



OCTOBER 2024



Elektra Trainer, solar powered microlight aircraft (photo by courtesy of ELEKTRA SOLAR GmbH, Landsberg am Lech, Germany.) (see article on page 4)

Welcome to the October 2024 issue of the Europe Air Sports Newsletter! In this issue we focus on matters of the environment and climate change, as well as developments in EASA to provide better liaison with recreational and sports pilots. As usual, abbreviations and their explanations are shown in full and in green, so that you can quickly find the full meaning.

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EUROPE AIR SPORTS 2024 TECHNICAL CONFERENCE AND 2025 GENERAL CONFERENCE AND ANNUAL GENERAL MEETING – dates for your diaries

A final reminder that the 2024 Technical Conference is planned for 15 to 17 November in Speyer, close to Frankfurt.

We are also pleased to report that Norway has offered to host the 2025 General Conference and Annual General Meeting on 14 to 16 March. Details will follow.

THE NEW SAB STRUCTURE – Update by Michel Rocca



(SAB – Stakeholder Advisory Board)

It is worth mentioning two topics:

Firstly, the 'EAS representation coordination (ERC)' was set up on the initiative of our Programme Manager Nils Rostedt.

The kick-off meeting was held online on 20 September. It was considered to be a fruitful tool to ensure coordination and exchange of information across EAS representation. The minutes were distributed on 25 September. The next meeting is planned sometime in December.

This is definitely a promising idea.

Secondly, the access rights to the SAB IT platform will be given very soon to our PM Nils Rostedt and to our Technical Officer Marja Osinga early next week. Contact Nils at n.rostedt@europe-air-sports.org if you would like to see the latest information.

So, every EAS representative can assess how he/she feels in his/her relationship with the IT platform. We hope that you will use your rights to get into the document library within the platform.

Is the new platform user-friendly or user-crazy? Let us know your opinion.

Julian Scarfe, co-chair of the GA CSTG adds:

Up to April 2024, the GA Committee (GA COM) has met twice per year, always jointly with the GA TeB (member state representatives). Membership followed the old GA sub-SSCC (Safety Standards Consultative Committee) structure, and EAS had three seats on the GA COM (GA Committee), IAOPA-EUR had two, European Ballooning Federation had one, etc.

The GA COM has been replaced by a two-level structure, the GA Community (GA COMM) and the GA Community Steering Group (GA CSTG).

The GA CSTG consists of two representatives from each "sector", of which Air Sports is one. The only organisation in the Air Sports sector is EAS. The GA CSTG is expected to drive the work programme for GA, in collaboration with EASA and the NAAs.

The GA COMM is a "network" with, in principle, an unlimited number of members. Members must be nominated by an SAB plenary member. While in principle an air sports organisation might be nominated by any SAB plenary member, it is expected that it would be nominated by EAS.

While the GA CSTG has a smaller membership than the former GA Committee, the chair is able to accept observers at the meetings, drawn from the broader GA COMM. And it was agreed at the first meeting of the GA.CSTG in July 2024 to continue to meet jointly with the GA TeB (Technical Body). Thus the meetings will have broadly the same composition.

But this also gives the opportunity for member organisations of Europe Air Sports, as members of the GA COMM, to sit as observers at the joint meetings. On the one hand, the purpose of membership of EAS is to avoid the need to spend time and money attending such meetings just to look out for a few subjects of interest. On the other hand, where topics are of a particular interest to a member organisation, it might be helpful to attend (perhaps remotely) to get a feel for the discussion. We can discuss the possibilities at the Technical Conference in Speyer.

THE ENDLESS STORY OF LEADED AVGAS CONTINUES – An update from Rudi Schuegraf

May 2025, a date in 8 months which might have severe impacts on the operation of General Aviation aircraft in Europe. It is called the "Sunset date", after which the import of Tetraethyllead (TEL) into the EU area might be prohibited, if the political decisions to grant an authorisation for the continuing use of TEL are negative.

In this situation, all piston aircraft requiring high octane fuel for safe operation and combustion would have to rely on AVGAS 100 LL which would need to be imported into the EU from outside. Without blending TEL, the production of AVGAS 100 LL - the only fuel certified for aviation engines with higher compression and performance - is at present not possible.

Three refinery companies have applied to the [European Chemical Agency \(ECHA\)](#) to grant authorisation to continue the import and mixing of TEL beyond the "sunset date". The companies are Shell from the Netherlands, Trafigura from Estonia and Warter Fuels from Poland.

Shell was the first company to apply in 2023. In September the Risk Assessment Committee (RAC) and the Socio-economic Assessment Committee (SEAC) published a joint "Opinion" which will be on the agenda in the Member State Committee. If this Committee agrees to the proposed Opinion, it can be assumed that the European Commission (EC) will endorse the recommendation to grant an authorisation for a limited time period. We can expect that the later applications of Trafigura and Warter Fuels will receive the identical attention, hopefully both Committees (RAC and SEAC) will come to similar conclusions and will recommend the granting of authorisations. The applications were discussed during the September meetings of those two Committees, "Opinions" are being prepared.

EAS Former Vice-President Rudi Schuegraf is in close contact with [ECHA](#) and EASA to accompany these important issues. We will keep you informed as soon as we receive new information.

A short look over the Atlantic into the US shows two issues, the first one is the bill in force in the State of California since September 2024 to ban leaded Avgas by 2030. Efforts in other States will follow. The second subject of concern is the stagnating progress in developing unleaded high-octane AVGAS. GAMI 100UL is available in millions of gallons but not sold. Cirrus and Lycoming advise caution in using it. Other manufacturers have paused or progress very slowly.

Lead is not the only problem affecting GA operation. The CO₂ emissions need to be reduced in the short future, new ideas and engines are urgently required. Users and Industry need to accept the challenge now if we as society want our grandchildren to be able to experience the fascination of flying in the future. Let's do it.



*Refueling Diamond HK36-TTC
(photo Olga Ernst Attribution-Share
Alike 4.0 International)*

EASA ISSUES CERTIFICATION GUIDELINES PROPOSAL FOR ELECTRIC AND HYBRID AEROPLANES *by Nils Rostedt*



Photo: The VoltAero "Cassio" hybrid-electric testbed flew for the first time in 2020

In these days of climate change and green transition, several aircraft manufacturers are busy developing new electric or hybrid-powered designs that reduce the CO₂ emissions of flying. One large uncertainty, however, which has held back the pace of development, is the lack of regulation for these new aircraft technologies. EASA has responded to the industry's concerns and issued several regulatory documents that are aimed at providing clarity for the manufacturers.

In June 2024, EASA published a proposal for "CM-21.A Acceptable approaches for the certification of Electric/Hybrid Propulsion Systems" for consultation. If you have followed the news about hybrid aeroplanes being developed, you know that the propulsion systems of these aircraft have several new components such as generators, multiple propulsion engines* and large batteries. For the type certification, this means that the traditional certification model with just a few components (aircraft, engine and propeller) runs into challenges when defining the scope of what belongs to which component.

In its proposal, EASA has therefore allowed for more flexibility to be offered to the designer when considering the certification of the electric/hybrid propulsion system (EHPS) either using the "aircraft approach" or the "engine approach". Various different combinations are possible, to cater for various configurations (such as distributed propulsion with many motors and propellers). See the diagram below.

EASA points out that the manufacturer (applicant for type certification) still needs to demonstrate the safety of the aircraft as a whole regardless of the chosen certification approach.

The bottom line for pilots and aircraft owners is to enable slightly quicker development of new "greener" aircraft types with lower emissions and noise figures. EASA sent the proposal for consultation last Summer and at least one aircraft manufacturer has indicated its support of the proposal.

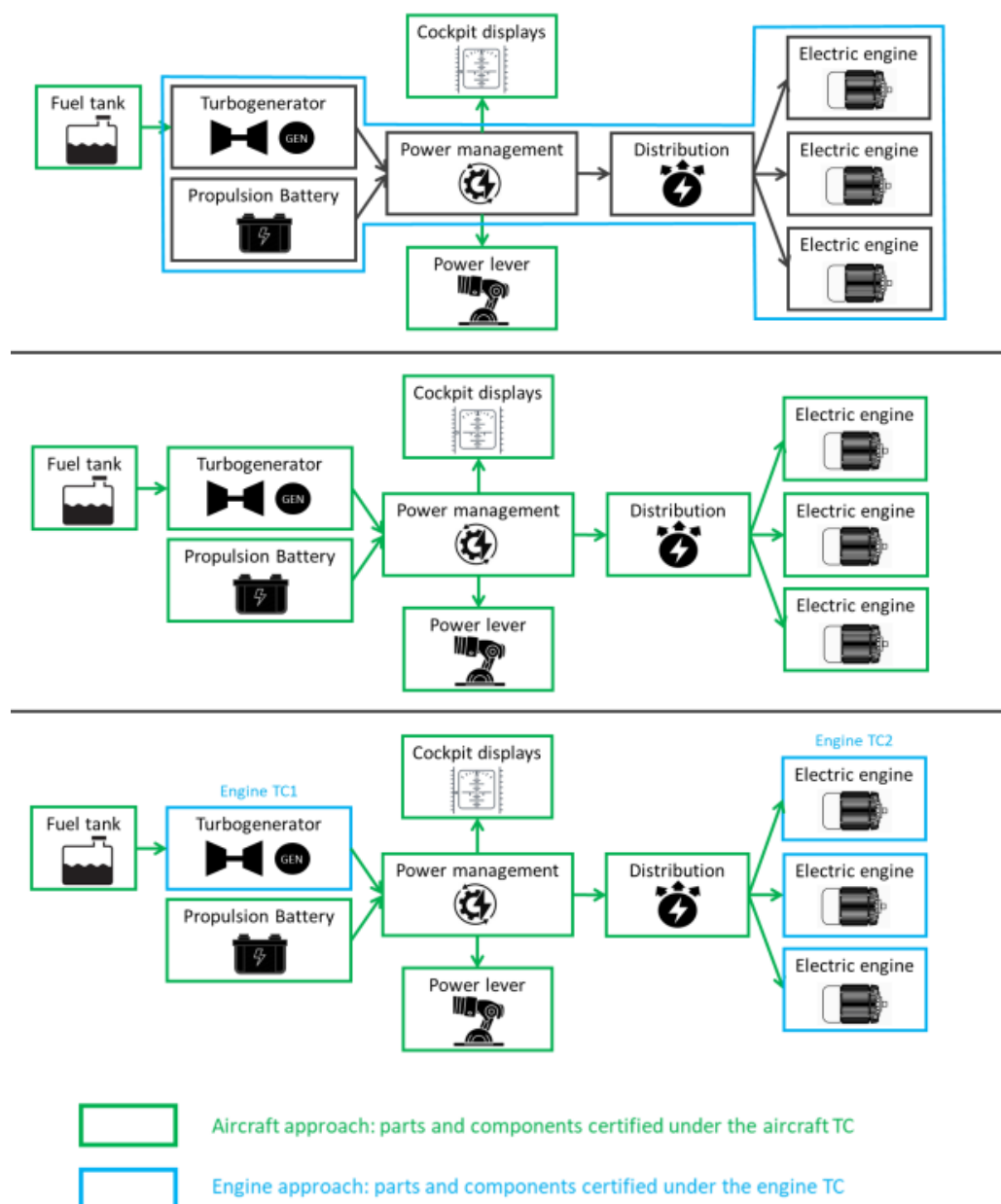


Figure 1-Illustration of certification approaches (example of a distributed Electric propulsion)

* Note: EASA uses the term 'engine' also for electric power plants which usually are called 'electric motors'.

SUSTAINABLE AIRSPORTS IN AEROCLUBS – EAS Vice President Ralf Hubo discusses the possibilities

“Flying for a better climate” was the title of the Europe Air Sports position paper in June 2021, in which we highlighted that Europe Air Sports and its members are committed to helping reach the greenhouse gas reduction targets of the European Green Deal for flight operations. Roughly 50% of recreational and sporting flight activities take place without burning fuel. The “other 50%” at that time and still today are trying hard to find new “green” aircraft and airports systems that replace fuel burning engines by new propulsion systems with fully-electric engines or hydrogen fuel cell engines. Intensive research and innovation - especially to reduce the weight of the batteries - are a must.

If we have a closer look at the sustainability of our aeroclubs we find – besides the CO₂ reduction during flight operations - further topics to reduce the emission of greenhouse gas. We can drive to our airfield with a fully-electric car (of course charged with green electricity and having a photovoltaic driven charging station). We can replace the gas or

oil-fired heating system in our clubhouses and hangars. These are technically feasible measures to reduce the carbon dioxide footprint. Technically feasible and more and more affordable.

We can also include protection of the environment and species in our aeroclub sustainability approach. Noise reduction is a typical example for an environmental aspect during flight operation. New aircraft normally already have "quiet" exhaust systems and propellers, older aircraft may be refitted with "low noise" parts. We can also use higher flight levels to reduce noise during cross country flights, which can be just a matter of training, or change our flight circuit around the airfield etc. We can use more simulator training hours (if allowed by the rules) instead of flight hours burning fuel. Much has been done during the last decades, but pushing this topic never ends.

We can use our airfield as a protection area for species in danger of disappearing: for example, during certain periods of the year we avoid mowing insect areas on our airfields, without creating safety problems.



*Partial mowing of airfield
(only the taxiway)
instead of mowing the full
area
(Photo: R.Hubo)*

The good news is always: technical feasibility is fast increasing and solutions are available to reduce the impact of airports on climate change. The difficult question is: How can our aeroclubs - often a small community - make this transition come real? High investment costs for renovation of clubhouses, installing charging stations, fleet renewal - all these topics have a big financial impact on the aeroclubs balance sheet. Can we all afford this?

Fortunately, there are already national or regional or even village funding programmes which can help with financing. Staying alert and keeping a sharp eye on these programmes is essential and speaking about solutions that have already been realised should help us to make sustainability a real thing in our aeroclubs.

EAS would be happy to hear from you about solutions that already exist and we can publish them to inform the whole airports community. Please send any comments and ideas to d.king@europe-air-sports.org

FROM THE PROGRAMME MANAGER'S DESK - *Nils Rostedt reports on news about new and ongoing rulemaking activities by EASA and EU*



A brief summary of recent EASA consultations (NPAs) of interest to EAS members, as well as some other topics that have passed the Programme Manager's desk recently.

Abbreviations for this report:

AMC&GM	Acceptable means of compliance and Guidance Material
NPA	Notice of Proposed Amendment
FDM	Flight Data Monitoring
CS-ETSO	Certification Specifications for European Technical Standards Orders
EGU	European Gliding Union
UAS	Unmanned Aerial Systems

1. **EASA consultations for new rulemaking proposals (NPAs)**

➤ **NPA 2024-02**

Regular update of the air operations rules — Enhanced implementation of FDM programmes and miscellaneous amendments

EAS commented on use of Checklists. We found EASA's proposal too restrictive. Additional Comments were submitted to EASA on 4 August READY

➤ **NPA 2024-03**

Regular update of CS-ETSO. After analysis and review by Technical Officer Catherine Dartois, no reason to comment was found. READY

➤ **NPA 2024-04**

[Regular update of Commission Regulation \(EU\) No 748/2012 \(the Initial Airworthiness Regulation\)](#)

EAS submitted Comments related to the use of Form 1, based on advice from EGU and Werner Scholz. READY

➤ **NPA 2024-05**

Conformity assessment — Establishment of a European certification/declaration system for safety-related aerodrome equipment

Work initiated - deadline 9 October

➤ **NPA 2024-06**

Regulatory framework for the operation of drones — Enabling the initial airworthiness of UAS subject to certification, and the continuing airworthiness of those UAS operated in the 'specific' category – AMC and GM

Work initiated – so far seems not to concern EAS - deadline 4 December.

2. **New EASA rulemaking deliverables of interest**

EASA published Opinion No 04/2024 - New air mobility / Gyroplanes on 19 June 2024.

The New Air Mobility part is about electrical propulsion. It should help pave the way for the certification of electrically powered (and also hydrogen-powered) aircraft. It is the follow-up to [NPA 2021-15](#).

The Gyroplanes part concerns flight crew licensing for private pilot licences and non-commercial gyroplane operations conducted in visual flight rules by day and by night, with gyroplanes above 600 kg.

The Opinion now goes to the Commission's comitology process and the expected outcome is an amendment during 2025 of the Basic Regulation and the Flight Crew regulation.

3. Other

First EAS Representation Coordination Meeting

As mentioned by Michel Rocca on page 2, the structure of the new EASA Stakeholder Advisory Bodies and the recent nomination of several new representative Technical Officers created a need for internal coordination of this group. We plan to meet approximately every three months, to provide an update of new and current EASA work items to the group and to the full EAS Board.

EASA Consultation on approaches for certification of Electric/Hybrid propulsion systems

Last summer EASA issued a Product Certification Consultation on the above subject. We circulated it to several of our experts but found no particular reason to comment - it's good that EAS is in the forefront of developing regulation that enable these new forms of powering our aircraft in the future. CLOSED

Questionnaire about Form 1 and spare parts handling – Ralf Hubo

New EAS Board member Ralf Hubo created a questionnaire to EAS members about some potential problems with the use of Form 1 arising from the newest regulation.

We are still interested in hearing our members' reactions to this questionnaire. If you are interested, please respond to n.rostedt@europe-air-sports.org. If you can't find the email from Nils with the background and questionnaire (sent on 2nd September) then ask him for a new one.

EGU concerns about slow progress on Part 66L – Arild Solbakken

The rules for training of mechanics for gliders and other sports and recreational aircraft have been a recurring issue for EAS to bring up towards EASA. A fresh initiative has recently been taken by Arild Solbakken from the European Gliding Union and also inviting EAS.

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, contact me at d.king@europe-air-sports.org

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