



APRIL 2023



*World Record of the maximum number of models flying at one time – North Leeds Model Flying Club, one of 269 clubs that took part in celebrations of the British Model Flying Association centenary*

Welcome to the April issue of the Europe Air Sports Newsletter! This issue has an emphasis on the hot topic of U-Space and unmanned aviation, as well as updates on the latest regulations. Abbreviations and their explanations are shown in full and in green, so that you can find the full meaning.

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**CALL FOR EVIDENCE ON COUNTERING THE POTENTIAL THREATS FROM UNMANNED AIRCRAFT SYSTEMS A Report by Dave Phipps, President of the European Model Flying Union**

The European Commission (Directorate-General for Migration and Home Affairs) recently launched a call for evidence from interested stakeholders to help guide their policy making on countering the potential threats arising from the malicious use of drones. The call for

evidence listed “model-plane hobbyists” among its target audience as stakeholders that “can be associated with or confronted by counter-drone measures”.

The European Model Flying Union (EMFU) provided a response to show that the model flying community understood the concerns and security implications of illegal drone use. We also said that any actions should focus directly on illegal drone use, be specific and proportionate.

Additional points made included

- underlining the importance of model flying for the EU economy and aviation sector;
- our good safety record to date (over a century); and
- the importance of our sport generally, with several hundred thousand pilots throughout Europe.

The model flying community had already been negatively impacted by the recent EU UAV legislation, which had resulted in new restrictions for many. This was in spite of the recognition of model flying within the Basic Regulation and the specific provisions included within the Implementing Rules (such as Article 16 Authorisations). It was vital that there should be no new/further restrictions imposed on model aircraft operations, especially those conducted within the framework of clubs and associations.

The model flying community was traditionally at the forefront in ensuring the safety of their sport and it was important that any new regulations enabled clubs and associations to continue do this.

Europe Air Sports supported the EMFU position by also submitting a response to the call for evidence. EAS advised the Commission to “take the utmost care to rule out unintended negative consequences on the model flying community when touching upon security threats from drones.”

To date, there had been no known threats arising from model aircraft operations in framework of clubs and associations. The risk for the future was also considered to be extremely low.

## **U-SPACE – NOTES FROM THE EAS GENERAL CONFERENCE**

U-space was one of the subjects at the EAS General Conference in Rome. Michel Rocca introduced the subject on the general level, while Nils Rostedt dived into some details from the recently published EASA [AMC/GM](#) package. ([Acceptable Means of Compliance/Guidance Material](#))

As a general note, while EAS supports the concept of U-space (and U-space airspace), it is a complex topic and there are still many open questions about how it will develop. For example, we have not yet seen equipment for transmitting Electronic Conspicuity (EC) signals using the new ADS-L protocol becoming generally available. Likewise, the requirement for USSPs (U-space service providers) to build infrastructures to receive EC transmissions is not a trivial undertaking.

In this context it is good to remind you of EASA’s U-space workshop – “From the concept to the implementation” taking place 22-23 June in Cologne (with a hybrid option). Hopefully this will bring more clarity into how U-space will develop in the near future.

## **BRIEF REVIEW OF THE ACTIONS UNDER THE DRONE STRATEGY 2.0** *by Michel Rocca*



In former newsletters, I introduced you to the vision of the European Commission on commercial drone operations at “Horizon 2030” (that is, the year 2030).

More concretely, here are some of the actions underpinned by the Commission:

**Section A** - related to actions that the European Commission will implement to further build the European drone services market.

A1. Improving airspace capabilities

- Amend Standardised European Rules of the Air (SERA) and ATM/ANS (**Air Traffic Management and Air Navigation Services**) regulations to safely integrate drone and **Vertical Take Off and Landing (VTOL)** operations.
- Promote and coordinate research on Communication-Navigation-Surveillance (CNS) technologies to ensure convergence between **ATM** and U-space eco-systems.

A2. Facilitating aerial operations

- Adopt new standard scenarios for low to medium risk aerial operations.

A3. Developing innovative air mobility

- Adopt new rules for the “certified” category of drone operations, addressing the initial and continuing airworthiness of drones, subject to certification.
- Adopt rules for the design and operations of vertiports (airports dedicated to **VTOL** operations).

A4. Ensuring sustainability and societal acceptance

- Develop balanced economic and financial requirements for licensing drone operators.

A5. Promoting the human dimension

- Fund the creation of an online platform to support sustainable Innovative Air Mobility (IAM) implementation by everyone involved.
- Adopt new training and competencies requirements for remote pilots and **VTOL** aircraft pilots.

**Section B** - related to actions that the European Commission will implement to strengthen the European drone civil, security and defence industry capabilities and synergies.

B1. Providing funding and financing

- Continue to provide funding for research and innovation on drones and their integration into the airspace.
- Consider possible amendments to the existing framework.

B2. Identifying strategic technology building blocks and enablers

- Develop a strategic drone technology roadmap in order to identify priority areas to boost Research and Innovation.
- With relevant EU operators, coordinate a common approach to provide a radio spectrum with sufficient frequencies for drone operations.

B3. Enabling testing and demonstrations

- Set up an EU network on civil-defence drone testing centres, to facilitate exchanges between civilian and defence sectors.

B4. Driving common standards

- Encourage all relevant operators to align certification requirements for civil and military applications towards those set by EASA.

B5. Increasing counter-drone capabilities and system resilience

- Adopt a counter-drone (C-UAS) package.
- Amend the security rules, to increase the resilience of authorities and airports when faced with the risks posed by drones.

EAS will continue to monitor those actions which might affect us.

## EAS REPRESENTED AT AERO FRIEDRICHSHAFEN



Patrick Pauwels, Board Member, and Timo Schubert, EU Policy Adviser, report back from a successful representation at AERO Friedrichshafen. German Aeroclub (DAeC) had kindly arranged for a Europe Air Sports booth that was smoothly integrated in their own stand.

Thank you to all visitors to the stand for valuable exchanges on current regulatory developments affecting sports and recreational aviation. Thank you to EASA and the European Commission for the important support to our community, which was again expressed during the EASA conference and individual meetings with officials.

AERO is always a good meeting point for the GA community. As a significant player in this domain it was important for EAS to be represented. See you there next year!

## EUROPEAN ACTION PLAN FOR AIRSPACE INFRINGEMENT RISK REDUCTION *Mike Morr reports*

The first annual meeting of the **EAPAIRR (European Action Plan for Airspace Infringement Risk Reduction)** took place in February in Spain. EAS Board member Mike Morr reports that there are many files listing infringement reports, with details from Germany, Spain, UK, Austria and France.

The group discussed the way forward for **EAPAIRR**, possible support and plans for annual meetings. The following actions were agreed:

- Check with EASA to see if it is possible to create a list of focal points with the national regulators, to reach/debrief private pilots with a foreign aircraft registration after they infringed airspace (regulator to regulator contact).
- Sharing links to documents and support material from the UK CAA regarding UK airspace. An information package is available to visiting pilots including support from the CAA with 'Fly-in events'.
- Rob Hughes (UK) offered support to other CAAs to implement a similar process regarding infringement follow up and pilot feedback to events.
- A new SKYclip will be created. The scenario for this will be the infringement of an 'upside down wedding cake' TMA, based on one of the hotspots in Austria.
- A best practices toolbox-folder will be created on a SharePoint page, which will be filled by members.
- Support for safety promotion/Flight safety events by means of a presentation.

## FROM THE PROGRAMME MANAGER'S DESK: *Nils Rostedt reports*

Some news about new and ongoing rulemaking activities by EASA and EU.

### **Recent Rulemaking**

*NCC – Non-commercial operations with complex-motor-powered aircraft*  
*NCO – Non-complex aircraft*  
*SPO – Specialised Operations*



### *ED Decision on Rescue and Firefighting Services*

On 28 March 2023, EASA published its Decisions 2023/004/R and 2023/003/R regarding **rescue and firefighting services (RFFS)**.

Many small and medium-sized EASA-regulated aerodromes (airports) are only used by commercial traffic during parts of the day. For such flights, the aerodrome has to provide **RFFS** services. These aerodromes may now allow non-commercial GA operations (**NCO**, **NCC** and **SPO**) to use the aerodrome outside of these times, even if **RFFS** services are not provided by the aerodrome.

This can open up many possibilities for GA aircraft to visit these aerodromes at times when they were previously not accessible. A good development!

For details, see these related web links [here](#) and [here](#).

### **Rulemaking in Progress**

*NPA – Notice of Proposed Amendment*

*OPS - Operations*

*RMT – Rule Making Task*

*AMC and GM - Acceptable Means of Compliance and Guidance Material*

*CPL – Commercial Pilot’s Licence*

*FCL – Flight Crew Licensing*

*ATCO – Air Traffic Control Officer*

*UAS – Unmanned Aviation System*

*NPA 11-2022 Regular update to the OPS regulation – EAS response to EASA consultation – March 2023 (consultation closed)*

This **OPS** update proposal includes a number of changes relevant for our community. Unfortunately many of the proposed changes would only add additional requirements and complexity to non-commercial flying. EAS therefore placed some comments, which can be categorised as “don’t change a system that works”. Next step is an “EASA Opinion” on the topic, expected in 2024.

### **Upcoming Rulemaking**

*RMT.0031 Regular update of the Initial Airworthiness Regulation and associated AMC and GM, published 22/2/2023*

The objective of this **rulemaking task** is to regularly address “miscellaneous issues of non-controversial nature” in the Initial Airworthiness Regulation (“Part-21”) and associated **AMC and GM**.

EASA is expected to issue an **NPA** consultation on this topic in Q3 2023.

*FCL: Simpler, lighter GA*

An **NPA** consultation on this topic is expected during the beginning of 2023, with an EASA Opinion planned for Q2/2023.

*FCL: Instructor requirements + CPL Learning Objectives*

An **NPA** consultation is expected Q4/2023, with an Opinion planned for Q4/2024.

*EPL: Electronic personnel licences (concerns FCL, ATCO, Part-66 licences)*

An **NPA** consultation is expected Q4/2023 with an Opinion planned for Q4/2024.

*UAS + FCL subtask VTOL + Remote Pilot licences*

An **NPA** consultation is expected around 2022-06 for the **VTOL** type rating, with an Opinion planned for Q1/2023. In addition, an **NPA** consultation is expected for ab initio training for VPL (VTOL pilot licence) with an Opinion planned for 2024.

*Parachute operation:* In addition, an EASA BIS (best intervention strategy) for parachute operations is expected around 5/2023.

### **Recent and Upcoming Events**

EASA held a **four-session "Season opener"** series of events in March 2023. This may be useful to freshen your flying skills for the upcoming season. The presentations are available on YouTube using the search term "EASA GA Season opener 2023". For a quick overview, use [this link](#).

The individual themes were:

- GA Season Opener 2023 - 2 March
- Webinar on the EASA GA Roadmap – 9 March
- International Flying Webinar – 21 March
- Flight Instructors Webinar - 28 March

### **2023 EASA-FAA International Aviation Safety Conference - 13-15 June**

Agenda and registration: <https://www.easa.europa.eu/en/newsroom-and-events/events/2023-easa-faa-international-aviation-safety-conference>

**U-space workshop** – From the concept to the implementation - Hybrid event (partially online and partially on-site) 22-23 Jun 2023

Registration: <https://www.easa.europa.eu/en/newsroom-and-events/events/u-space-workshop-concept-implementation>

### **Other**

EASA recently published its **2022 European Aviation Environmental Report**, see <https://www.easa.europa.eu/eco/eaer> .

If you are interested in topics such as the EU Green Deal, CO<sub>2</sub>, SAF (Sustainable Aviation Fuel) and aircraft noise, please have a look! The report focuses on commercial aviation and large aircraft, but the Velis Electro is featured as an example of what the light aviation sector can achieve.

### **Updates of Easy Access Rules**

EASA continues to **publish its rules and regulations in the "Easy Access" format**, which includes AMC & GM material as well as contents lists in a single document. In 2023, the following updates have been published to date:

- Easy Access Rules for **Airworthiness and Environmental Certification** (Regulation (EU) No 748/2012), Revision from March 2023
- Easy Access Rules **for Small Rotorcraft (CS-27)**, Initial issue & Amendments
- Easy Access Rules for **Standardised European Rules of the Air (SERA)**, Revision from February 2023
- Easy Access Rules for **Air Traffic Management/Air Navigation Services** (Regulation (EU) 2017/373), Revision from February 2023
- Easy Access Rules for **Large Aeroplanes (CS-25)**, Revision from June 2022
- Easy Access Rules for the **Basic Regulation** (Regulation (EU) 2018/1139), Revision from January 2023

To access these documents, go to <https://www.easa.europa.eu/en/document-library/easy-access-rules>.

In addition, the Easy Access rules are nowadays available also in the XML format.

### **PLANS FOR NEW WEBSITE FOR EUROPE AIR SPORTS**

A small team is working to develop a new website for EAS. We will aim to create a more up to date style that will be more informative and easier to find your way around. We are now talking to possible designers of the new site and hope to have it ready quite soon.

If you have any ideas or suggestions about what you would like to see, please send us a note as soon as possible, so that we can take your views into account. Email to Rieteke van Luijt at [rieteke.van.luijt@gmail.com](mailto:rieteke.van.luijt@gmail.com) and Diana King at [d.king@europe-air-sports.org](mailto:d.king@europe-air-sports.org)

## **RODOLFO SACCANI – INTRODUCING OUR NEW BOARD MEMBER**



Rodolfo Sacconi has been a paraglider pilot for 28 years and has flown all over Italy and in many European countries. His home flying area is the Alpine region north of Milan, where he enjoys thermal flying as well as ridge soaring. He has been a member of the European Hang-gliding and Paragliding Union (EHPU) management committee since 2022 and was the chairman of the European Safety and Training Committee of EHPU from 2015 to 2020. He has been safety officer in the FIVL (the Italian Free Flight National Association) since 2007 and is a member of the

working group which defines European certification protocols for paragliding equipment within CEN, the European Committee for Standardisation.

Rodolfo has worked as a consultant in experimental avionics, clinical research, process control and other fields. He is currently the Chief Technical Officer in an information security company in Lecco. He has previously lived and worked in the US and Denmark and he now lives in the Lecco area north of Milan and close to the mountains.

## **TRANSLATION OF THE NEWSLETTER – Diana King explains a new development**

Thanks to Jean-Pierre Delmas, we have discovered that there is an EU translator, which Jean-Pierre has already used to translate two Newsletters into French. It is not perfect, but it can help to make the news easier for more people to read. We would like to extend this to other languages and we would like to find people who could help with the project. If you are reasonably fluent in English and another language and would be willing to help, please get in touch with me at [d.king@europe-air-sports.org](mailto:d.king@europe-air-sports.org). Thank you in advance!

## **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, please do get in touch at [d.king@europe-air-sports.org](mailto:d.king@europe-air-sports.org)

## **KEY CONTACTS**

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