



JUNE 2021



Paragliding over the chalk cliffs (photo Grant Oseland)

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.

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A MESSAGE FROM THE PRESIDENT

During the earlier part of this year several of your representatives at Europe Air Sports attended a ‘Season Opener’ conference hosted by EASA and we were impressed by the event. We have been pleased to see that EASA and the European Commission have been attentive to the needs of General Aviation and particularly of sporting and recreational aviation. EASA’s GA team is supportive of our needs and we are very appreciative of this positive relationship. I wrote to the Executive Director of EASA, Patrick Ky, to express our appreciation and also to draw attention to our important agenda items for the future, namely the policies relating to U-space and the future sustainability of our sector in the context of the climate crisis.

I was pleased to receive a very positive reply from Patrick Ky, confirming the importance of the relationship between EASA and EAS and recognising the role of EAS on crucial issues for the future of sport flight. We have had similar expressions of support from **DG MOVE** (the **Directorate General for Transport**). These official acknowledgments of the role of EAS confirm the continuity of our role towards the regulatory authorities.

A copy of my letter to Patrick Ky follows and we also include in this newsletter a summary of our text to **DG MOVE** relating to drones and U-space.

Andrea Anesini



3 May 2021

Patrick Ky
Executive Director
European Aviation Safety Agency
In copy: Dominique Roland

Dear Patrick,

It has been a while since we last had the chance to meet and I hope you and your colleagues remain in good health. As the world continues to struggle with the pandemic I take this opportunity to thank you and your team at EASA for the great support for our sector all throughout the crisis. I also want to stress the great success of EASA in delivering a very professional and meaningful Season Opener last week. The format and content chosen was most appropriate and the best one could have hoped for in these challenging circumstances.

As the European regulatory framework for aviation continues to evolve it is wonderful to see the efforts made by EASA and the European Commission to ensure that GA, including the sports and recreational segment, are governed by a set of rules that is increasingly fit for purpose. Our members are noticing significant improvements in all relevant aspects, including licensing, certification and operations.

During the past year EASA's GA team has been very supportive and has stayed in close contact with Europe Air Sports, in order to assess the impact of the pandemic on recreational and sports flying. While the situation differs between countries and the type of flying activities, serious concerns persist in our community that members will be lost as pilots fail to meet their recency requirements or are forced out of the sport due to financial hardship.

Forward looking, we see at least two very important items on our agenda in the coming months:

Firstly, a key issue is the continuing policy-making regarding the U-Space and the conditions under which manned aircraft can safely and without further burden share airspace also used by drones. Against this background it is excellent that Europe Air Sports was admitted to the U-Space WG07 – iConspicuity. With the help and expertise of our Vice-President Michel Rocca we hope to make a valuable contribution to this work.

Secondly, the question of sustainability in view of the Green Deal will play a crucial role for our organisation. Europe Air Sports has formed a working group dedicated to this issue and will soon adopt a formal position. Already clear is that innovation and fleet renewal will have to be important pillars for the objective of flying for a greener future. We hope to present this paper to you and your team before the summer.

Thank you for your kind attention and we hope to have a chance to meet physically again soon.

Kind regards

Andrea Anesini, President

THE EASA GA VIRTUAL SEASON OPENER – *reported by Nils Rostedt*

It's midsummer and the flying season is well underway - at least it should be, however the Covid-19 pandemic has delayed the start of the season for many flyers. If you, like many, feel the need for a "refresher" on the latest new European rules and regulations, please head to <https://www.easa.europa.eu/newsroom-and-events/events/easa-general-aviation-season-opener-2021>.

Then pick your choice of topics from the extensive palette which EASA has published from its two-day event in late April, the "Virtual Season Opener".

The Season Opener event was very successful and informative according to several of my colleagues in the EAS team who watched it, and it shows EASA's continued support of the GA activity in Europe. So please make use of this wealth of fresh information to make this season a safe and enjoyable flying season!

BASIC INSTRUMENT RATING – 'BIR' – *Julian Scarfe outlines some of the advantages of the new rating*



Julian Scarfe flying his Comanche (photo David Phipps)

In a previous newsletter I described the Basic Instrument Rating (BIR) after the relevant regulatory framework was introduced into Part-FCL, to take effect in September 2021. This article is intended to highlight some of the novel features of the BIR that training organisations, pilots and national authorities should be aware of in order to make the most of the BIR.

The fundamental difference between the BIR and all previous instrument qualifications is that it is entirely competence-based: there are no minimum hour requirements. While the direct impact of this might be to slightly shorten the total training time required to acquire the rating from scratch, it has two more important indirect effects. Competence can be developed outside the structure of a training organisation, and in ways that use cost effective training tools.

While a good fundamental instrument flying technique is very important, the key to achieving an acceptable standard of instrument flying is then practice: controlling the aircraft by reference only to instruments has to become engrained as a motor skill. While the supervision of an experienced instrument instructor is useful to avoid development of bad habits, most of us find simply that practice makes perfect. This means that instead of paying for an aircraft rented out at rates that support the business of a professional ATO, a pilot can develop much of the competence required by practising on, for example, the pilot's own aircraft. Where this takes place in real instrument conditions, the pilot must of course be accompanied by an instructor, but to simulate instrument conditions under VFR (e.g. under an instrument flying hood or using "foggles") requires only a suitably qualified safety pilot.

Similarly, modern flight simulators, even as implemented on desktop computers, allow for a pilot to learn much about how to fly instrument flight procedures without even boarding an aircraft. Since the BIR is entirely competence based, there is no basis for requiring such a simulator to be certified, as the competence is built outside a training course. Not

only does this offer a cost saving, but it significantly reduces the environmental impact of competence acquisition.

Regardless of how the instrument flight skills are acquired, competence in at least two modules (about flight handling skills and instrument flight procedures) must be demonstrated in an **ATO (Approved Training Organisation)** environment. **ATOs** should develop courses that are able to assess pre-existing skills and competences and fill gaps efficiently. Conversely, pilots should have a reasonable expectation of the time required in an **ATO** environment to pull together the skills and competences needed to approach a skill test with confidence.

If pilots, **ATOs** and national authorities approach the BIR innovatively and constructively, there is a great opportunity to improve GA safety, boost activity, and offer **ATOs** a new market in an environment where the demand for professional pilot training is quiet.

EUROPEAN COMMISSION ANNOUNCES DRONES STRATEGY 2.0 – Timo Schubert brings us up to date on the developments



DJI Phantom 2 Vision+ V3 hovering over Weissfluhjoch

Building on the recently adopted regulatory framework on drones, the European Commission is already starting its work on its Drones Strategy 2.0.

In a so called **Roadmap**, which has the purpose of allowing interested parties to comment early in the policy-making process, the Commission expects to publish this new strategy in the final quarter of 2022.

According to the Roadmap, the Drone Strategy 2.0 must be seen within the context of the Green Deal and the EU's Strategy for Sustainable and Smart Mobility. The use of drones for transportation or air work is described as one activity that can help to decarbonise aviation. Thus, the new strategy hopes to provide a "vision for the future holistic development of the sector, which can foster the uptake of this innovative technology in Europe while establishing the right balance between safety, security and other societal concerns, and a sustainable economic environment". Moreover, according to the roadmap, "the safety, security and privacy of people in the air and on the ground remains the priority. In addition, the future policy framework should provide an innovative, cost-efficient and market-led business environment for the development and take-up of new drone services and technologies within the EU's internal market. It should also guarantee their widest possible social acceptance. The Drone Strategy 2.0 should provide a comprehensive policy package and address obstacles to the development of new drone applications and transport services and to the competitiveness of this industry."

Europe Air Sports has made use of this opportunity to provide first input and has submitted the following statement to the European Commission:

"Europe Air Sports, the European umbrella organisation of the National Aeroclubs and the Air Sports Unions has been closely following the EU's policy-making regarding drones and keeps contributing to the technical rulemaking at the level of EASA. As the European association representing sports and recreational aviation, Europe Air Sports represents a segment of aviation which is at risk of being negatively affected by the emergence of drones in airspace that is typically used also by our members.

We commend the Commission and EASA for the thorough consultation processes around its drones policy and ask to be approached as part of the targeted stakeholder consultation pertaining to the study mentioned in the roadmap.

Europe Air Sports agrees that - if regulated properly - drones have the potential to generate societal and environmental benefits. A fair and safe co-existence of manned and unmanned aviation will be an important prerequisite for this to work in the future."

FROM THE PROGRAMME MANAGER'S DESK

Nils Rostedt reports



1. New EASA NPAs (Notices of Proposed Amendments)

The stream of new regulation proposals from EASA, the European Aviation Safety Agency, continues. Since last newsletter, EASA has issued a total of 9 new **NPA (Notice of Proposed Amendments)** documents for public consultation. Of these, Europe Air Sports submitted its comments to 3 **NPAs** (see below) while the rest concerned commercial aviation, which is outside the scope of EAS.

NPA 2020-15 "Update of the flight simulation training device requirements", closing date 21 April

EAS placed 2 comments on this **NPA**. We urged EASA to look for more ways of promoting the use of very advanced but non-certified simulator devices, both in basic training and also as a "refresher device" for flight planning and when returning to fly after a pause.

NPA 2021-05 "Standardised European rules of the air – Introduction of radiotelephony for the provision of aerodrome flight information service (AFIS)", closing date 13 May

EAS submitted 8 comments on various details in this **NPA**, which is an update of the existing rules for AFIS services.

NPA 2021-06 "Regular update of the Certification Specifications for Standard Changes and Standard Repairs – CS-STAN Issue 4", closing date 18 June

EAS submitted 24 comments on various details in this 162-page **NPA**. Generally the **NPA** is a positive development, enabling simpler installation of e.g. many additional electronic devices. We submitted some comments, for example suggesting to allow some items that are proposed in the **NPA** to be installed not only in VFR but also in IFR aircraft.

2. EASA-EAS Cooperation on Return to Normal Operations

When the Covid-19 pandemic started in 2020, a co-operation forum between EAS and EASA's General Aviation unit was set up, with EASA's Dominique Roland and EAS's Andrea Anesini presiding.

The forum has met around six times virtually and discussed the current situation as well as various topics related to enabling the smooth return to normal operations among EAS's member organisations in light and general aviation.

The pandemic situation has now stabilised to such an extent that the need for regular meetings has subsided, with further topics taken up on a case by case basis. As Programme Manager I thank EASA for a fruitful co-operation!

EUROPE AIR SPORTS GENERAL CONFERENCE 2021



Strasbourg panorama from the Barrage Vauban with the medieval bridge Ponts Couverts in the foreground and the cathedral in the distance

We still hope that our 2021 General Meeting will take place on 22- 24 October in Strasbourg. We will be guided by the COVID situation and the rules that are in place at the time.

More information will be made available as soon as possible!

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