



APRIL 2025



*Europe Air Sports Delegates with colleagues at AERO 2025*

Welcome to the April 2025 issue of the Europe Air Sports Newsletter! This issue focusses on Europe Air Sports' contribution to the AERO event at Friedrichshafen and also the EASA GA Conference in early April.

**News in this issue:**

AERO 2025 – EAS participation .....	2
- New Rules in European Aviation Legislation. ....	2
- Electronic Conspicuity - Update on the ground infrastructure .....	2
- Technology Tour AERO 2025 .....	3
- General Impressions of AERO 2025 .....	3
EAS participation in the EASA GA Conference held on 9th of April .....	4
Membership news .....	4
From the Programme Manager's desk .....	6
Sign up for the newsletter and send us your thoughts and ideas! .....	6
Key contacts.....	6

## AERO 2025 – EAS PARTICIPATION



Europe Air Sports was grateful to the Deutscher Aero Club for hosting and organising our EAS stand.

Photo shows EAS representatives thanking Gesa Walkoff, chief organiser for the stand, for her help.

Left to right: Rudi Schuegraf, Gesa Walkoff, Patrick Pauwels, Nils Rostedt, Ralf Hubo

As anticipated in the last Newsletter, several Europe Air Sports members gave presentations during the AERO event. This year EAS made a visible effort to participate in the exhibition's conference series. The EAS presentations had the following headlines:

### ***New Rules in European Aviation Legislation by Nils Rostedt.***

Nils's presentation highlighted 10 recent and ongoing EASA rulemaking tasks which are important for our community (i.e. general and sports aviation) and where EAS in many cases has submitted its comments to EASA's consultations. For example, upcoming new Flight Crew Licensing regulation proposals, a proposal for Electronic Personnel Licensing complementing the current paper licences; and the new EU Ground Handling regulation.

### ***Electronic Conspicuity - Update on the ground infrastructure by EAS (Michel Rocca) with SafeSky-Avionix with Avionix and SafeSky representatives***

EAS together with the European Microlight Federation, Avionix Engineering, the Open Glider Network and SafeSky made two presentations to update the GA community on the deployment of EC ground receivers across the European Union and even beyond.

It is worth reporting on the intro, which is somehow a policy statement made by the interested parties:

AERO 2025 gives us a great opportunity to inform General Aviation pilots and their organisations on how a network of Avionix Eng. ground receivers is expanding over some of the EASA Member States, initiated either by our national federations (Belgium, France, Iceland) or by a Member State (Norway) or in collaboration with a National Aero Club (e.g. Spain).

This project aims to collect all signals broadcast by aircraft, by feeding ground servers and by offering this information to pilots on the internet. It is one of the methods to provide Electronic Conspicuity.

Of course, this presentation echoes the EASA GA conference held on 9 April on the iConspicuity Declaration and on the ADS-L Coalition. This is another facet of the same topic.



The common objective is that every GA aircraft is electronically visible, for the sake of safety when the rule 'See and Be Seen' is not sufficient to prevent midair collisions. And also, for the sake of integration of drones in public airspace.

Let us implement at home the EC strategy jointly elaborated at EU level.

Pilots, organisations, manufacturers, mobile application developers, experts and projects leaders are jointly building an eco-system, that will hopefully bring the best from their diversity in an EU-wide partnership.

### **Additional EAS presentations were**

*Patrick Pauwels spoke on 'Keeping European Air Sports on Level '*

*Ralf Hubo and Rudi Schuegraf presented 'Aviation Fuels - Problem Solved?'*

### **Technology Tour AERO 2025 – by Ralf Hubo**

EASA ED Florian Guillermet and his GA Team joined the Europe-Air-Sports Technology tour during AERO in Friedrichshafen on Thursday 10th April 2025.

Together with Andrea Anesini, President of EAS, and his team, they visited several manufacturers of high-tech airports aircraft. Structures built from carbon fibres up to aluminium material showed the great evolutions possible for recreational and airports aircrafts. Propulsion systems from conventional combustion engines to jet-turbines are today available and enable high performance. The manufacturers highlighted the high safety in design and fabrication which they apply independent of the class of aircraft – with or without EASA certification. The manufacturers asked for help to reduce the certification work which is a big administrative burden and hopefully can be eased in the future.



*Florian Guillermet and EAS delegates meeting one of the manufacturers*

### **General Impressions of AERO 2025 – Nils Rostedt**

Your Programme manager had the opportunity to visit the large AERO exhibition and walk through most of the 11 halls. Besides the regulatory topics which naturally were of special interest to us, what were the main technical trends and novelties at this year's AERO exhibition? Here's a short list

- Lots of visitors and exhibitors – 32,000 visitors and 760 exhibitors
- Many business jets and large General Aviation aircraft on display
- Dedicated halls for gliders; drone systems; helicopters; and electrically powered aircraft

- Many microlight airplanes are now available with the powerful Rotax 916 engine and the new 600 kg maximum take-off weight.
- Small and more economical turboprop engines such as Turbotechs 100 hp and the PBS were shown on several airplanes.
- On larger turboprop airplanes, the Autoland function (which in case of pilot incapacitation can bring the airplane to automatically land safely) is becoming a standard feature on new airplanes.

### **IN ADDITION TO ATTENDANCE AT AERO, EAS TOOK PART IN THE EASA GA CONFERENCE HELD ON 9TH OF APRIL - *Michel Rocca reports***

The new Executive Director Florian Guillermet chaired a conference on prevention of midair collisions. He explained that every year there is an average of 6 fatal airborne collisions involving GA, leading to 13 fatalities. The ability for every pilot to have access to affordable and compatible Electronic Conspicuity devices will be a major step forward in safety.

Two dedicated panels were invited to discuss the following initiatives:

- The iConspicuity Declaration and
- The ADS-L Coalition.

Our president Andrea Anesini participated at the first panel together with representatives from IAOPA (Emmanuel), French DGAC (Karine), GAMA (Kyle) and EASA (Marta).

He intervened more specifically on two topics:

- ‘Key Principles – Transparent Monitoring’ which gave him the opportunity to underline that the application of the Just Culture concept will foster the use of EC (Electronic Conspicuity) devices by GA pilots and;
- ‘Expected benefits – Improved Access to Airspace’ which gave him the opportunity to remind the audience that free access to public airspace is crucial for GA.

In summary, this was an interesting panel which was concluded on ‘The iConspicuity Declaration – a commitment to safety’ which is a voluntary policy statement, jointly established by more than 11 aviation authorities and other entities, to encourage the use of EC devices by pilots.

## **MEMBERSHIP NEWS**

### ***European Ballooning Federation***



*Balloons ready to launch for the 2024 Coupe Gordon Bennett: Photo FAI*

Europe Air Sports has welcomed a new member, the European Ballooning Federation (EBF). Founded in 2014, EBF today represents around 3000 pilots across 11 European countries. Balloons are the oldest form of aviation and still the purest form of flight. There are a wide range of hot air balloons flying in Europe, from solo “Cloudhopper” balloons without a basket, through small, sporting, balloons with 2-5 on board and a commercial sector where tourist flights are provided, generally in larger balloons with more than 8 passengers. The sector is dominated by hot air balloons but there are also small numbers of gas balloons flying, especially in Germany, and a few hot air airships.

There are three large and several smaller (Part 21) balloon manufacturers in Europe, with their products also exported worldwide, especially to commercial ballooning centres such as Kenya and Tanzania, where a balloon basket provides a good platform to see wildlife.

Balloons may be found where the terrain is suitable and where there is unrestricted airspace (or an access arrangement for VFR flights). Balloon meetings are organised throughout Europe, with winter events in the Alps and other events throughout Europe. There are national, European and world championships: pilots are tested on precision, not generally on speed or distance. Balloons cannot be steered directly, but pilots exploit the changes of wind velocity with altitude and also the effects of terrain (valley winds for example) to achieve control for flight planning and landing choices.

Notable activities include the annual long distance gas ballooning world championships ("Coupe Gordon Bennett"). Last year's winners flew from NW Germany to South West Portugal, after three days in the air.

We all enjoy our flying because of the ongoing unseen work with the regulators by the national and European representative bodies. Since 2014, EBF has led projects with EASA to create specific rules for balloon operations and pilot licensing. Many common challenges affect light aviation, sailplanes and balloons. The time was right for EBF to join EAS so as to benefit from the greater resources and excellent contacts of EAS and also for EBF to play its part in initiatives on pilot medicals, electronic conspicuity and airspace access. In particular, along with EGU (European Gliding Union), EBF is already deeply engaged in a project to alleviate the burdensome requirements on Part 66 (L) engineers.

EBF is pleased to join EAS. On a personal basis, I thank Andrea Anesini for his warm welcome when he travelled to meet me at a ballooning event in Italy last October.

Paul Spellward, President of EBF

### **Jürgen Lefevere**

Jürgen Lefevere was appointed to join the Board of Europe Air Sports at the Annual General Meeting. He is a lawyer and negotiator with more than thirty years' experience in EU and international law, policy making and negotiations. In his spare time, he builds and flies large model gliders.



Jürgen combines his passion and professional background to advise the Swiss Aeromodelling Federation on EU rules related to model aircraft. He also contributes as a board member to the work of the European Model Flying Union. He is vice-president of the model glider club Erlenbach-Herrliberg, near his home in Meilen, on lake Zürich, Switzerland.

Jürgen's volunteer work for these associations is driven by his conviction that liberal rules specifically for aeromodelling and generally for all sports and recreational aviation are essential for the future of our sports – a pastime for many Europeans. Importantly, he is also convinced that a thriving sport and recreational aviation sector is central for Europe to compete in a rapidly developing international aviation and aerospace industry.

Jürgen is currently on sabbatical leave from the European Commission. Before this, he was Adviser to the Director at the Directorate General on Climate Action (DG CLIMA) of the European Commission in Brussels. He was responsible for advising DG CLIMA in developing its international strategy and relations with third countries and was in charge of the 40–60-person strong European Commission task force on international climate change negotiations.

As a lawyer and EU official, Jürgen is familiar with all aspects of decision-making in the European Union and has drafted and negotiated many EU Directives and Regulations. He successfully used this experience to secure better rules for model aircraft operations in the EU and in EASA member states.

Jürgen is a Belgian and Swiss national but was raised in the Netherlands and has worked in London and Brussels. Jürgen has a law degree from Maastricht University, specialising in Administrative and European Law and Languages. He is fluent in Dutch and English, has a good command of German and French and a reasonable command of Spanish.

**FROM THE PROGRAMME MANAGER’S DESK - *Nils Rostedt reports one new rulemaking activity by EASA***



***News from EASA rulemaking***

Not much to report, as the AERO exhibition was the centre of the attention this time. But we had one NPA consultation:

***NPA 2024-08 Electronic Personnel Licensing***

This EASA rulemaking activity proposes requirements for optional implementation of personnel licences in electronic form (EPLs).

EAS submitted comments to the NPA consultation where we stressed that the reform should only incur extra costs for the licence holders if tangible benefits are identified. Also, the reform should enable licence holders who wish to continue using their present paper licences to do so without action needed on their part.

The next step for this rulemaking task is that EASA will issue its Opinion to the Commission, presumably during 2025 or 2026.

**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](mailto:d.king@europe-air-sports.org)

**KEY CONTACTS**

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