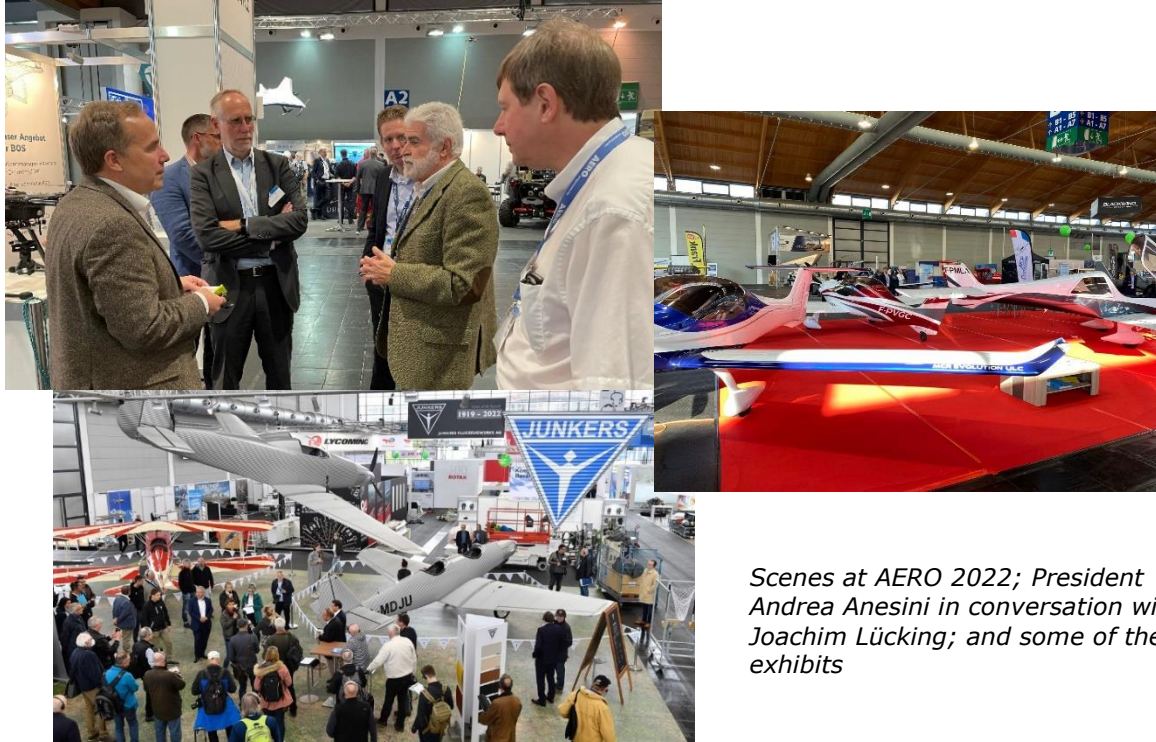




FEBRUARY 2023



Scenes at AERO 2022; President Andrea Anesini in conversation with Joachim Lücking; and some of the exhibits

Welcome to the February issue of the Europe Air Sports Newsletter! This issue includes a preview of the Technical Conference to be held in Rome next month. Abbreviations and their explanations are shown in full and in green, so that you can find the full meaning.

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AERO 2023 AT FRIEDRICHSHAFEN

Europe Air Sports will be present at this year’s AERO exhibition, sharing space with the Deutsche Aero Club. Attendance provides us with the opportunity to meet many influential people in the industry, as well as our own members. The leaders of Europe Air Sports will be there, including our President Andrea Anesini, Board members Mike Morr, Patrick

Pauwels and Julian Scarfe and our political adviser Timo Schubert. If you can be at the show, please come along to say hello!

PLEASE GET TO KNOW YOUR U-SPACE COORDINATOR - *A message from Nils Rostedt to our National Aero Club Members:*

You may be aware of the U-space development. Briefly, it defines the rules, procedures and equipment which in the future will enable manned aircraft and drones (UASes) to share the same airspace.

The evolution of U-space took a step forward last December when EASA published its "**U-space AMC/GM package**" (**Approved Means of Compliance/Guidance Material**) which complements the three Regulations adopted in 2021.

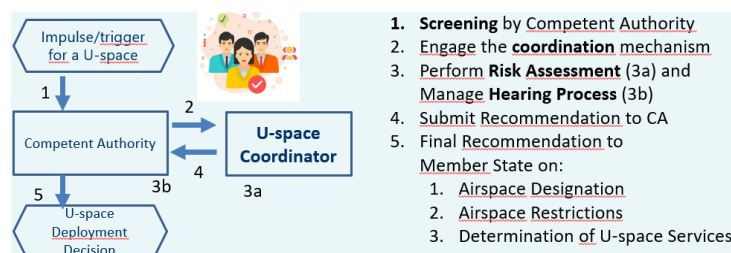
One of the important new items, which we will focus on here, is the new national entity called **U-space Coordinator**. It is important for us because when U-space airspaces start to be designated in the EU Member States, the national U-space Coordinator will manage the risk assessment and hearing processes that take place in the planning phase, before a U-space airspace is formally established.

Therefore, in order to be sure that the voice of light aviation is heard in these national planning activities, **it is strongly suggested** that, when your national U-space Coordinator body is established, you join it as a stakeholder and representative of today's airspace users.

Now how to do this in practice? This is a national matter and will probably vary between different EASA countries, so EAS can only give limited advice. Presumably the establishment of U-space Coordinators will happen during 2023 in most Member states. The responsibility for establishing the U-space Coordinator lies with the national Competent Authority i.e. usually the NAA (National Aviation Authority), so you may find advice there. Another contact may be the existing national body for airspace coordination (where the NAC is often already represented). Whatever the situation in your country, take the opportunity to become known at this new important new office!

For more information, see **AMC/GM** to Reg. 2021/664 Article 18f. <https://www.easa.europa.eu/en/downloads/137405/en>

The picture shows the role of the U-space Coordinator



BASIC INSTRUMENT RATING – *The latest news from Julian Scarfe*

Readers may remember that in the March 2019 edition of the Newsletter we first mentioned the introduction of the **Basic Instrument Rating (BIR)**. The BIR is the first properly competence-based rating in Part-FCL, with no minimum hours in the regulation. The novelty has presented a challenge for both the flight training organisations who want to offer the BIR, and the national authorities who want to approve them.

To ease potential inconsistencies across Europe, at the December 2022 meeting of EASA's GA COM, Europe Air Sports proposed a **BIR** implementation task force, which was constituted with experts from **ATOs (Approved Training Organisations)**, **NAAAs (National Aviation Authorities)**, EASA and is chaired by Europe Air Sports VP Michel Rocca. The task force will work informally to exchange best practice on how the regulatory requirements for training for the **BIR** can be met by **ATOs** and accepted by **NAAAs**, to create a rewarding experience for students, while remaining proportionate and attainable for recreational pilots.

At the first meeting of the task force on 1 February 2023, Timm Preusser of Flugtraining Aschaffenburg, which was the first **ATO** to be approved to offer the **BIR**, presented insights from their implementation. He described many advantages of the competency-based course, including the value of using desktop simulators which do not have to be approved as Flight Simulation Training Devices for certain aspects of the training. Timm was pleased later to announce that his first **BIR** student had passed the skill test on 9 February.

Europe Air Sports member organisation PPL/IR Europe will be joined by Timm Preusser at AERO 2023 in Friedrichshafen to make daily presentations about the **BIR** and its implementation. We'll be pleased to answer your question about the **BIR** there, at the PPL/IR Europe stand in Hall A5, or at the Europe Air Sports section of the DAeC stand.

HAVE YOUR SAY - HELICOPTER CRASH RESISTANT FUEL SYSTEMS - Nils Rostedt

Are you or your organisation involved with light helicopters? In that case you may be interested in EASA **NPA (Notice of Proposed Amendment)** 2022-10 which proposes more stringent rules for crash-resistant fuel systems in light helicopters up to 4 seats (heavier helicopters already have them). The Robinson R44 is one affected aircraft type.

EAS is pondering how to respond to the **NPA**, and we would dearly like to have the input of you, our members, in this case, especially as the **NPA** proposes a wide range of alternative measures, of varying cost versus an increase in safety.

So if this interests you, please have a look at the **NPA** [here](#) and send your views to me or info@europe-air-sports.org by 1 April at the latest. Thanks in advance!

FROM THE PROGRAMME MANAGER'S DESK: Nils Rostedt reports

U-space AMC/GM package published

On 20 December 2022 EASA published the "first set of **AMC/GM** for U-space" comprising **Approved Means of Compliance** and **Guidance Material**. It contains many regulatory details about this new airspace type, the most important for GA being the Electronic Conspicuity requirement for manned aircraft flying in U-space airspace, as well as the planning procedure for establishing a U-space airspace (see separate article on page 2).

The package is quite extensive. Here is a list of its documents: N.B. Some of the links are to a web page; others should open a pdf of the document. If you have any difficulty finding the documents, you are welcome to ask for help at d.king@europe-air-sports.org.

Explanatory Note to Decisions 2022/022/R, 2022/023/R and 2022/024/R,
<https://bit.ly/3ZmPc0Z>

ED Decision 2022/022/R **AMC and GM** to Implementing Regulation (EU) 2021/664 Issue 1
<https://bit.ly/3Y77Zfz>

ED Decision 2022/023/R **AMC and GM** to Part-ATS — Issue 1, Amendment 4,
<https://bit.ly/3xRoDoP>

ED decision 2022/024/R **AMC and GM** to the rules of the air — Issue 1, Amendment 6
<https://bit.ly/3Z8ID3K>

AMC and GM to Implementing Regulation (EU) 2021/664 Issue 1, <https://bit.ly/3kAAapz>

AMC and GM to the rules of the air — Issue 1, Amendment 6, <https://bit.ly/3SuuAS9>

Note: This is where the Electronic Conspicuity requirements are located.

AMC and GM to Part-ATS — Issue 1, Amendment 4, <https://bit.ly/3Y1bbJR>

CRD 2021-14 Development of acceptable means of compliance and guidance material to support the U-space regulation, <https://bit.ly/3Z1b64N>

Technical Specification for ADS-L transmissions using SRD-860 frequency band,
<https://bit.ly/3m8K0Qd>

We will strive to provide you with easy-to-digest material which explains this new legislation and how manned light aviation is affected.



EPAS 2022-2025 published by EASA

EPAS stands for European Plan for Aviation Safety and it is the main steering document for EASA's activities. It is now updated every three years, and the 2022-2025 revision was published on 17 January 2023. If you want to learn about new upcoming EASA-rulemaking, new EASA research projects, etc. on a general level, this is the place to find information and time plans. In addition, if you feel a need to change something in the EU aviation safety regulation, the EPAS contains the guidance how to formally initiate a new rulemaking or safety promotion task.

EAS made a number of contributions during the development of the new EPAS, which can be found here: <https://bit.ly/3IWw193>.

Published: EASA Opinion on traffic management - No 01/2023 Regulatory framework on the conformity assessment of ATM/ANS systems

This Opinion contains draft regulations for "a single and mutually recognised compliance demonstration methodology for systems and constituent equipment for ATM (Air Traffic Management) and Air Navigation Services (ANS)." Let's hope these rules, when adopted, can pave the way for smoother modernisation of the ATM/ANS systems in Europe, also as regards light aviation. Link: <https://bit.ly/3YTiV1L>

Part-IS (Information Security) regulation published, completing regulatory framework for cyber-resilient aviation

On 2 February, the European Commission published the Implementing Regulation (EU) 2023/203 of October 27, 2022. "With this publication, the regulatory framework paving the way for a cyber-resilient aviation system has been completed". This regulation is not expected to have great impact on traditional General Aviation topics, but with digitalisation and Information Security topics slowly entering GA, it is good to be aware of this new regulation.

If you are interested, have a look at <https://www.easa.europa.eu/en/newsroom-and-events/news/part-regulation-published-completing-regulatory-framework-cyber-resilient>.

AVGAS – FACTS AND FUTURE – an update from Senior Vice President Rudi Schuegraf

In our last newsletter we told you about the possible light in the endless tunnel of attempts to develop an alternative fuel to replace AVGAS 100 LL (Low Lead). That information is now amended with a short description of the facts as they are known today and how they might influence the future of the piston engine operated aeroplane fleet in Europe.

Because of the toxic character of lead, the EU has put the additive **Tetraethyllead (TEL)** on the REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals) list with a deadline of May 2025. After the deadline, TEL may no longer be imported into the EU, thus preventing the production of AVGAS 100 LL in the European refineries. The only way round this will be to ask for an Authorisation to be granted by the EU and its Chemical Agency (ECHA). High octane AVGAS would need to be imported from outside the EU, to enable aeroplanes requiring it to continue to operate.

Europe Air Sports and other organisations have asked EASA to accelerate the process of evaluating the GAMI 100 UL fuel and adopting the **FAA STCs (US Federal Aviation Authority Supplemental Type Certificates)** for the European market. Furthermore, there are more projects in work by other organisations which might offer an alternative solution in the near future. The GA 100 LL community is running out of time. The reasons are multiple but one is certainly the intention of the US government to finally ban AVGAS 100 LL by 2030 at the latest. Related legislation was started in Washington in February. Very recently, the US Congress has also agreed to grant 12 million dollars to speed up the development of an unleaded high octane fuel to replace AVGAS 100LL. Without the huge

US market (more than 220,000 aeroplanes requiring AVGAS 100LL), the production of AVGAS 100LL is definitely in danger. One further question, beyond EAS competence, is how long the UK based company Innospec intends to produce the additive TEL in case it is also banned in the US.

Owners of an aeroplane with a type certificate to operate only on AVGAS 100LL, according to US norm ASTM (American Standard Test Method) 910, are advised to check with their Maintenance Organisations whether STCs or other alternative options are available for their aircraft. Airfield operators should check their fuel storage capacities and get in contact with their fuel suppliers to ask them to offer unleaded fuel like UL 91 to their users.

Finally, the avoidance of lead is only one issue. We expect more challenges with the EU project, the Green Deal, which aims to avoid Carbon-Dioxide emissions, which is an absolutely necessary activity.

ELECTRONIC PERSONAL LICENCE (EPL) - from Senior Vice President Rudi Schuegraf

In compliance with the ICAO Annex I standard, EASA has initiated a rulemaking task which, when finally completed, will result in major impacts on the aviation system. It deals with the modernisation of the present paper-based licensing system for all aviation licence holders - aircrew, certifying staff, ATC controllers and more. The major impact will affect the Aviation Authorities. Licence holders will have the freedom to choose between the traditional paper system and the presentation of their licence on an electronic device like a smart phone.

EASA has set up a rulemaking group of 16 experts. The initial meeting was held in January. The schedule for the publication of the Notice of Proposed Amendment (NPA) is tight and very demanding. The plan is to publish the NPA in Q4 2023, the Opinion in 2024 and the final decision in 2025. This will establish a common, single EU EPL in compliance with ICAO Annex I. It is a complicated and complex project. The main workload will challenge the IT-systems and experts of the National Authorities.

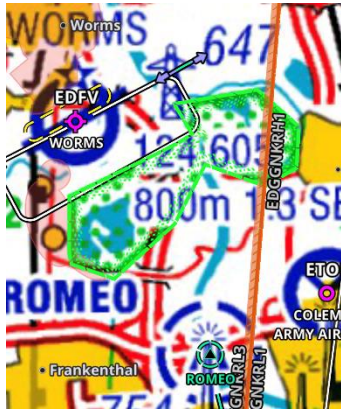
EAS will monitor this Rulemaking Task very carefully, members of EAS will be kept informed and consulted. Licences based on national legislation are not affected.

ENVIRONMENTAL RESTRICTIONS - Mike Morr writes:

In Germany and Austria there is sometimes a problem of local Government restrictions for all aircraft including gliders and hang-gliders, forbidding overflying of bird sanctuaries below a height of 2,000 ft. The Leipzig Federal Administrative Court recently made a decision cancelling this rule, on the basis that conservation authorities cannot order flight bans. The Federal Committee for Lower Airspace now aims to work with the authorities in order to design the necessary follow-up regulations. The full judgment and its rationale will be published in the next few weeks. The German Aero Club (DAeC) will then continue the talks that have been started with the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection, in order to achieve a suitable and nationwide practical solution for all air sports.

The background is a 2016 Hanover regional assembly regulation on a nature reserve, which prohibited manned aircraft from flying below 600 metres altitude in the nature reserve, or from landing there. A wider regulation is now in the AIP (Aeronautical Information Publication), which aims to protect areas of bird migration and sensitive fauna. Several million birds cross Germany in the main migratory periods. At these times there is a marked increased risk of bird strike in areas with large numbers of birds.

The working group Aviation and Nature Conservation, chaired by the German Federal Agency for Nature Conservation and the DAeC, introduced the term **aircraft-relevant bird areas (ABAs)**. Low overflights below 2,000 ft. above ground and off-field landings and take-offs in the ABAs are dangerous for aircraft and can lead to considerable disturbance to the birds. To prevent such disturbances, the Federal Agency for Nature Conservation and the DAeC recommend that powered aircraft maintain a minimum height of 2,000 ft. on VFR cross-country flights.



In this example, the ABA is outlined in green. The traffic circuit is outside the ABA – only a small part of the base leg is inside. Direct approaches stay outside.

This recommendation has worked in our airspace for a long time and can be used in other EASA member states. We will continue our work with the Environment Ministry and we hope to fix the agreement with ABAs for the future. To summarise:

- Air Sports and the environment is a good combination;
- We share airspace and ground with birds and other animals;
- We need common and practical procedures and one unit for implementing restrictions and informing the flying community;
- The voluntary practice with ABAs is a proven concept for EU.

GENERAL CONFERENCE



The General Meeting of Europe Air Sports will take place in Rome in two weeks' time, from 10 to 12 March. The event will include plenty of time for social discussions and site-seeing. The formal programme will include presentations and discussions about the current activities of EAS and the important topics that your representatives are working on. These include in particular environmental developments, U-space and issues about fuels.

The annual statutory meeting will be on the Saturday afternoon, when the finances will be reviewed and the Board members elected for the next year.

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SIGN UP FOR THE NEWSLETTER AND SEND US YOUR THOUGHTS AND IDEAS!

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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