recreational aviation. EAS has been following this issue for many years, always making the point that any new requirements must be proportionate and also take into account the needs and technical abilities of non-powered flying activities, such as gliding, hanggliding and paragliding. The Commission reassured us that no changes should be expected to the so-called SPI*-Mandate in the coming years. However a long-term strategy on electronic conspicuity was needed, to include the use of more affordable equipment by a wide group of airspace users. We were asked to work with DG MOVE, EASA and industry on small, light, cheap and interoperable solutions for electronic conspicuity.

Finally, clarification was sought on the implications of BREXIT for our sector. On this issue the Commission has already come forward with detailed papers and regulatory proposals. A key point of relevance to sports and recreational aviation is that, in the case of a no-deal BREXIT, all certificates issued by the UK will lose their European-wide validity on the day of the UK’s departure from the EU. This affects, for example, type certificates, airworthiness certificates, medicals and licences which were issued to non-UK citizens. The Commission recommends that holders of any UK issued pilot licences or medicals should transfer them to another EU Member State well ahead of 29 March, if they wish to keep flying aircraft registered in the remaining 27 EU countries.

In the coming months EAS will continue the dialogue with DG MOVE and EASA at working level and address these topics in more detail.

* DG MOVE – the Directorate General for Movement (i.e. Transport)

* ADS-B – Automatic Dependent Surveillance - Broadcast

* SPI – Surveillance and Performance Interoperability

“ASD-B OR NOT ADS-B, THAT IS THE QUESTION”, says a well-known Prince of Denmark

Michel Rocca writes Like the Prince, we are currently involved in a decision-making process while new players are entering the stage and new products are appearing in the catalogues. How to find the right solution?

Imagine that you are watching a play at the famous Globe Theatre in London. Or in Brussels, I don’t know. And you are trying to understand the plot.

A new actor is joining the others on stage. Let me introduce him to you: here is the newly-created body in charge of implementing the innovations delivered by the SESAR* Joint Undertaking and selected in packages, called Common Projects. Its name is the SESAR Deployment Manager.



Typical compact ADS-B Transponder

At the same time, your smartphone in your pocket is receiving offers from manufacturers for new devices designed for electronic conspicuity: Power Flarm, SkyEcho 2, SkyDemon solution and more.

All of this is disturbing and is sending you back to the famous question in the title.

Let’s try together to find the right answer for General Aviation at our upcoming Technical Conference organised in Lisbon. It might be as complex as the initial question.

* SESAR - Single European Sky ATM Research (European air traffic management system)

BASIC INSTRUMENT RATING AND OTHER DEVELOPMENTS – Julian Scarfe

On 19 Feb 2019 EASA published Opinion 01/2019, covering the proposed **flight crew licensing (FCL)** rules for sailplanes and balloons, as well as the Agency's proposal for a **Basic Instrument Rating (BIR)**.

The European Gliding Union, through Europe Air Sports, was pivotal in establishing the sailplane **FCL** rules, which will be discussed separately. Here we focus on the BIR.

The BIR has its origins in Executive Director Patrick Ky's commitment at the 2014 EASA Safety Conference in Rome, to offer easier access to **IFR (Instrument Flight Rules)** for GA pilots. He did this after hearing impressive data from the US **NTSB*** on the better safety record of GA in the US, associated with a higher proportion of instrument rated pilots. EASA formed a task force to propose a new instrument qualification that is more accessible to private pilots, and the BIR is the result.

The BIR differs from the instrument rating (IR) in the following key respects:

- The privileges of the BIR are limited to higher operating and planning minima than the IR, requiring that the pilot reaches visual conditions 200 ft higher on the approach.
- The BIR is a fully competence-based rating, with no minimum hours requirement. This means that it is necessarily sub-ICAO-Annex-1 standard, and cannot be used outside EASA member states.
- The **theoretical knowledge (TK)** requirements have been considerably reduced from those of the IR, partly by acknowledging that a PPL holder already has substantial relevant TK from their national TK examinations, and in part by making sure that the syllabus is both modern and relevant to GA IFR.

The BIR will be taught in modules:

1. Flight handling skills by sole reference to instruments;
2. IFR departure, holding, approach procedures;
3. En-route IFR flight.

A key aspect of the BIR is that the skill test is almost identical to the IR skill test, the instrument qualification held by all airspace users flying under IFR, both private and professional. This is intentional: it is not the standard of flying that makes the IR hard to obtain, but rather the unnecessary burdens that accompany obtaining it. It is also essential to maintain a standard of competence and airmanship that allows other airspace users to have confidence to share the airspace with BIR holders, and ATC to work with BIR holders as they would any other private or professional IFR flight.

IR holders trained under the current regulatory arrangements tend to be able to fly predictable skill test training profiles with great precision, but lack an awareness of how to work effectively in the overall IFR system in an operational context. This is the very *raison d'être* of EASA's member organisation, PPL/IR Europe, which was established to support and develop newly instrument rated pilots who had emerged from the "training mill".

While not expressed explicitly, the objective of module 3 of the BIR is to build experience in real-world IFR journeys. This, combined with an emphasis in the BIR syllabus on ATC liaison and threat-and-error management (broadly, airmanship), will result in BIR holders who are more competent in dealing with the IFR environment than those with an IR under the current FCL rules, and mean that they are better "IFR citizens".

Europe Air Sports was involved in the development of the BIR and strongly supports the concept of easier access to IFR for GA pilots. Where it differs from the Agency is about where the BIR may be taught. Opinion 01/2019 proposes that it must be completed at an **ATO***. This is a mistake, as it undermines the original objective of easier access. We have written to the Executive Director, insisting that the BIR must be available at **DTOs*** to make it truly accessible. The issue will be discussed at the **GA COM (General Aviation Committee)** and **TeB (Member States' Technical Bodies)** in March.

* **NTSB - National Transportation Safety Board**

* **ATO - Approved Training Organisation**

* **DTO – Declared Training Organisation**

LEARNING ABOUT THE NEW BASIC REGULATION

EASA has announced that following the New Basic Regulation Workshop which was held on 1 October 2018, they have designed a free e-learning course for authorities, industry and other interested stakeholders.

For more information and to access the e-learning course see the [EASA website](#).

ADDRESS BY EUROPE AIR SPORTS PRESIDENT TO THE DEUTSCHER AERO CLUB

The President of Europe Air Sports, Andrea Anesini, attended the annual general meeting of the Deutscher Aero Club (DAeC) recently and gave a short speech to the members. Here is a summary of the German text and an English version of the key points.

Nachdem ich bereits seit 2016 im Vorstand des Verbandes an europäischen Themen mitarbeiten durfte, wählten mich die Delegierten unserer Hauptversammlung im März 2018 zu Ihrem Präsidenten.

Seitdem habe ich bereits meine Erfahrungen auf dem politischen Parkett der EU sammeln dürfen, um gemeinsam mit den Vizepräsidenten und dem gesamten Vorstand von Europe Air Sports die Interessen des Luftsports für Sie in Brüssel und Köln mit zu vertreten.

Wahrlich augenöffnend war meine Teilnahme am Luftfahrtgipfel der Österreichischen EU-Ratspräsidentschaft, der Anfang Oktober ausgerichtet wurde. Denn er unterstrich die enorme Komplexität und die Herausforderungen, denen wir uns stellen müssen.

Dort traf ich neben vielen anderen Teilnehmern auf die Europäische Verkehrskommissarin Violetta Bulc und Ihren Abteilungsleiter für Luftfahrt, Filip Cornelis. Sie berichteten über die Luftfahrtstrategie der Europäischen Kommission und sorgten sich um Fragen der Wettbewerbsfähigkeit, Arbeitsbedingungen, internationalen Marktzugang und Personalmangel in der Luftfahrtindustrie. Und sie nannten alarmierende Zahlen. Im Jahr 2018 betrug der Wert des Marktes für zivil genutzte Drohnen in Europa rund 250 Millionen Euro. Bis zum Jahr 2025 soll dieser Wert um den Faktor 12 auf 3 Milliarden Euro ansteigen.

Dies unterstrich erneut die essentiell wichtige Rolle, die Europe Air Sports als vereinte und starke Stimme des Luftsports in Brüssel wahrnimmt und wahrnehmen muss. Denn gegen die wirtschaftliche, finanzielle und organisatorische Übermacht aus Fluggesellschaften, Flughäfen, Herstellern und Flugsicherung haben wir nur gemeinsam eine echte Chance.

Als starkes Team können wir so entgegen aller Widerstände immer wieder Erfolge in Brüssel und Köln für den Luftsport erzielen. Das aktuellste Beispiel ist die vor kurzem



Andrea has been on the EAS Board of Directors since 2016 and was elected as President in 2018. Since then he has developed experience in the political arena of the EU, so that, with the Board of Directors of Europe Air Sports, we can represent air sports for you in Brussels and Cologne.

Participation in the Aviation Summit of the Austrian Presidency of the Council in October highlighted the enormous complexity and the challenges that we face. There the European Transport Commissioner Violetta Bulc and the head of Department for Aviation, Filip Cornelis, reported the air strategy of the European Commission. They were concerned about issues of competitiveness, working conditions, international market access and lack of personnel in the air travel industry. They referred to alarming statistics. The value of the market for civilian drones in Europe was around 250 million Euros in 2018. This is expected to rise to 3 billion Euros by the year 2025.

This underlined the essential role of Europe Air Sports, as a united and strong voice of air sports in Brussels. Against the economic, financial and organisational superiority of airlines, airports, manufacturers and air

Veröffentliche neue EASA Grundverordnung. Denn diese trägt klar und deutlich auch die Handschrift von Europe Air Sports und dem DAeC:

1.) **Erstens**, Mit dem Opt-Out, also dem Recht der Mitgliedstaaten, Luftfahrzeuge bis 600kg national zu regeln, eröffnen wir ganz neue Möglichkeiten für den günstigen und sicheren Motorflug. Und das Deutschland jetzt als erstes Land von dieser Möglichkeit Gebrauch macht, ist ein exzellentes Beispiel, wie Europe Air Sports und der DAeC gemeinsam erfolgreich sind.

2.) **Zweitens**, Auch die neue Risikohierarchie und daraus folgende Deregulierung, dürfte dem Luftsport in Europa neue Möglichkeiten geben und von unnötiger Bürokratie befreien. Dabei denke ich besonders an weitere Verbesserungen und Erleichterungen in den Bereichen Lizenz, Wartung, Training und Ausbildung.

3.) **Drittens**, Und auch der Modellflug wird aufgrund unserer Lobby Arbeit vor Überregulierung geschützt. Denn während die EASA nun alle zivilen Drohnen regulieren wird, genießt der Modellflug im Verein besonderen Schutz und sollte nur minimal von der europäischen Gesetzgebung betroffen sein.

Liebe Freunde, Eines ist ganz sicher. Auch in Zukunft wird der europäische Gesetzgeber maßgeblich die rechtlichen Rahmenbedingungen für den Luftsport vorgeben.

Im Frühjahr wird das Europäische Parlament neu gewählt. Damit endet auch die Amtszeit der Europäischen Kommission. Für Europe Air Sports und den DAeC bedeutet dies neue Chancen und Herausforderungen. Im Parlament müssen neue Abgeordnete für unsere Anliegen sensibilisiert werden. Die Kommission könnte auch leitende Beamte wechseln, die uns geholfen haben.

Europe Air Sports wird sich daher in den kommenden Monaten besonders darauf konzentrieren, für eine optimale Umsetzung der neuen EASA Grundverordnung zu sorgen. Das bedeutet einen intensiven Dialog mit der EASA, die nun an Ihrer Road Map (2.0) für die Allgemeine Luftfahrt arbeitet. Und es bedeutet flankierende Aktivitäten auf hoher Verwaltungsebene der Europäischen Kommission, auf der bereits ein Termin bei Filip Cornelis, Abteilungsleiter für Luftfahrt, im November fest eingeplant ist.

traffic control, only together will we have a real chance. As a strong team, we can still achieve success for air sports in Brussels and Cologne. The most recent example is the recently published new EASA basic regulation, which shows the contribution of Europe Air Sports and the DAeC:

First, the right of Member States to regulate aircraft up to 600 kg opens up new possibilities for cheap and safe flights. Germany is the first country to make use of this possibility.

Second, through the new risk hierarchy and its ensuing deregulation, air sports in Europe may be able to become free of unnecessary bureaucracy, especially in the areas of licensing, maintenance, training and education.

Third, as a result of our lobbying work, model flying will also be protected against over-regulation. Model aircraft in clubs enjoy special protection and should only be minimally affected by European legislation.

The European Parliament will be re-elected in the spring. The European Commission's term will also end. For Europe Air Sports and the DAeC this means new opportunities and challenges. New members of Parliament will need to be made aware of our concerns. The Commission may also change senior officials who have previously helped us.

Europe Air Sports will therefore in the coming months focus on ensuring the best possible implementation of the new EASA Basic Regulation. This means an intensive dialogue with EASA, which is now working on the Road Map (2.0) for general aviation. Supporting activities with high-level management of the European Commission have already started with an appointment in November with Filip Cornelis, head of the Aviation Department.

SIGN UP FOR THE NEWSLETTER!

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/>

FROM THE PROGRAMME MANAGER'S DESK – Nils Rostedt

During the months since November, the most important consultation response was the EASA NPA* update of CS-STAN*. It proposes simplified installations for a variety of equipment, including some ADS-B* installations. It is a step forward, but could be even more liberal.

Another important EASA document was the annual update of the European Plan for Aviation Safety (EPAS) which was published in January 2019. It was analysed and a summary was produced for the EAS Board. Some notable new EASA rulemaking tasks (RMTs) listed in the EPAS are:

- Simple and proportionate Part-21 rules for GA (Implementation of the New Basic Regulation) with NPA expected in Q4 2019;
- Regular update of the Regulations for Drones and the corresponding AMC/GM* NPA expected Q2 2019.

Another item of high importance for us is RMT.679, concerning SPI* (e.g. ADS-B). An EASA Opinion planned for Q2 2019.

A study was done regarding Electronic Conspicuity and the various options (ADS-B, FLARM, etc) available for general, sports and recreational aviation.

I attended the first European High Level Drones conference in Amsterdam to learn more about this new aviation segment. These insights were put to good use when I was privileged to visit the European Hang Gliding and Paragliding Union (EHPU) at their Annual General Meeting in Madrid, talking about the above mentioned Electronic Conspicuity topic as well as how the growth of drone traffic might affect hang- and paragliding in the future.

* NPA - Notice of Proposed Amendment

* CS-STAN - Standard Changes and Repairs

* ADS-B - Automatic Dependent Surveillance – Broadcast

* AMC/GM – Acceptable Means of Compliance/Guidance Material

* SPI - Surveillance Performance and Interoperability

EUROPE AIR SPORTS GENERAL CONFERENCE 2019

The General Conference will take place from Friday 22 March 2019 at 12:00 until 13:00 on Sunday 24 March 2019. The venue will be the Hotel VIP Grand in Lisbon. See [here](#) for details.

Friday will start at 13:00 with a social programme arranged by the Portuguese Aero Club (details to follow). The Technical Meeting will take place on Saturday between 09:00 and 17:00. A detailed agenda and a list of probable guest speakers will be announced with additional information after a Board meeting on 20 February. The meeting will be followed by an ice breaker drink and dinner hosted by Europe Air Sports.

The EAS Statutory Meeting will take place on the Sunday morning, with the President's report, a financial report and the election of Board members.

Additional details have been circulated to all members by the General Secretary Pierre Leonard.

KEY CONTACTS

| | | |
|---|----------------|--|
| President | Andrea Anesini | andrea.anesini@europe-air-sports.org |
| Senior Vice-President | Rudi Schuegraf | r.schuegraf@europe-air-sports.org |
| General Secretary – central EAS management & administration | Pierre Leonard | p.leonard@europe-air-sports.org |
| Programme Manager and regulatory work | Nils Rostedt | n.rostedt@europe-air-sports.org |
| Newsletter Editor | Diana King | d.king@europe-air-sports.org |