



DECEMBER 2022



The Austrian Haus des Sports was the beautiful venue for our recent Technical Conference (photo Nils Rostedt)

Welcome to the December issue of the Europe Air Sports Newsletter! This issue includes a report on the Technical Conference held in Vienna in October. Abbreviations and their explanations are shown in full and in **green**, so that you can find the full meaning.

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SEASON’S GREETINGS FROM EUROPE AIR SPORTS!

On behalf of the Europe Air Sports Board, our President Andrea Anesini sends all readers and pilots best wishes for the Christmas season and for good flying in 2023.

EUROPE AIR SPORTS TECHNICAL MEETING 2022

After two years without any face to face meeting, the members and guests of Europe Air Sports enjoyed meeting at the end of October in Vienna. In addition to the formal programme, there were opportunities for discussions and social activity.

Our President Andrea Anesini started the proceedings with a welcome and a summary of recent achievements. EAS had been represented and promoted through the newsletter, a stand at AERO 2022, a presence at the EMF General Meeting in France and at various EU level bodies. Andrea outlined the topics where EAS is active, both with the EU in Brussels

and with EASA, where we are represented in many of the important technical groups and take part in consultations on forthcoming rules.



*Vladimir Foltin (left) and Alain Leroy (right)
(photo Nils Rostedt)*

A very positive presentation followed, by EASA's Alain Leroy (Chief Test Pilot and GA Roadmap Champion) and Vladimir Foltin (GA Roadmap Project Manager), with a recognition that the 'one size fits all' mindset does not work. EASA GA Roadmap 2.0 is being updated to address new challenges that will build on past successes, such as Part M Light, the Basic Instrument Rating,

Balloon and Gliding Rulebooks, the Declared Training Organisation and Part 21 Light. The Member States and EU have strongly supported the GA Roadmap, but Alain stressed that the GA Community must also take ownership of the project. Alain invited suggestions for new communications methods and he was positive about the process of drafting regulations by a partnership of EASA and stakeholders.

Vladimir, a World and European Championships glider pilot and ex-commercial pilot, followed up with information about new proposals for U-space and iConspicuity. The aim is to enable all GA to operate without segregation and with affordable technology. It was however recognised that 'affordability' does not mean the same to different types of pilot and aircraft. Vladimir commented that 'the GA Community needs to benefit from the new systems, not just pay the cost'. An example of the attempt to achieve this is ADS-L, a development from ADSB, to remove elements that GA does not need. The option of using other devices such as mobile phones or Flarm and work is under way to remove the restrictions that might prevent these alternatives. Vladimir also explained the work under way to find ways to enable IFR approaches to non-instrument runways, which could increase safety and efficiency for GA.

Michel Rocca, EAS Vice-President, gave further technical details about U-space, outlining existing achievements and consideration of what will be needed to provide for the needs of manned aviation in uncontrolled airspace as well as people and property on the ground.

Rudi Schuegraf, EAS Senior Vice-President brought the latest news on AVGAS 100 LL (the fuel most commonly used by GA) and possible alternative fuels. An American company, GAMI, has developed a 100 UL fuel which is now being tested and approved. GAMI is offering worldwide cooperation and EASA is also cooperating. Rudi also outlined the project to introduce Electronic Licences (see page 3 for more information).

Jean-Pierre Delmas (EAS Vice-President) reported on the French experience of flying certified electric planes, where no incidents have been reported in 1,000 total flying hours on the Velis Electro. He acknowledged the support of EASA and GDAC in this project. Arild Solbakken also presented information about the development of electric gliders and gave feedback on an e-flying seminar organised in Sweden.

Timo Schubert explained the Green Deal and Fit for 55 and its impact and implications for the GA community. The transport sector is expected to contribute to the 90% reduction in greenhouse gases by 2050, but alleviations have been obtained for general aviation.

Following up on this "green theme" was a discussion about the increasing amount of airspace restrictions due to environmental actions. In some cases the impact on light aviation can be severe. Another problem is that these restrictions are not always communicated in the aviation system (AIP or Notam). Presenters on this topic were Nils Rostedt, Mike Morr, Mark Shaw (EHPU) and Rodolfo Sacconi (EHPU).

Timo also described the processes of working efficiently and in partnership at EU political level and appealed to members to encourage their national governments and civil servants to support EAS in negotiations. EAS member organisations could help with this process.

This was followed by a short presentation by Nils about EASA's rulemaking activities and how EAS monitors and participates in these, including a summary of current EASA-topics of interest to our community.

Julian Scarfe (EAS Vice-President) reviewed the evolution of General Aviation in the EASA system, describing the achievements, ongoing challenges and current issues. He commented on the positive current approach, which is much more practical than it used to be and shows a more proportional approach to GA. He was less optimistic about the medical requirements and the sometimes irrational distinction between Annex I aircraft and other similar aeroplanes. He also criticised the lack of liaison and communication in some maintenance environments and the failure to recognise the different status of large and small commercial maintenance organisations.

NO CHARGE – ICAO ELECTRONIC LIBRARY FOR FREE – *News from EAS Senior Vice-President Rudi Schuegraf*



The Organisation has recently announced that all **Standards and Recommended Practices (SARPs)**, the so-called Annexes and other important documents are now available for read-only access. The ICAO eLibrary is the online digital publications repository of ICAO, featuring **SARPs** on international civil aviation, Conventions and Related Acts.

In former times those documents were only available for an expensive fee, now they are accessible free. It only requires to register and create an account followed by a log-in starting with the link provided: <https://elibrary.icao.int/pages/icao-about>

You will be able to read all publications and documents which are written in six languages and you will receive regular updates.

One important update of Annex I Personnel Licensing is the new Chapter V. This prescribes the processes and procedures for the introduction of an Electronic Pilot Licence (EPL), which came into effect on 3rd November 2022. It is explained in the following article on EPL provided by Jean-Pierre Delmas.

DIGITALISATION OF AVIATION PERSONNEL LICENCES - *from Vice President Jean-Pierre Delmas*

EASA has launched rulemaking task RMT.0737 to enable **electronic personnel licensing (EPL)** in Europe, to improve efficiency and global recognition of licences.

High level objectives are:

- to modernise the administration of EASA licences;
- to develop electronic personnel licensing (**EPL**) system;
- to create cross-border interoperability among the licensing authorities;
- to promote the free movement of aviation personnel; and
- to facilitate the digital interaction between licensing authorities and aviation personnel, for the provision of high-quality services.

The affected stakeholders are Member States' national competent authorities, pilots (including remote pilots), instructors, examiners, training organisations, Part-66 maintenance licence holders ... and so on ..

EAS Board has nominated two Vice-Presidents to the rulemaking group established by EASA.

No time frame is available now for this ambitious project, which is planned as an addition to the present system. However, EAS members are kindly invited to pass their views and practical experiences on these matters to our colleagues Jean-Pierre Delmas jp.delmas@europe-air-sports.org and Mike Morr m.morr@europe-air-sports.org.

EASA UPDATES EASY ACCESS RULES (EAR) FOR OPERATION – *EAS Senior Vice-President Rudi Schuegraf*

A few days ago EASA announced the amendment of the EASY ACCESS Rules for Operation.

Revision 19 of the Easy Access Rules for Air Operations (EAR for Air OPS) incorporates the **Acceptable Means of Compliance (AMC)** and **Guidance Material (GM)** to the Annexes to Regulation (EU) No 965/2012 ('Air OPS Regulation'), as amended by the following **ED (Executive Director)** Decisions:

ED Decision 2022/012/R on all-weather operations;

ED Decision 2022/014/R on flight crew training and checking; and

ED Decision 2022/017/R on continuing-airworthiness management in a single air carrier business grouping.

It also includes Implementing Regulation (EU) 2022/2203 amending the Air OPS Regulation regarding the applicability of requirements for locating an aircraft in distress.

The EAR for Air OPS cover all Annexes to the Air OPS Regulation (Definitions, Part-ARO, Part-ORO, Part-CAT, Part-SPA, Part-NCC, Part-NCO, Part-SPO), as well as the related Certification Specifications (CSs), **AMC**, and **GM**. They contain the applicable rules for Air OPS displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

ARO – Authority Requirements for Air Operations

ORO – Organisation Requirement for Air Operation

CAT – Commercial Air Transport

SPA – Operations requiring Specific Approvals

NCC – Non-commercial operations with complex-motor-powered aircraft

NCO – Non-complex aircraft

SPO – Specialised Operations

Link to download: <https://www.easa.europa.eu/en/downloads/20342/en>

FROM THE PROGRAMME MANAGER'S DESK - *an update from Nils Rostedt*

At this time of the year the number of new EASA rulemaking activities for us to monitor is somewhat reduced, but instead let's have a look at recent publications from EASA.

Rulemaking - 2 new interesting activities

EASA issued a **focused consultation** (NPA 2022-105), proposing an amendment to the OPS (Operations) rules exempting aerodrome operators from having to provide rescue and firefighting services (RFFS) for non-commercial operations with non-complex aircraft (NCO).

*Typical Rescue and Fire Truck at a small GA airfield
(photo Phil King, by permission of Herefordshire Aero Club)*



EAS replied with a comment saying that this is a welcome thing and we are supportive of it. It can even have a positive impact for GA - aerodromes can be kept open for longer daily periods when they do not need to provide rescue and fire-fighting services.

EASA published **NPA 2022-10** with proposals to reduce the risk of deadly post-crash fires for rotorcraft. In short, it's about possible installation of crash-resistant fuel tanks and systems, mainly in older 4-seater helicopters.

The **NPA (Notice of Proposed Amendment)** proposes five different implementation options with varying amounts of increased safety vs. cost. As some of the affected helicopters, such as the R44, are used also for private flying, **EAS would be interested to hear the opinions of you**, our members, on this issue in order to prepare a possible comment to EASA! **Have a look at the NPA and send comments to info@europe-air-sports.org**. Deadline is 13 Feb 2023.

New EASA Publications

The Agency has recently published a whole collection of new and revised documents which are interesting also to sports and recreational aviators. Here:

- EASA published its **Research Agenda 2022-2024** (29 Nov)
 - including EASA's possible future research topics, <https://bit.ly/3FhbOZO>
- EASA updated **Easy Access Rules for Air Operations** (16 Nov, 2311 pages)
 - Revision 19 of this Ops rule book. "Part-NCO" is the section of most interest for sports and recreational pilots, <https://bit.ly/3UeueOU>
- EASA published the updated **Easy Access Rules for ATM/ANS** (Air Traffic Management/Air Navigation Services) (11 Nov, 1111 pages) <https://bit.ly/3GYF74h>
- AMC and GM to the rules of the air **ED Decision 2022/020/R** (4 Nov)
 - Amendments to the SERA radiotelephony phraseologies, <https://bit.ly/3XXDcmX>
- EASA published **Easy Access Rules for Part-21** (Airworthiness and Environmental certification) (27 Oct, 672 pages)
 - Very important to aircraft designers and manufacturers. <https://bit.ly/3iexPPB>
- Understanding how the new **U-space** will enable the safe integration of drones in the European airspace (20 Oct)
 - Colourful two-pager explaining this new airspace category. <https://bit.ly/3ETxI9v>
- EASA publishes **Easy Access Rules for Continuing Airworthiness** (11 Oct, 1155 pages)
 - Includes amendments to Part-66, Part-CAO and Part-145 which apply from 2 Dec 2022. <https://bit.ly/3XOTQoK>
- European Aviation **Environmental Report 2022**: "Sustainability crucial for long-term viability of the sector" (21 Sep). It looks at the historic and future scenarios of air traffic and its associated noise and emissions. <https://bit.ly/3Vmm48n>
- EASA **Annual Safety Recommendations Review 2022** (06 Sep)
 - A discussion of 34 safety recommendations submitted by 18 EU member states in 2021, including light aircraft. <https://bit.ly/3OLRq65>
- EASA **Annual Safety Review 2022** published (31 Aug) - including also GA
 - 174 pages of important safety related information, including 12 pages devoted exclusively to small aeroplanes. Highly recommended! <https://bit.ly/3AWFMj3>

HIGHLIGHTS FROM BRUSSELS by *Michel Rocca*

Topic 1 ***Connecting Europe Facility (CEF)***

As explained at our last Technical Conference in Vienna, the **CEF (Connecting Europe Facility)** is the budgetary vehicle designed for supporting the EU programmes.

Among several categories of beneficiaries, the **CEF Transport call** launched on 13/09/2022 may provide some funding for General Aviation to equip its aircraft with ADS-S Out or equivalent device, when it facilitates ANSPs (Air Navigation Services Provider) to rationalise their surveillance ground infrastructure by substituting secondary radar stations for ADS-B (Automatic Dependent System-Broadcast) antennas.

But as explained in an email to our Members, the preparation of any application to the CEF Transport requires expertise, commitment and human resources which are currently out of range without the external support which was initially expected.

So, alongside IAOPA, EAS sees this attempt as a preparatory exercise in the perspective of another CEF Transport call to be launched next year. This could present another funding opportunity for the GA community.

The EAS Board will establish a draft action plan in early 2023 to be proposed to our Members, on how to become familiar with the whole set of requirements (e.g. data collection, cost benefit analysis) and the evaluation/award process laid down by European Climate Infrastructure and Environment Executive Agency (CINEA), the relevant agency.

Topic 2 Drone Strategy 2.0

The Commission DG MOVE (Transport) adopted a 'Drone Strategy 2.0' on the 29/11/2022.

The EU Drone days held on 29 and 30/11/2022 was the event organised by the Commission to promote 'A Drone Strategy 2.0 for a smart and sustainable unmanned aircraft ecosystem in Europe'.

As mentioned several times in the EAS newsletter, this important programme is embedded in the EU policy to foster economic growth through EU Member States. More precisely, the transport sector including the emerging drone sector and manned eVTOLs (electric Vertical Take Off and Landing aircraft) should help to achieve the green and digital transition. The Drone Strategy is a key part of this ambition.

The Drone Strategy calls for 'unleashing the growth potential of drones'. Three segments are identified and interlinked:

- Innovative Aerial Services (IAS), including Aerial Operations and Innovative Air Mobility (IAM);
- Urban Air Mobility (UAM) and
- U-space.

With the right framework in place, the drones service market in Europe could by 2030 reach a value of €14.5 billion, with an annual growth rate of 12%, creating 145,000 jobs.

A more focused review of the Drone Strategy 2.0 will be carried out in the next newsletter.

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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. My email address is d.king@europe-air-sports.org