



MAY 2018



In this Newsletter, we introduce the new people working for the benefit of all Europe Air Sports' members and other sporting and recreational pilots and also give a brief outline of the key elements of the General Conference held earlier this year.

We wish you all good flying this summer! The picture (by Diana King) shows a clearance of weather at Bayreuth airfield after a night of heavy rain. Is this symbolic of our situation as the regulation of our activities becomes less onerous?

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ANDREA ANESINI – NEW PRESIDENT OF EUROPE AIR SPORTS



Vice-President of Europe Air Sports since 2014, Andrea is 64 years old and lives in Vicenza, in north-eastern Italy, very close to the Dolomite Alps. He has a degree in law and started his working career as a lawyer in his home town. After a few years he was recruited by a major multi-national bank in Milan. He spent 25 years of his life working for major financial institutions and car manufacturers at a top management level. Fifteen years ago he founded his own company, a consultancy firm specialising in banking business. He is qualified in microlight and general aviation air sports, flying his own microlight and holding a JAR–PPL licence.

Until 2013 Andrea was President of the Arturo Ferrarin Aero Club, located at Thiene airport, which is one of the major microlight and general aviation Clubs

in the country. He then became the President of the Sport Justice Court of the Aero Club of Italy. The Italian National Aero Club today manages 15,000 microlight, general aviation, gliding and paragliding pilots. Andrea, who now has 1,100 hours flying, has a passion for touring and mountain flying. He believes that his mission is to support the expansion of all aeronautical sports at national and European level, trying to grant flexibility and cost reduction to all disciplines.

Since being elected as President, Andrea has been very active, meeting as many key people as he can, in particular the leaders of the members of Europe Air Sports and also reviewing the way in which we work, so as to achieve as much as we can for the members in the most cost-effective way.

RENÉ HEISE – NEW EAS BOARD MEMBER

René Heise joined the Europe Air Sports Board at the Annual General Meeting in March 2018. 53-year old René is from Germany and has a military background including senior positions in NATO and experience in a number of countries including in Europe and Africa. He has specialised in meteorology and completed the Staatsexamen in Meteorology and Geophysics (equivalent to M.Sc.) in 1989 at the University of Berlin.

René has a glider pilot licence, including aerobatics, as well as experience in ultra-light aircraft and motor-glanders. He is a competition pilot and as a member of the German National Gliding Team he provided tactical and meteorological advice to the pilots. He was also Team Captain at Military World Gliding Championships. He has been President of his gliding club and Vice-President of the Aviation Society of Berlin and is now the Vice-President of the Deutscher Aero Club. He has contributed his wide expertise and experience of weather to lead the Mountain Wave Project - an atmospheric research project with flight expeditions and measurement campaigns over the Andes and Himalaya, for the scientific and meteorological panel of OSTIV (the International Scientific and Technical Soaring Organisation). He has also advised in other projects including the Round the World Solar Impulse.



HONOUR FOR RIETEKE VAN LUIJT

Rieteke van Luijt, Board member of Europe Air Sports, was recently awarded Knight of the Order of Oranje Nassau, a very high Royal honour in the Netherlands, in recognition of her extensive voluntary work. Congratulations to Rieteke on this well-deserved award.

The photograph shows Rieteke with her husband Piet at the award presentation.



NILS ROSTEDT – NEW PROGRAMME MANAGER OF EUROPE AIR SPORTS - *interviewed by Diana King*

Where are you from? Were you brought up with flying? What were your first influences in the flying world?

I was born in Helsinki, Finland, where I still live with my wife Maria. I became interested in flying as a teenager. I joined the local flying club and became an active Radio Controlled (RC) model flyer, flying mostly RC gliders and even designing and building my own models. The club also built its own full-scale sailplane, a Schreder HP-16 and I was greatly impressed by watching that plane being built! After student time, I came back to flying in 1998 and obtained a Touring Motor Glider licence.

Tell us a bit about your educational and professional background



Professionally I became an electronics engineer and worked for about 32 years at telecom companies Alcatel and Ericsson, working in sales, business development, product management and strategy, including responsibility for regulatory affairs in Nordic and Baltic countries. I was at the sharp end of the mobile communication revolution, which I found was valuable experience.

What sort of flying do you do? Any particularly interesting experiences?

I have 400 flight hours on touring motor gliders and microlight airplanes and also did the national certification of the WT-9 microlight in Finland; this was an awesome experience of flying over the snow-covered country in late-winter sunshine. In addition to aviation interests, I am a keen offshore racing sailor, spending several summer weekends on the water each year.

Have you had any involvement with managing your area of flying/sport?

Since 2004 I have been active in the Finnish National Aero Club's microlight and powered flying sections, including projects on NAC strategy planning, GA safety improvement, and the microlight MTOM increase. I became national delegate to the European Microlight Federation in 2006 and to EAS in 2012. I also write for the NAC's member magazine.

Any comments about why you applied for the role and what you hope to do in it?

"When I first saw EASA regulations I was rather shocked by the complexity and lack of user-friendliness of the regulations, the knowledge of which is critical for aviation safety. Something needed to be done and this position (of EAS Programme Manager) is the ideal platform.

My main objectives are:

- 1) Enabling the GA aviator to – while maintaining safety – spend less time studying regulations and more time in the air;
- 2) Enable attraction of more future aviators by making regulations clearer and flying more affordable.

Every step towards these objectives is a success!"

GENERAL CONFERENCE

A total of 38 delegates attended the 2018 EAS General Conference in Cologne, representing thirteen nations and seven different federations of air sport or recreation. The regulators were also well represented. In particular EAS was pleased to welcome Patrick Ky, the CEO of EASA, who attended the Friday afternoon and gave a keynote address before answering questions from the delegates. On behalf of the delegates, the President David Roberts also welcomed Frits Brink, President of FAI, Jyrki Paajanen from the European Commission, EAS's Honorary President Sir John Allison, Tony Rapson, Head of the CAA GA unit in the UK and Dominique Roland, who heads the GA department in EASA.

Keynote address by Patrick Ky

Mr Ky reminded his audience that, from the start of his time as CEO, he had made General Aviation (GA) a key priority, appointing Dominique Roland as 'GA Champion' and working to stop GA being considered as 'the poor commercial air transport' and being subjected to similar rule-making to the Commercial Air Transport regime. He believes that his main achievement has been to create a passion for this work to deliver good results. Mr. Ky had six objectives for GA and he believes that at least four of these have been achieved:

1. Simpler IR for GA (in progress)
2. Training outside ATOs (will soon be complete)
3. Part-ML (complete from EASA's side, delays in the Commission)
4. Technology: Easier access to modern technology (CS STAN and other tools are now in place)
5. Simpler certification – not only about rules, but also about the mind-set. More proportionate today than four years ago.
6. Build on industry standards (Part/CS 23). Done better than our US colleagues.



Other progress includes dismantling the rule-making directorate and integrating this activity with the rest of the Agency activity. Mr. Ky acknowledged the abnormal delays observed over the last two years between the publication date of the EASA opinions and the entry into force of the amended regulations, and the significant extent of the rewriting performed in between further to the EU Commission comments. Mr. Ky mentioned that GA Stakeholders and EASA should work together with the Commission services to improve this issue.

Following his presentation, Mr. Ky answered a number of questions from the audience, including responding to complaints about delays caused by legal issues towards the end of projects, to which Mr. Ky responded that they are trying to improve the speed at which projects are developed for the benefit of GA. Answering a question about EASA's opposition to the 600 kg opt-out, he explained that EASA have been concerned that in some countries, Annex II aircraft may not be as safe as EASA would wish, but he pointed out that the difference between being inside and outside the EASA system is becoming smaller.

A vision for GA – Julian Scarfe

Julian Scarfe, EAS Board member, presented the delegates with a vision of how the European GA Safety Strategy could bring benefit to a wide range of participants, from the EU Commission and European level, through Member States and industry down to the level of the end-user, who is often an individual pilot. If the new regulations are effective and appropriate, they could have the effect of boosting GA activity, raising the profile of GA and setting it free, through the use of the responsible exercise of judgement. A future-proofed and united GA community could safely fit in with other forms of aviation.

The new Basic Regulation (BR) provides an opportunity for the realisation of this vision. Julian summarised the new BR's objectives in brief phrases:

- To improve performance of the sector
- Risk differentiation and risk hierarchy built into the BR
- Flexibility on certification versus proportionate alternatives
- Ability to amend ERs (Essential Requirements) to take account of progress
- The ability of delegated certification and oversight to sporting and recreational organisations
- A requirement to review the rules for proportionality.

In conclusion, Julian Scarfe challenged the delegates to recognise the opportunities offered by the new BR and to work together to make it happen.

GA Strategy from the Brexit point of view – a presentation by Tony Rapson, Head of the GA Unit at the UK Civil Aviation Authority

Mr. Rapson described the UK's approach to GA, following an internal UK challenge led by government, to reduce the amount of regulation. By the summer of 2014, the CAA principles for the regulation of GA had become:

- Only regulate directly when necessary and do so proportionately
- Deregulate where we can

- Delegate where appropriate
- Do not gold-plate and quickly and efficiently remove gold-plating that already exists
- Help create a vibrant and dynamic GA Sector in the UK

In describing this work programme, Mr Rapson gave examples of the work that the GA Unit undertakes in line with these principles. He also described the key themes relevant to GA that the CAA will work on, to achieve the desired goals. These include

- risk-based regulation: with the aim that this way of doing things will become 'Business as Usual' instead of continual change;
- consumer empowerment: communicating and educating GA pilots, so that they can take responsibility as appropriate;
- technical innovation: making use of technology to achieve the new goals;
- service excellence: to deliver a high standard to all GA and other pilots.

Reviewing GA regulation including Annex II, Mr. Rapson expressed the ambition to align with EASA where desirable, but also to take an independent path where relevant. He highlighted the importance of completing the GA Roadmap work, including areas such as specialist rules for balloons and sailplanes.

Among the comments on this presentation, it was suggested that the UK GA community will benefit from this approach and that it would be a good idea to transfer the policy, philosophy and activities to the continent.

Microlights - Rieteke Van Luijt



Rieteke Van Luijt, European Microlight Federation (EMF) President and EAS Board member, reported on the progress made to keep microlights out of European regulation and enable them to stay under National law. This can be achieved if microlights are regulated under Annex II of the Basic Regulations (BR) 2008 (in future Annex I of the BR 2018). The MTOM (Maximum Take-Off Mass) limit for Annex II/Annex I microlights remains unchanged at 450 kg. However many microlights are now heavier than this and so there have been negotiations to enable aircraft with MTOM greater than 450 kg to be operated under national legislation included in Annex II.

At one stage of the negotiations undertaken by EAS and its member EMF, the three European Union organisations responsible for agreeing and approving regulations all had a different view on the maximum weight that could be allowed:

- The European Council - 500 kg MTOM
- The European Commission and EASA - 450 kg MTOM
- The European Parliament - 600 kg MTOM

The compromise reached was to provide the Member States (MS) with the option of an additional Opt-out from the Basic Regulation, by adding a new article 7a. To summarise, the MS may decide to exempt the design, production, maintenance and operation activities for aeroplanes with no more than two seats, measurable stall speed of no more than 45 knots and a maximum take-off mass (MTOM) of no more than 600kg.

The entire text is in Article 7a on pages 43-45 in this document: <http://data.consilium.europa.eu/doc/document/ST-15689-2017-INIT/en/pdf>. The final act in completing the legislation process will be completed by the European Parliament on 12 June 2018 when the plenary will "rubber-stamp" the new regulation.

Data in support of better regulation - Dominique Roland

Dominique Roland, Head of GA at EASA, gave a brief talk on the benefits of collecting detailed data, such as flight hours per aircraft and pilot, take-offs and launches etc. EASA

is keen to collect this detailed data in order to improve future regulations based on the risk assessment of those data.

E-GNSS for GA - Tim Dufourmont

Tim Dufourmont provided an overview of the development of GNSS (Global Navigation Satellite Systems). He described the role of the GNSS Agency within the European political and technical structure and the potential uses and benefits that increased use of this technology may bring for aviation, including GA.

New Basic Regulation - Jyrki Pajanen and Julian Scarfe

Jyrki Pajanen and Julian Scarfe gave an update on the progress of the new Basic Regulation (BR). Jyrki explained that the new BR aims to address some of the weaknesses of the 'old' BR, which placed obstacles in the path of progress of the GA Roadmap. The process has been a long and risky one, taking 3 – 5 years to complete the amendments, which have to be considered and passed by the Commission, the Council and the Parliament. After many discussions including a 'trialogue' between the Council, the Parliament and the Commission, a compromise was reached with an informal agreement in December 2017.

Jyrki described the **objectives** of the new regulation as:

- > Proportionality, flexibility and performance;
- > Enhanced safety management;
- > Efficient use of resources;
- > Adapting to new technologies and market developments;
- > Closing gaps and addressing inconsistencies;
- > Improved EASA governance.

He identified the **main issues for GA** in the proposal:

- > Proportionality, flexibility and risk hierarchy principles ;
- > Flexibility throughout to use alternatives to certificates and checks ;
- > Sub-ICAO licences and medicals possible (GP for all etc.) ;
- > GA-friendly qualified entities concept;
- > Unmanned aircraft;
- > Annex I (excluded aircraft);
- > Opt-ins and opt-outs.

He also explained that there are some aspects where it may be possible to interpret the rules flexibly and recommended that we learn to exploit these opportunities.

Julian described the timing; the new BR should be in force by the end of June 2018 at the earliest, with a high probability of some later time. He welcomed a number of items in the BR, including improvements in the Objectives, which now include 'promoting research and innovation', the Principles, which refer to the use of evidence and analysis, the recognition of the need for requirements to be performance based and also the possibility of using measures such as safety promotion instead of introducing more regulation.

Other welcome changes are the reference to 'risk hierarchy' – that is, the extent to which people affected by the potential risks are able to assess and exercise control over the risks; the option for airworthiness to be demonstrated by a declaration of compliance, instead of certification; aircrew may in appropriation situations not need licences or medical

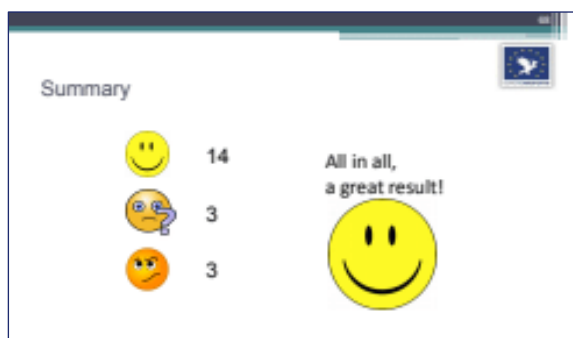
certificates. Training and experience on non-EASA aircraft may be recognised as relevant for the purpose of obtaining an EASA pilot's licence.

Julian was concerned about other points, such as the definition of commercial air transport, which leaves potential difficulties regarding cost-sharing; and the description of 'non-installed equipment', which may unintentionally bring ipads inside the regulations.

The definition of 'certificates' and 'declarations' is open to doubt, as is the description of the procedure for airspace design.

On the positive side, organisations created with the aim of promoting aerial sport or leisure aviation will be eligible for accreditation as qualified entities.

Annex I (prev. annex II) has been tidied up but has no significant changes, except for sailplanes now being aligned with aeroplanes (microlights). Opt-in and opt-out provisions have been included to allow a manufacturer of an aircraft falling under Article 7a to elect to be included in the EASA system, and for states individually to exempt aircraft up to 600/650 kg depending on the category.



The Essential Requirements are still unrealistically detailed and inconsistent with the principles in Article 4.

Julian summed up the total outcome as having fourteen positive items, three negative and three where he was doubtful about the likely impact. Overall a good result.

Gliding

Günter Bertram and *Patrick Naegeli* gave an update on the progress made by the European Gliding Union on airspace and equipment and on the plans to introduce a 'Part-Gliding'. Patrick was positive about the outcome on regulations for gliding operations. He also described the plans for a new structure for flight crew licencing (FCL) and pilot privileges. We hope that the new gliding FCL regulations will be introduced by April 2020 at the latest.

ANNUAL GENERAL MEETING, ELECTIONS AND DEPARTURES

On Sunday the Annual General Meeting of Europe Air Sports took place. At the Meeting, David Roberts stood down after fifteen years on the Board, including service as Treasurer and nine years as President. He is succeeded by Andrea Anesini of Italy. Board members Julian Scarfe (GBR) and Jean-Pierre Delmas (FRA) were re-elected as Vice-Presidents. René Heise (GER) was also elected for the first time to a Vice-President position. Manfred Kunschitz (AUT), was re-elected as treasurer. René Meier also retired from his role as Programme Manager of EAS and Nils Rostedt of Finland has been appointed in his place.



In his closing address to the members, David reflected on the last 15 years and particularly reminded members of the successes that have been achieved, partly through changing the EAS approach to negotiation instead of attacking EASA. He mentioned the enormous cost that EAS and other GA organisations and pilots have had to pay as a result of the over-bearing, inappropriate and disproportionate regulation which was enforced in the earlier stages of EASA's work, but was optimistic that the current relationships will continue to be positive. David gave a clear statement that to live in the European System results in major benefits. He thanked the members and the Board for their friendship and support.

Presentations and tributes were given to David Roberts. Sir John Allison spoke of the enormous contribution that David has made, of his analytical capabilities, his rhetorical ability, his command of his mother tongue, his energy and leadership and the progress that has been achieved under his leadership. Senior Vice-President Rudi Schuegraf commented on a number of key developments that had taken place largely as a result of David's work, including the "famous" Part M conference in November 2005 in Cologne with all top level EASA staff present, later the Rulemaking Task MDM.032 which was the early basis for better rulemaking. After David took over from John Allison in 2009 the major EAS achievements were the development of an intelligent and effective working relationship with the Commission (with Timo first contracted as political advisor in 2008) and, after the appointment of Patrick Ky as Executive Director of EASA, the start of the GA Roadmap, thanks to Filip Cornelis. In Rudi's words "It was David who was in most cases the direct communicator to convince Cornelis and Ky".

Rudi presented David with a Certificate of Meritorious Service and Board member Rieteke van Luijt presented him with a certificate of his appointment as an Honorary President of EAS.

David Roberts and Rudi Schuegraf also spoke warmly of René Meier's work during his time as Programme Manager and the great support that he has provided to Board members and others working on behalf of European Air Sports. Rudi presented René with a Europe Air Sports Certificate of Appreciation.



Since the EAS General Conference, Dave Phipps has reported:

David Roberts receives recognition from the Royal Aero Club

The Royal Aero Club of the United Kingdom (RAeC) presented their 2017 Medals & Awards at a ceremony on the 17th May. The Awards were presented by His Royal Highness the Duke of York. David Roberts was present to collect a Royal Aero Club Diploma, awarded in recognition of his sustained contribution and service to Air Sports throughout Europe.

CNS (COMMUNICATION, NAVIGATION OR SURVEILLANCE) STRATEGY *Michel Rocca reports*

We are all aware that the regulatory machinery is not only delivering more or less prescriptive requirements but also equipage mandates. These are expressed in the form of deadlines at which specific categories of airspace users have to be equipped with a new device for communication, navigation or surveillance purpose.

Currently, the mandate to comply with is known as the 8.33 frequency spacing.

To anticipate the next mandate, we should look at the Global Air Navigation Plan (GANP) issued by IACO and the European Air Traffic Management (ATM) master plan issued by the EU. The latter is just undergoing an updating process in the framework of the Single European Sky (SES).

We should also follow the technology developments because they might bring the worst (mandatory, expensive, useless) or the best (voluntary, affordable, useful).

Finally, the work done so far on non-installed products will hopefully be fruitful. EAS will continue to periodically report on the CNS strategy.

IN-FLIGHT FUEL MANAGEMENT AND MESSAGES

EASA has published a Safety Information Bulletin number 2018-08, which advises on Phraseology for Fuel-Related Messages between Pilots and Air Traffic Control. The

document is addressed to all aeroplane operators, pilots, air traffic service providers and air traffic controllers (ATC).

The background is that minimum fuel situations have been the subject of several investigations by the air accident and incident investigations boards. Also, information received by EASA from mandatory occurrence reports related to fuel indicates that the MINIMUM FUEL declaration has been frequently misunderstood and misused by pilots and ATC. The recommended action to be taken is described:

'The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than planned final reserve fuel.'

A further note says *'This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.'*

The document can be seen at <https://ad.easa.europa.eu/ad/2018-08>.

UPDATE ON UNMANNED AIRCRAFT by Dave Phipps, President of EMFU

The European Model Flying Union (EMFU) held their Annual Meeting at Palaiseau, France on Saturday 5th May. The meeting was attended by 21 Delegates and new EAS President Andrea Anesini also attended to update members on the work of Europe Air Sports.

Having taken care of administrative business, Dave Phipps provided a briefing on current regulatory developments with the potential to affect the model flying community. A further detailed briefing was also provided by Dave Phipps & Bruno Delor specifically on the progress with EASA's Draft Regulations.

No major changes were expected to the text published by EASA in February, though some likely additions include a change to the 120m altitude restriction (making it 120m above the terrain) to try to accommodate slope soaring gliders within the Open Category.

EASA have arranged a workshop to start work on developing 'standard scenarios' for unmanned aircraft operations and this will take place in Cologne on the 9-11 July.

The first day will explore the process for performing risk assessments and the procedure for creating and submitting standard scenarios. The following two days will explore two specific standard scenarios including limited range BVLOS operations and operations close to people in VLOS with UAS<8kg. Dave Phipps will attend on behalf of EAS and the EMFU.

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/>

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