



JANUARY 2025



Lenticular lee wave clouds over Mount Rainier to fascinate sailplane pilots

Welcome to the January 2025 issue of the Europe Air Sports Newsletter! In this issue we focus on recent meetings and plans for the next year. 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 PLANS FOR 2025

The President of Europe Air Sports, Andrea Anesini, summarises our current work

Dear readers, dear friends of Europe Air Sports,

This issue of our newsletter is mainly dedicated to the topics discussed last November during the annual Technical Meeting held in Speyer, Germany. Speyer is an important town along the Rhine River, known for the magnificent Technik Museum. I recommend all enthusiasts to visit the Museum, because of the size of the aerospace, naval, railway and more general historical technical collection that is preserved there.



But in addition to my “travel advice”, it is important for me to explain briefly the reasons that guided us in discussing the four main themes of the Meeting. These have become the four most urgent priorities that will guide EAS actions in the next year’s activity. You will read below the summaries of the technical reports; I now ask for your attention to explain

the reason for each choice that the Board first discussed. Their relevance was verified during the Technical Meeting with the representatives of the EAS Members who attended.

So, four priority points:

- 1 - Evolution of European and National rules relating to the use of U (uncontrolled) airspaces, especially in relation to the "automatic" flight of drones;
- 2 - Intervention on the medical certification processes of pilots, with the final objective of adopting the most flexible practices already in force in some countries that have a great tradition of leisure flying;
- 3 - Dynamic management of the growing limitations on the use of avgas fuel, still prescribed for aircraft that use North American-built engines;
- 4 - Initiative to simplify the qualification processes of the technical personnel of the National Aero Clubs involved in the checks of aircraft that belong to the social fleets.

What are the reasons for our choices? Let's see them below in full detail.

- **U space airspaces and integration of Drones** that already use them. Today we are well aware that the market expectations towards the new entrants (the Drones) are very high. EASA has already played its role, but a large part of the rules is delegated to individual Member States. This is in addition to the activity aimed at defining easy and inexpensive access to electronic visibility technologies, necessary everywhere but mandatory in U-space airspaces.
- The issue of **simplifying the medical certification** of pilots has already seen an initial advance, with the recent regulation of flight with LAPL privileges, only partially limited compared to the full medical typical of the PPL-A licence. However, this regulation is not applied homogeneously throughout Europe (there are still resistances at local level). Furthermore, the costs of medical visits are growing beyond measure. The experience of countries where the family doctor certifies, as for the car licence, fitness to fly is aligned in terms of effectiveness of prevention. It will be a complex and medium-term initiative, but we have decided to undertake it.
- The **pressure to phase out petrol containing tetraethyl lead** is growing. A definitive ban would ground a major part of the engine fleets of the EAS Member National Aero Clubs. We are very seriously concerned, and equally seriously engaged to find reasonable solutions.
- Finally, on the main initiative of EGU, we have decided to open a discussion with EASA to **simplify the Part 66-L** regulation. We aim to obtain a simplified certification process for local Aero Clubs that have voluntary resources who are willing to continuously and effectively take care of the maintenance of certified airplanes (mainly gliders). Gliding has long suffered from the increasing costs typical of gliding activity, and it is clear that every possible effort must be done to ensure continuity by controlling the costs better.

These are the four priorities that will occupy the 2025 financial year of your Association. You will find much more in the newsletter.

For now, all that remains for me to do is wish everyone a new year of fun, serene and safe flights.

NEW PRIORITIES AND SEVERAL CHANGES AMONG EU DECISION-MAKERS AFTER THE EUROPEAN ELECTIONS – Report from Timo Schubert, EAS Political Adviser

Following the European elections in June 2024, it took until the end of the year for a new College of Commissioners to be appointed by the Member States and finally approved by the European Parliament. With the beginning of 2025 we shall now see intensive political action to bring forward the European Commission's priorities for its five-year term.

Readers will remember that the "Green Deal", i.e. the EU's strategy to achieve carbon neutrality by 2050 clearly dominated policy-making in the previous term. A lot of hard law was adopted under the framework of the so called Fit for 55 package. This put in place clear requirements, including for the aviation sector, in order to continue down the road towards reducing greenhouse gas emissions. Sustainable Aviation Fuels, technological

advancements, emission trading and investments in suitable refueling infrastructure are among the key measures of relevance to the aviation sector. While the focus clearly was on commercial air transport, it is clear that every segment of aviation is expected to play its part.

The details still remain to be seen. However, first indications regarding relevant priorities of the new College of Commissioners include a new focus on competitiveness, the development of a sustainable transport investment plan and better air traffic management. They will also place a strong emphasis on the safety of all modes of transport.

Europe Air Sports is following EU policy-making closely and will reach out to relevant actors in the European institutions, in order to address key points for the sports and recreational aviation sector. Examples of this are:

- the emergence of drones and related challenges regarding access to shared airspace,
- the need to accelerate the uptake of environmentally friendly propulsion technologies and fuels,
- our initiative regarding the self-declared medical and
- the urgent need to attract qualified personnel to the sector, including for the maintenance of gliders.

European elections also mean considerable changes of key contacts in the European Institutions. Regarding the "European Transport Ministry", i.e. the Directorate General for Sustainable Transport and Tourism (DG MOVE), the new Commissioner is Greek conservative Apostolos Tzitzikostas. Europe Air Sports intends to reach out to him and his services for an introductory meeting.

Moreover, and not directly related to the new term, there is a significant change at the DG MOVE's EASA unit. This is now headed by Christine Berg, who was formerly in charge of the Single Sky Unit. Similarly, there are many changes in the European Parliament, based on the election results and the placement of MEPs in the Committee on Transport and Tourism.

In summary, change and continuity mark the beginning of the new term. Europe Air Sports is actively following developments and reaching out to key players, in order to promote the interests of its members.

EAS joins European aviation safety experts in Budapest - by Timo Schubert

At the end of October, EAS was one of the few organisations representing the interests of General Aviation at EASA's annual safety conference.



Europe Air Sports Treasurer-General Manfred Kunschitz with Alain Leroy, EASA Chief Engineer and GA focal point

This year's event took place in Budapest on the occasion of the six months Hungarian Presidency of the Council of the European Union. The event gathered hundreds of European aviation experts to discuss key developments, including the impact of artificial intelligence on aviation safety, the challenge of attracting the youth into an aviation profession, and not the least the uptake of clean technologies to lead the industry on its pathway to net-zero carbon emissions.

EAS Treasurer Manfred Kunschitz and EU Policy Adviser Timo Schubert represented sports and recreational aviation at this event. Among others, they were able to discuss current issues with Alain Leroy, EASA Chief Engineer and GA focal point (pictured in the photo together with Manfred Kunschitz) and Joachim Lücking, Head of Unit in charge of aviation safety at the European Commission's DG MOVE. They were also able to make a quick

introduction to Florian Guillermet, the recently appointed new Executive Director of EASA, in preparation for an individual meeting earmarked for early 2025.

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.

EASA NPA consultations

EAS did an analysis of the **EASA NPA 06/2024** "Introduction of a 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".

Somewhat surprisingly, the NPA was found to cover not only UAS-related items, but also contain a couple of flight testing-related amendments to Part 21.A.35 which deal with VCA aircraft (Vertical Take Off and Landing Capable aircraft) which to our understanding are manned and thus of more interest to EAS.

In the end, the amendment as such did not cause concern, but the episode shows that it is good to read the regulatory drafts closely. "The devil is in the details".

EASA Consultation on the EPAS 2025

Europe Air Sports were recently invited to place comments on EASA's 2025 draft **European Plan for Aviation Safety (EPAS)**. The EPAS is the main strategic planning document of EASA. Thus it is important that EAS can influence its drafting in this way. Michel Rocca and Nils Rostedt compiled a list of around 20 comments to the draft EPAS Volume II, where the Rulemaking tasks of EASA are described. The final approved version of the plan is expected to appear in January-February.

New and updated "Easy Access Rulebooks" from EASA

Struggling to keep up with all new EU-regulations coming into effect? EASA's "Easy Access Rules" can be the answer. Here is a list of the most recent Easy Access Rules updates published during the latter half of 2024. To find them, just search "EASA Easy Access Rules".

Date	Title
December 2024	Aircrew
December 2024	Standardised European Rules of the Air (SERA)
November 2024	Air Traffic Management / Air Navigation Service Equipment
October 2024	Small Category VCA (Vertical Take-off and Landing Aircraft)
July 2024	Continuing Airworthiness
July 2024	Initial Airworthiness and Environmental Protection
June 2024	Information Security

EASA's Annual Safety Review

In early December, EASA published its **Annual Safety Review (ASR)**, which is an important summary of last year's accidents and mishaps. Safety trends have a large impact on the direction of future rulemaking.

The main focus of the **ASR** is the heavy commercial aviation, which reports on the safety of millions of airline passengers. But lately it has given more attention to General Aviation and today has separate sections for powered flying ("Non-Commercial Operations" or NCO), Microlights, and Sailplanes.

Here are the key 2023 figures for "our" disciplines:

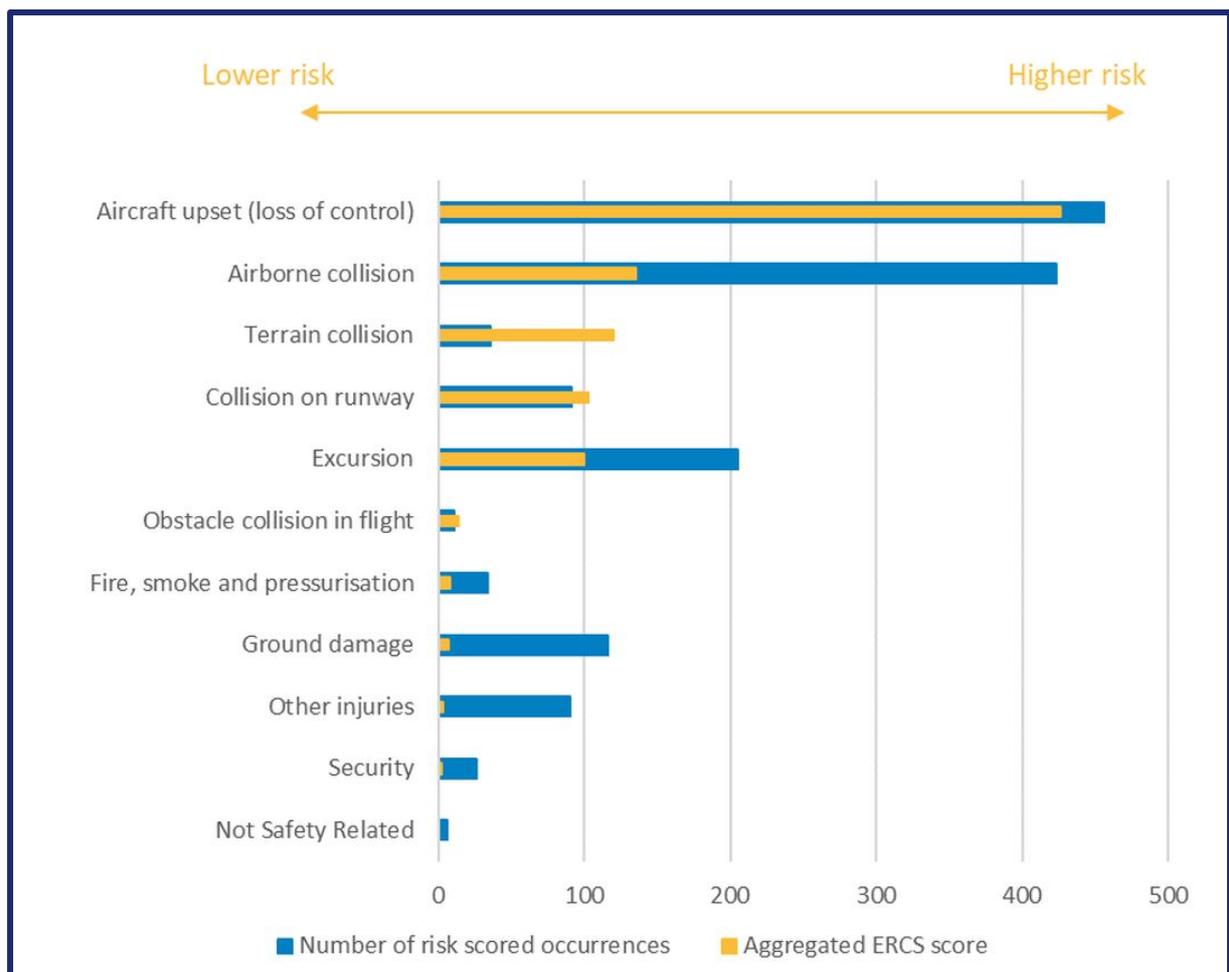
- Powered airplanes: 35 fatal accidents, 68 fatalities
- Microlights: 19 fatal accidents, 22 fatalities
- Sailplanes: 11 fatal accidents, 7 fatalities (?) ("numbers seem illogical, verification needed")
- Balloons: 0 fatalities

Another interesting statistic is the distribution of different "occurrence categories". Below are the graphs for powered airplanes and sailplanes. Note how "Loss of Control" and "Midair Collisions" in both graphs are among the highest risks.

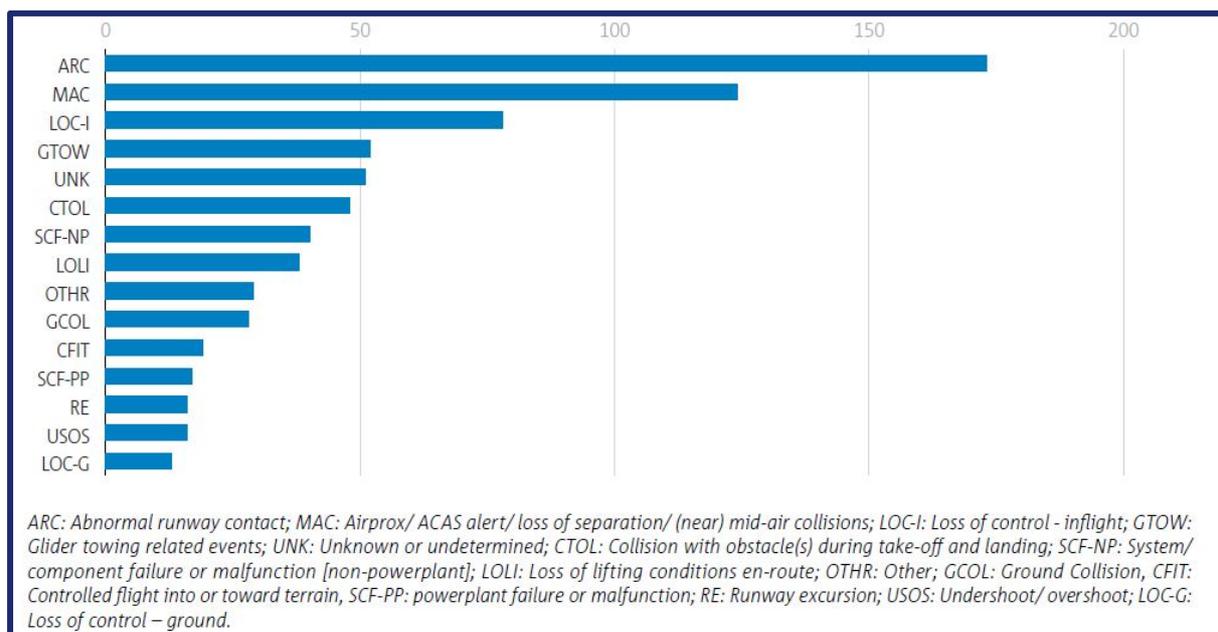
If you are interested in more details, happy reading! The **ASR** can be found here:

<https://www.easa.europa.eu/en/publication-types/annual-safety-review>

GA statistics



Sailplane statistics



NEW WEBSITE - WWW.EUROPE-AIR-SPORTS.ORG *introduced by Patrick Pauwels, a Vice President of Europe Air Sports*

Last year the board took the decision to give the existing website an update. After the evaluation of several offers, the board decided to make an agreement with Akapivo bv, a small but dynamic bureau in the Antwerp region. The new EAS website has now been operational for a few weeks.

Besides the general information about EAS, two items have been added:

- an "EAS News" page where short actual messages and reports will be published,
- a "Documentation Hub" where more detailed and background information can be found.

Of course, all EAS Newsletters with a lot of information, are also available.

It is quite easy to search/select/download documents as requested.

Please have a look at our new site and please join the mailing list if you didn't before.

Do not hesitate to contact EAS via info@europe-air-sports.org or via the contact form on the website.

2025 GENERAL CONFERENCE AND ANNUAL GENERAL MEETING – dates for your diaries

The 2025 General Conference and Annual General Meeting will take place on 14 to 16 March in Oslo. Accommodation arrangements have been made with the Clarion Collection Hotel Gabelshus and social activities and meetings will take place there and at the Norwegian Airsports Association. Please book your accommodation and participation without delay if you have not already done so.

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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

KEY CONTACTS

President	Andrea Anesini	andrea.anesini@europe-air-sports.org
General Secretary – central EAS management & administration	Pierre Leonard	p.leonard@europe-air-sports.org
Programme Manager and regulatory work	Nils Rostedt	n.rostedt@europe-air-sports.org
Newsletter Editor	Diana King	d.king@europe-air-sports.org