



## JULY 2020



A perfect summer day,  
off the coast of Southern  
England in a Duo Discus  
glider  
*(Photo Diana King)*

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### **EUROPE AIR SPORTS GENERAL CONFERENCE 2020**

As you will no doubt be aware, the General Conference of Europe Air Sports, which was planned for April 2020, had to be postponed due to the coronavirus. The Board had hoped that we might be able to re-schedule it for the autumn, but we have decided that the uncertainty is still too great to commit to a physical meeting so soon.

The Board has therefore decided to hold two events in place of the 2020 Conference.

In October 2020, there will be a webinar with a limited agenda. This will include presentation of the audited financial results for 2019, which will be circulated in advance to allow members to consider them and ask any questions. The Board will propose to the members that the normal rotation of Board members, which requires them to stand for

re-election after three years, will be 'slipped' by one year until 2021. We also plan to invite a guest speaker and we hope that we will be able to announce the details before too long.

The next physical conference will be in March or April 2021 in Strasbourg. That conference will include the usual technical discussions and presentations and also the formal process of an Annual General Meeting. Board members who were due to retire or stand for re-election in 2020 will do so at the 2021 meeting.

We hope that you will understand the necessity of making these unusual plans and we will be in touch with further details as soon as we can.

Andrea Anesini  
President, Europe Air Sports

## **DRONES: WORK ON THE U-SPACE REGULATION ADVANCES**

*News from Europe Air Sports' Political Adviser Timo Schubert*

Following the publication of EASA Opinion 01/2020 the European Commission is advancing with its policy for the safe integration of drones into airspace. Based on the EASA Opinion it has developed a Draft Implementing Regulation on a regulatory framework for the U-Space, which will first be discussed with Member State experts at the end of June. Two to three additional meetings with Member States are foreseen before a vote on the regulation, approximately in the first half of 2021.

Europe Air Sports has been involved in the regulatory process from the beginning and has recently had the chance to discuss remaining issues with DG MOVE, the European Commission's Directorate General in charge of transport and mobility.

This exchange was positive and provided an opportunity to reiterate the four key principles that should be applied in order to ensure a fair and collaborative co-existence of sports and recreational aviation with commercial drones in U-Space airspace. These principles demand that access must be:

- **Safe**, according to the principle of the Basic Regulation (2018/1139/EU) that "a high and uniform level of civil aviation safety should be ensured at all times".
- **Free**, as the only beneficiary of the provided services are commercial drones. Europe Air Sports is unaware of any manned aircraft operations that have any need for U-Space.
- **Simple**, by ensuring that the administrative and operational requirements for access do not add a layer of complexity to planning and conducting a flight.
- **Technologically feasible**, considering the very limited resources of light aircraft, in particular non-motorised ones, such as gliders and hang-/paragliders or even aeromodels.

During the meeting Europe Air Sports underlined the great importance of safe access to airspace and the large number of approximately 640,000 airspace users who could be affected by the designation of U-Space airspace.

Andrea Anesini, President of Europe Air Sports, stressed that the non-motorised sports, such as hang/paragliding and gliding, are likely to be the most impacted by U-Space airspace, unless the necessary precautions are being taken. This was well noted by the Commission, who reassured us that it was well aware of these needs and willing to accommodate them, as long as the objective of developing a drones market could also be met.

A DJI Phantom quadcopter UAV for commercial and recreational aerial photography, hovering over Weissfluhjoch in Switzerland

*(photo Lino Schmid & Moira Prati - Capricorn 4049)*



There was general agreement that safety must be the number one priority. The Commission stressed furthermore that the latest draft of the regulation ensures free access to U-Space airspace by manned aviation, such that flying activities could continue to take place as they are today.

However, it stressed the need for electronic conspicuity, i.e. the requirement for all airspace users to communicate their position electronically and with a technology still to be defined in **AMC/GC** (**Acceptable Means of Compliance** and **Guidance Material**). On this basis U-Space airspace should be understood not as a restricted area but rather being similar to a Transponder Mandatory Zone. According to the Commission, only drone flights shall require flight authorisation and it will ultimately be the responsibility of drones operators and the U-Space service provider to ensure they avoid manned air traffic.

In summary, it would appear that tangible improvements have been made between the first drafts of the U-Space concept and the latest versions of the draft regulation. While changes can still be expected as the file reaches Member State Experts, Europe Air Sports is generally positive that our needs are being taken on board.

We will continue to follow developments closely and approach decision-makers as and when the needs arise in the further process.

### **REVISION OF BALLOON LICENSING REQUIREMENTS (PART-FCL)**

Balloons in Jura region  
(supplied by Patricia Lamy)



During the EASA Committee Meeting of last October, the revision of balloon licensing requirements (Part-FCL) was finally approved. (**FCL – Flight Crew Licensing**)

The review of the **FCL** Regulation started a few years ago. Thanks to the effort of a dedicated group of volunteers from EAS and European Balloon Federation, in cooperation with EASA staff and some member states representatives, a final EASA Opinion was published and the final version of the new Implementing Rules on **FCL** for balloons (Part B-FCL) was adopted in October.

These new rules came into force on 8 April 2020 with a transition period of 12 months to full compliance by all Member States on 8 April 2021.

These regulations include provisions for the transfer of existing national licences and medicals, credits for training started under the old rules and for training organisations. The Commission Implementing Regulation (EU) 2020/357 was completed and published in March. The related **AMC/GC** were published on 18 March. This means that the users now have a full set of documents in hand. The full details of the Implementing Regulation can be found [here](#) and the **AMC/GM** are [here](#).

This is another big step to bring the rules back to our working level.

## **OCCURRENCE REPORTING QUESTIONNAIRE**

*EAS Board member Jean-Pierre Delmas brings us up to date*

Europe Air Sports has responded to a Commission questionnaire on Occurrence Reporting regulations for GA. After 5 years without any significant step forward on private operation's side, these regulations have failed to deliver.

Occurrence Data that have been gathered have not resulted in visible safety improvements.

It has not created a safety culture in which learning and improvement results from willingness to report. Instead, most of our members tell of reluctance to report, even on a voluntary basis, due to complexity and fear of legal action.

EAS remains convinced that the objective to collect occurrence data related to private operations remains absolutely valid. We suggest dedicating Reg. 376/2014 to commercial operations, as it was in the preceding regulation, and transferring the very promising safety topics of *Just Culture* and *Occurrence Reporting* to EASA.

There is an understanding at EASA of the distinct safety culture of GA, and how to influence it. EASA has already developed a structure (the GA Road Map), staff and tools, to target the non-commercial GA community; EASA runs collaborative analysis groups who are best placed to extract value from the occurrence data.

EAS is ready to work in close cooperation with experts of the Commission and EASA.

## **PROPOSAL TO ADAPT THE REGULATIONS FOR THE USE OF INSULIN IN PILOTS WITH DIABETES MELLITUS.**

*Marja Osinga, EAS Representative at the EASA Medical Expert Group provides an update. Marja also chairs the Netherlands scientific working group NVvLG and is President of the FAI International Medical-Physiological Commission.*

Diabetes Mellitus (DM) is a widespread disease, including among pilots. DM type 2, a situation where a relative shortness of insulin exists, arises with increasing age and can be treated by oral medication (tablets) or insulin alone, or by a combination of these medicines. The aim of the treatment is to lower the elevated blood sugar levels, in order to prevent micro- and macrovascular complications. Patients with DM type 1 have an absolute shortness of insulin. The only possible treatment is the prescription of insulin.

As the use of insulin is known to have possibly dangerous effects, which means hypoglycaemia or a low blood sugar level, this is a controversial treatment for pilots. The symptoms of hypoglycaemia can be a decrease of concentration, sweating, tremor, dizziness, decrease of judgment and, without intervention, loss of consciousness. Not every patient is aware of these symptoms of warning, so suddenly an absolute incapacitation can occur. The necessary intervention must be ingestion of carbohydrates (sugar).

For sport pilots with DM, treated with oral medication, the regulations permit flying under some conditions. For pilots needing insulin the requirements are different among the several regulations. Some authorities permit the use of insulin, even for commercial pilots (medical class 1). In other cases, it is allowed to fly only under strict conditions, for a very limited category of pilots.

For a better prevention of complications, nowadays specialists more often prescribe insulin, rather than oral medication.

In the past years much evidence has been obtained in aviation, in commercial as well as general aviation, that treatment with insulin can be safe for pilots, with a very low risk for hypoglycaemia. Pilots need to follow a protocol, but this has proved to be effective, reliable and safe. The scientific working group of the Netherlands Association of Aviation Medicine performed research and discussed the issue thoroughly. We are preparing a proposal for more appropriate regulation for the use of insulin for pilots, of which sport pilots are the largest group.

We found that authorities are hesitating to implement the use of insulin. Now we have sufficient evidence that flight safety can be maintained in a selected group of diabetic pilots using insulin, under a defined protocol.

The board of EAS has been requested to support this proposal. The preparations will continue in cooperation with international experts. It was planned to present the proposal at the International Conference of Aerospace Medicine in September 2020, but due to the COVID-19 pandemic the conference has been postponed. It is scheduled to be submitted to the aeromedical authorities shortly.



*Now we have a number of reports from our Programme Manager Nils Rostedt*

### **RESTART OF NORMAL OPERATIONS POST-CORONA**

EASA has initiated a Task Force named "Return to Normal Operations" (RNO) after the COVID-19 pandemic. EAS has participated in several webex meetings and also collected "state of the art" information about how the current situation affects GA in individual Member countries. The

aim of EASA is to support the quick resurrection of GA activities, including border-crossing flights. EAS contacts for this activity are Andrea Anesini, Jean-Pierre Delmas and Nils Rostedt.

The FAI has published some guidance for several air sports. It is a "living" document, so changes can be included easily, as the situation worldwide is changing continuously. See [this link](#) for details. Thank you to Marja Osinga for this information.

### **EPAS RE-PRIORISATION – ADVICE FROM EAS**

The COVID-19 situation has forced EASA to re-prioritise some of its rulemaking activities in order to handle the extraordinary workload caused by the pandemic. The process has been delayed by at least one month. This meant that some of the rulemaking tasks scheduled for 2020 in the European Plan for Aviation Safety (EPAS) needed to be de-prioritised. EAS took part in the quick consultation issued by the EASA [Stakeholder Advisory Board \(SAB\)](#) and gave its comments. In short, EAS called for de-prioritised FCL rulemaking activities to be in the first wave of "restarted" tasks, once the COVID situation allows.

EASA's consultation attracted 116 comments, both supportive and with differences. Other General Aviation topics, where the consulted stakeholders expressed disagreement with EASA's proposal, were:

- the delivery of Acceptable Means of Compliance and Guidance Material for the Basic Instrument Rating;
- the need to ensure timely delivery of Part-21 'light'.

EAS continues to participate in the development of the 2021-2025 EPAS.

### **FROM THE PROGRAMME MANAGER'S DESK**

The last two months have been quite busy, with COVID-19 and Drones being focus areas. Here is a list of ongoing and recent EASA rulemaking activities of interest to Sports and General Aviation as well as some other news:

#### *New Opinions*

13/3/2020: Opinion 01/2020: High-level regulatory framework for the U-space.

### New NPA

16/04/2020: NPA (Notice of Proposed Amendment) 2020-07 Unmanned aircraft system beyond visual line operations over populated areas or assemblies of people in the 'specific' category.

### New EASA Easy Access publications

15 Jun 2020: EASA updated the Easy Access Rules for Aircrew (Regulation (EU) No 1178/2011) including **AMC/GM** material.

The whole package is 1697 pages - talk about simplified regulation!

The Part-FCL (Flight Crew Licensing) including **AMC/GM** can be downloaded separately, but even that is 1280 pages.

### Other

- 28 May 2020: Proposed Special Conditions for Gyroplane combined with Road Vehicle use issued by EASA.
- 8 May 2020: EASA **NPA** 2020-04 "Regular update of **AMC/GM** to Part-21" - consultation closed.
  
- 10 Jun 2020: EASA certifies the Pipistrel Velis Electro aircraft, first type certification for fully electric airplane world-wide.

*(Photo courtesy of Pipistrel / A4Aviation)*



- 25 May 2020: Special Condition for VTOL (Vertical Take-off and Landing) and Means of Compliance issued by EASA.
- 27 Jan 2020: Proposed Special Condition: Electric / Hybrid Propulsion System issued by EASA.
- Several EASA information bulletins related to the COVID-19 pandemic were distributed to EAS members.
- Two letters were also sent to EAS members, asking for the national COVID-19 restrictions affecting sports and general aviation. Thanks to all who responded!

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