



**JUNE 2022**



*The end of a beautiful day's flying – in a field near Klippeneck in Germany  
(Photo Diana King)*

Welcome to the June issue of the Europe Air Sports Newsletter! The weather here in the UK has been beautiful for flying and I hope you are all enjoying the summer.

If you are interested in reducing the regulation that we all have to live with, please turn to page 5 to see how you can help – the deadline for contributions is 30 June! Please also consider contributing information on environmental restrictions on our flying - see page 3.

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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.

**A MESSAGE FROM THE PRESIDENT – ANDREA ANESINI**

Dear readers, dear members of Europe Air Sports,

I would like to share with you our priorities for the next 18 months.

The EAS Board considers it necessary to identify the priorities of our activities for the second half of 2022 and for the year 2023. An in-depth discussion took place during the last Board meeting. The conclusions are as follows.

**Priority 1, U-Space:** EAS has been recognised at the highest level of the dedicated departments of the European Commission and EASA as a knowledgeable and trusted

partner. We benefit from a constructive and long-standing relationship with these institutions and continuous dialogue, ranging from expert to Executive Director level.

There is pressure from different communities in some countries, which use nature protection (fauna and flora) as an argument to reduce the airspace available for our activities by introducing minimum flying levels (600 metres). Although these requests are made through the national environmental authorities, the transport authorities are the ones that have the power to enforce airspace restrictions. It has been observed that they tend to follow the environmental arguments. Therefore, this topic must get our full attention and is considered a priority.

**Priority 2, Green Deal:** We need to stay focused on the way ahead and engage our members. We should try to understand what is being done in our member countries and circulate information on the subject. Therefore we will send a letter to the members asking them to report the situation in their member countries. This request is also included in this Newsletter – see page 3. We will also try to establish direct contact with people who deal with environmental issues in the Aero Clubs and Member Federations to get the best information. Finally, we will present the results of our survey at the next Technical Meeting, scheduled to take place in Vienna for the end of October.

**Priority 3, Cross border flights for aircraft up to 600 kg:** In order to facilitate the mutual acceptance of the restricted national certificate of airworthiness of aircraft up to 600 kg to fly in EU countries, EAS will ask ECAC (European Civil Aviation Conference) for their support defining common guidelines and recommendations, like those that exist for Home Built (1980) and Historical aircraft (2016).

### **Aero Friedrichshafen 2022**

*Andrea Anesini with Arild Solbakken, president of the European Gliding Union (left) and Hubertus Samson-Himmelstjerna, Deutsche Aero Club Secretary-General (right)*



Finally, a comment on our presence at Aero. As expected, the number of visitors at the Aero was limited, but our presence was notable. We had the chance to work with Joachim Lücking, Head of Unit in charge of Aviation Safety at the European Commission, **DG MOVE (Directorate for Transport)**, and his policy expert Jyrki Paajanen. We also met a dozen presidents of National Aero Clubs and European Air Sports Unions. The support we received from Deutsche Aero Club was excellent and the result of our team's effort in assembling and managing the EAS stand was greatly appreciated.

We learned some lessons: The investment cost remained within the budgeted amount. The meeting of several important contact persons (EU, EASA, EAS members, industry) in a friendly and interesting environment is priceless. We should consider an annual participation if funding allows it.

*Our political adviser Timo Schubert comments further on AERO*

### **Successful EAS participation in the AERO Friedrichshafen**

After two years forced delay due to the pandemic, the sports and recreational aviation community was eagerly awaiting this year's exhibition. For a first time, EAS was represented with its own booth, right next to the ones of our friends from German-speaking Europe.

Attending the booth was a team comprising EAS President Andrea Anesini, Senior Vice-President Rudi Schuegraf and Board Member Patrick Pauwels. They were supported by Programme Manager Nils Rostedt and EU Policy Adviser Timo Schubert. Many good conversations took place, including with delegations from the Aero Clubs of Spain and Italy, the European Gliding Union, the European Hang Gliding and Paragliding Union, the European Federation of Light, Experimental and Vintage Aircraft and PPL-IR Europe.

The AERO is always a great meeting and networking spot for pilots, manufacturers and even regulators. EAS was pleased to have had the opportunity to catch up in person with the team of EASA, and some of the national and regional authorities.



*Andrea Anesini with Jyrki Paajanen (left) and Joachim Lücking (right)*

A clear highlight was the opportunity to take Joachim Lücking, Head of Unit in charge of aviation safety at the European Commission's **DG MOVE** and his colleague Jyrki Paajanen on a tailor-made tour around the fair. This included aspects of Microlight Aviation in the 600kg class, electronic conspicuity and the question of safe airspace integration and coexistence of manned aviation with drones.

EAS is committed to maintaining a close dialogue with members and stakeholders alike and hopes to be present at next year's exhibition, as well.

#### *Patrick Pauwels adds a further comment on a sailplane topic that arose during AERO*

During the AERO fair, the subject of recency required for the Sailplane Aircraft Maintenance Licence was mentioned to Joachim Lücking. Details were handed over to Jyrki Paajanen who was willing to keep a close eye on it.

A few days ago he gave us the following status update:

The item was discussed at the GA Task force of June 2nd and it will be tabled at the next GA TeB/Com (General Aviation Technical Evaluation Board). Basically we are looking at:

- Fast-Track rulemaking, and
- Possibility of Art 71 exemption template to bridge the gap.

#### **GREEN DEAL** – *Our Programme Manager Nils Rostedt asks for your help*

Dear Europe Air Sports member and newsletter reader:

During the recent AERO 2022 in Friedrichshafen, some visitors to the EAS stand pointed out an increasing problem with local flight restrictions due to nature and environmental protection measures. In some countries (Germany as a case in point) recent restriction proposals affect not only the licensing of airfields, but also airspace restrictions (overflight bans) up to 600 m above ground, severely affecting our freedom to fly.

The new worry is that these restrictions, which we have noticed also in some other countries, are increasingly proposed by nature conservation authorities and not aviation or transportation authorities. These are institutions that we as an aviation interest group do not normally interact with.

Our EAS President Andrea Anesini and the EAS Board would therefore dearly like to hear from our Members about the situation in this regard in each EAS country. This helps us to form a picture of what is happening, and to formulate a common strategy as a basis for possible actions in order to keep flying.

Therefore, on behalf of Andrea, I ask you, dear EAS member: PLEASE let us know the situation in your country as regards increased restrictions recently imposed on light aviation or proposed by nature/conservation/environmental and other non-aviation authorities! Just a few lines of text would be of great help!

If possible, let us have your comments **before 1 August!** The EAS Board aims to bring up this topic and possible actions in the upcoming **EAS Technical meeting on 29th October!** Send your comments to [info@europe-air-sports.org](mailto:info@europe-air-sports.org) or [n.rostedt@europe-air-sports.org](mailto:n.rostedt@europe-air-sports.org) Thanks!

**HIGHLIGHTS OF SOME EASA/SAB TOPICS** by  
*Michel Rocca, member of the EASA Stakeholders  
Advisory Body*

As you may know, the European Union Aviation Safety Agency (EASA) is governed by a **Management Board (MB)**, which is currently chaired by Piotr Samson, Director General of Polish Civil Aviation.

In December 2015, the **MB** established a **Stakeholders Advisory Body (SAB)** representing the interested parties, mainly to provide advice to the Management Board and the Agency on most of the activities falling under the EASA remit. In this context, the well known European Plan for Aviation Safety (EPAS) is a good candidate for advising the Agency.



The **SAB** plenary meets three times a year. It is chaired by Giancarlo Buono from IATA (International Air Transport Association). Giancarlo is assisted by two vice chairs from ASD (AeroSpace and Defence Industries Association) and CANSO (Civil Air Navigation Services Organisation).

Here are five topics (among others) that were discussed at the early June plenary meeting.

**Topic #1    Restructuring of the SAB**

The existing structure will soon be changed into “communities” and “cross-domain groups”. This will directly concern those of our readers representing Europe Air Sports and its members within the various sub-advisory bodies.

**Topic #2    Data for safety programme (D4S)**

D4S is a voluntary partnership programme which organises a massive collection of safety data and which offers an analytical capacity.

Safety data mean flight data, traffic data, occurrence reports, weather reports and more.

Once collected, these numerous data will be processed with innovative tools, which are built on concepts such as big data, machine learning, safety intelligence and data science.

The deliverables will be indicators or metrics, directed studies, blind benchmarking, interdependencies identification and vulnerabilities discoveries.

Through the discussion, EASA said that it knows how to produce the data and how to protect them.

D4S will start to be operational by September 2022 with Commercial Air Transport operations and will expand over the coming three years.

**Topic #3    EU electronic personnel licence (EPL)**

Last March, the Council of ICAO (International Civil Aviation Organisation) adopted amendment 178 to Annex 1 Personnel Licensing. This is for the use of an electronic pilot licence, based on a common format. It will provide for licence verification by other States. The objective is clearly to reduce the number of printed licences in circulation and to bring environmental benefits.

As a result, EASA has launched a Rulemaking Task (RMT.737) which identified several options.

Among them, option 2 based on “All personnel licences on the same principles” will be proposed to Member States. It calls for a synchronised approach to EPLs for Aircrew, Air Traffic Control Officers (ATCOs), Part-66., etc.

The plan is the following:

- TORs (Terms of Reference) for a new Rulemaking Task (RMT) Q2/2022
- Notice of Proposed Amendment (NPA) Q2/2023
- Opinion Q1/2024
- Decision Q1/2025. This will be the start of implementation.

#### **Topic #4    *Research activities***

It is worth mentioning some contributions of the Agency:

- Single European Sky ATM (Air Traffic Management) – known as SESAR 3
- Clean Aviation, Clean Hydrogen
- Mental Health, Aeromedical standards
- Noise, Gas emissions
- Cabin Air Quality

#### **Topic #5    *Better regulation***

Recently, the **SAB** sent to the **MB** a White paper on Better Regulation.

This is a strong call for avoiding over-prescriptive regulation and for performance-based regulation.

This is a call for

- Flexibility
- Soft law instead of hard law
- Safety promotion
- Harmonising and standardising the implementation across the member states.

The **MB** replied that the approach from the **SAB** is the correct one.

Consequently, the **SAB** invites its members to identify the regulations we would like to be more performance-based. We have almost three weeks to provide the **SAB** with some detailed examples of regulatory provisions which should be changed into Acceptable Means of Compliance (AMC).

**Please forward your concrete examples to Nils, our Programme Manager, before the end of June at [n.rostedt@europe-air-sports.org](mailto:n.rostedt@europe-air-sports.org).**

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



#### ***EASA EPAS Strategy Workshop***

At the request of our **Stakeholders' Advisory Board (SAB)** delegate Michel Rocca, I participated in this workshop about the European Aviation Safety Plan (EPAS) and the medium term focus of EASA's activities. The main item of interest to GA was that EASA plans now to put more focus on Licensing and Training related rulemaking. This was paused while

EASA's resources were needed for Covid-19 related tasks. Regarding Flight Crew Licensing, a Focused Consultation is planned during this year and an NPA (Notice of Proposed Amendment) consultation next year.

#### ***Recent published regulations***

On 27 April, EASA published Issue 4 of CS-STAN, which enables the simpler "Standard Changes and Repairs" procedures. These can be used in a number of additional instances where new equipment is installed in General Aviation aircraft. It is hoped that this will save money for aircraft owners and speed up the use of new technology.

The new issue comprises some 180 pages, with 20 completely new items included.

## **Recent EASA Consultations**

Here is a summary of EASA NPAs (Notices of Proposed Amendment) currently open for consultation:

*NPA 2022-02 Remote Aerodrome Air Traffic Control services.* This NPA proposes AMC/ GM (Acceptable Means of Compliance and Guidance Material) amendments to the regulations for aerodromes where ATS (Air Traffic Services) services are provided remotely. Initial reports from Norway, one of the first countries to introduce remote ATS, indicate a risk that opening hours of these aerodromes may be reduced, with negative effects on GA. EAS will look into this NPA. EASA deadline for comments is 2 August.

*NPA 2022-03 Reduction in accidents caused by failures of critical rotor and rotor drive components.*

The topic of this NPA is outside EAS's main activities, so no comments are planned.

*NPA 2022-04 Regular update of the SERA regulatory framework - IRs and AMC & GM (Implementing Rules, Acceptable Means of Compliance and Guidance Material).* This update contains several proposals affecting GA, for example rules regarding thermalling flight and flight plan preparation. EAS will look into this NPA. The EASA deadline for comments is 25 August.

*A-NPA 2022-05 Environmental protection requirements for supersonic transport aeroplanes.* The topic of this NPA is outside EAS's main activities, so no comments are planned.

## **INTRODUCING OUR NEW BOARD MEMBER**



Mike Morr has military and civilian aviation experience, with a background particularly in air traffic services and simulation projects for air traffic management. He spent 23 years in the German Air Force, with various roles in military Air Traffic Management including liaison with EuroControl.

On leaving the Air Force in 1994 he joined Deutsche Flugsicherung GmbH (DFS) and continued there in several roles relating to Air Traffic Management. In particular he was responsible for air traffic simulations including a complete reconstruction of German airspace, with new ways of working and greater efficiency throughout. He was also engaged in simulations for the development of a 3rd runway at Munich and the European Project "Functional Airspace Block Central Europe".

On retiring from DFS in 2010, he set up an international aviation consultancy company for all kinds of simulations, procedure design, ATM concepts and other aviation related projects. In this context he has travelled worldwide as a consultant for development of airspace and airports.

Since 2019 he has contributed to the Deutsche Aero Club on Airspace Operations Flight Safety and also worked with others including the European Gliding Union on the EASA "Glider Rule Book". He is the holder of an Instructor Pilot Licence, Examiner and Trainer for Airline and Private Pilots.

## **EUROPE AIR SPORTS TECHNICAL CONFERENCE 2022**

The Europe Air Sports Technical Meeting will take place in Vienna on the 29th October 2022. The present plans are:

**Friday 28 October:** Board Meeting in the morning.

Ice breaker starting at 18:00 hrs: An opportunity to establish contact with members, guests, Presidents, and delegates. There will also be an outline presentation of the agenda for Saturday.

Formal dinner 19:00 hrs.

**Saturday 29 October:** The Technical Conference including presentations from EAS Board members, guest and members, starting 09:00 hrs. and ending no later than 16:00 hrs, with a break for lunch.

Further details will be circulated in due course.

#### **KEY CONTACTS**

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