NEWSLETTER

EUROPE AIR SPORTS

SUMMER 2025

Welcome to the Summer 2025 issue of the Europe Air Sports Newsletter!

News in this issue:

The production and supply of Avgas 100LL in Europe is secured until 2032 – *Rudi Schuegraf presents a joint publication from EAS, ERAC, GAMA and IAOPA*

ERAC – European Regional Aerodrome Community;
GAMA - General Aviation Manufacturers Association

This spring we still asked the question, "Is 100LL now banned, or not?" The answer at the time was that leaded aviation fuel with the additive tetraethyl lead (TEL) might actually only be produced in Europe until May 1, 2025, according to EU Regulation 1272/2008 from April 2022, but that production is currently neither banned nor approved. The distribution and use of 100LL was not in question, only the production of the fuel. Due to delays in decision-making within the EU bureaucracy, the three European manufacturers are legally allowed to produce and distribute TEL-containing avgas until further notice.

The legal situation has now further developed, and in favour of General Aviation: Shell's application to continue importing TEL and producing Avgas 100LL was approved by the EU's REACH Committee with 26 votes in favour, only one abstention and no votes against, initially until April 2032. REACH is "European Regulation on Registration, Evaluation, Authorisation and Restriction of Chemicals," and the committee is part of the European Commission.

This now provides a robust legal basis for Shell fuel to ensure the continued supply of fuel to all aircraft that rely on high-octane Avgas with TEL. This link gives further details

https://ec.europa.eu/transparency/comitology-register/screen/documents/108189/1/consult?lang=en

The two other applicants, WARTER Fuels and TRAFIGURA (Puma Energy), are still in the final phase of the approval process. Their proposals were also presented to the REACH Committee on June 26th with the recommendation of 2032, and will now be subject to a written voting procedure, with a deadline of 25th August, just like Shell's proposal.

Trafigura's link is here and here is the one for Warter.

It is not to be expected that these two very similarly structured proposals will be voted on differently than Shell's and there is no restriction on their continued production in the interim.

The applicants from the petroleum industry were supported by an intense political joint effort by the associations Europe Air Sports, ERAC, GAMA, and IAOPA-Europe. Over several years, the associations submitted numerous closely coordinated statements to the relevant bodies of the European administration, to facilitate the transition from leaded to unleaded avgas with acceptable transition periods. Particular emphasis was placed on the fact that a hasty European solo effort to phase out leaded aviation fuel would be detrimental to the EU's GA and economy, that the environmental impacts caused by the small amounts of lead in avgas should not lead to an increase in air quality test results, and that the European approach should be coordinated with the introduction of unleaded Avgas 100 in the USA.

All associations have refrained from reporting to their members in order to avoid burdening the process with unnecessary publicity and ultimately jeopardising it through unwanted interventions.

Now we can only hope that the world's only remaining TEL manufacturer in the United Kingdom will continue to supply and that the market launch of unleaded avgas in the USA will soon make the necessary progress to allow a smooth world-wide transition. This transition worked well in the automotive industry as early as the 1980s, and 40 years later, it should also work well in General Aviation.

A REPORT FROM THE 51st SPANISH AIR RACE, 2025 EDITION

Andrea Anesini, President of EAS, with the President of the Royal Aero Club de Espagna (RACE)

President Anesini reports: I had the honour of representing Europe Air Sports at the closing ceremony of the 51st edition of the Tour Aeronautique de España.

At the invitation of Jesus Muela, President of the Real Aero Club de España, I was able to meet the participating pilots and the highest aviation authorities attending the awards ceremony at the splendid historic RACE headquarters, located at Madrid's Cuatrovientos Airport.

This year's "Vuelta 2025" consisted of four stages: Reus to Robledillo de Mohernando, then on Burgos, Santiago, and back to Madrid Cuatrovientos. Thirty aircraft participated, including general aviation aircraft and ultralights. The Spanish Air Force escorted the pilots in flight with an S70 SAR helicopter, ensuring the highest level of safety for the event. The winner was Yuri Rabassa, a renowned European and world-class air rally pilot.

The importance of the event was confirmed by the high calibre of those present at the closing ceremony. Among them were Mrs. Monserrat Mestres, Director General of AESA (Spanish National Administration for Aeronautics and Space), and her staff; Mr. José Luis Meler, Director of Air Navigation Services at Enarie; Colonel Beatriz Puente, Director of the Department of Aerospace Medicine of the Spanish Air Force; and Alvaro de Orleans, former Vice President of the FAI and former President of RACE.

In my opinion, this was an excellent demonstration of the sporting and organisational vitality of our EAS member, the Real Aero Club de Espagna, and more generally of the world of sport flying in Spain, which today boasts over 3000 GA pilots and over 1,000 GA aircraft, 5000 ultralight pilots and over 1,500 UL aircraft, as well as 5000 paragliders/hang-glider pilots.

And next year? For the 52nd edition, and once again with the guardian angel of the Spanish Air Force, the S 70 SAR, the Vuelta Oceanica will take place, with a stop in the Canary Islands!

COST SHARED FLIGHTS – *Jean Pierre Delmas outlines the basic rules*

Sharing a beautiful day over Wales (photo David Johnstone)

Like a private car driver, a private pilot can:

- take on board persons from his family, his acquaintances or people with whom he gets in contact by various ways, like classified ads published on specialised web apps like Wingly;
- ask for a financial contribution to the flight's costs.

EAS praises the lean-and-easy 4-conditons regulatory framework

The following four conditions were issued in 2016 in AirOps Regulation:

1. The pilot is allowed to **charge direct costs**.

   'Non-direct' costs are for example, according to some NAAs, costs of flights where the passenger is not on board, like solo flights, training flights or proficiency tests undertaken by the pilot to meet recency, revalidation or renewal requirements.

2. The pilot must **pay his share** of the flight.

   The pilot can in no case fly "for free" or worse, take a financial advantage or profit from the flight.

3. The number of persons sharing the flight is a **maximum of 6** (including the pilot).

   Six would be very rare for most popular light GA aircraft.

4. **No complex** aircraft.

   This would be very rare for most popular light GA aircraft.

The fundamental freedom to move is upheld

There are no other conditions:

- All privileges held by the pilot can be exercised (Day, Night, VFR, IFR, Crossing of borders, etc.)
- Member States are not entitled to impose additional conditions. (France tried and was rejected)

Should implementation raise issues in some Member States?

EAS would be pleased to work together with EAS members reporting issues, and to make available experiences across involved disciplines and nations.

AN INTRODUCTION TO EAS MEMBERS' BEST IDEAS IN ENERGY TRANSITION - *Jean Pierre Delmas with Ralf Hubo starts a series of texts about environmental matters*

Improvement in several directions is needed to build a coherent policy to engage and drive transition towards sustainable leisure and sports aviation.

Energy? For undisputed environmental reasons, traditional low-leaded aviation gasoline will be banned in a couple of years.

Unleaded gasoline already exists for the car domain and is available at some aerodromes, for some aeronautical engines with specific adaptations (Supplemental Type Certificate or STC).

Electricity is not 'the future' of light aviation but the present, for parts of training and discovery flights!

Certified electric two-seaters have been delivered for 5 years, by the lone certified manufacturer Pipistrel. But intrinsic limitations of batteries open up research on futuristic energy, like Hydrogen.

In between, further adaptations (STC) and extended distribution networks are expected to feed larger parts of the 50,000 aeronautical engines in Europe.

Engines? A sweet word 'Lycosaurus' (the ancient creatures of pre-history) applies to the 70-year-old design of the best sold engines for light and medium aircraft all around the world, which are still available! Lycoming and Continental are the two major producers. On the other side, of the new-wave engine manufacturers born in the past 40 years, only Rotax has spread globally. Today, small turbines and cell engines are under development and some of them under real-life testing.

Environment - Social Acceptance? Global movement towards more environment-friendly ways of life and production is rising. Noise nuisance and health concerns need to be addressed by aviators, to meet the new criteria of social acceptance. No aviator can fly in the way of Lindberg's or Saint-Exupery's days.

Usage of unleaded gasoline, low-noise propellers, exhaust silencers, are agreed and encouraged best practices.

Ecology - Scientific issues? Flying is an open-air activity. It is an activity that uses only small areas of ground, where there is an unparalleled reserve of biodiversity. A perception of cost-benefit of aerodromes that have large meadows/grasslands, which are not much walked on by people, is moving along with scientific diagnoses with the combined involvement of scientists and neighbours. Some aerodromes are Natura-2000 qualified for more than ¾ of their surface.

On more traditional sides, aviators, like others, are challenging their habits of driving to airfields or heating premises of aeroclubs, to reduce carbon footprint.

Timetable & Money?

The aircraft industry has a decades-long lifecycle, due to extensive and expensive initial certification process, systemic preventive maintenance which keeps aging aircraft airworthy over decades, and continuously delays the deadline for scrapping (unlike the car industry).

At the moment, safe, environmental-friendly and affordable solutions for large parts of light general aviation are still under development (new fuels) or research (alternative engines), in many possible directions.

We propose to keep you aware of progress from all sectors, from all regions, on a regular basis in our Newsletter. See you next issue, for a first up-date.

ANRA - ONE STEP FORWARD IN THE U-SPACE IMPLEMENTATION, *by Michel Rocca*

U-space regulation has been applicable since 26 January 2023.

As we pointed out several times, its implementation is crucial for GA airspace users. We all have to be very vigilant on how our respective Member States will proceed.

So far, a Member State publishes a restricted area as if it were a U-space airspace. This could be seen as an interim solution.

On 14 May 2025, the EASA Executive Director delivered the first U-space Service Provider (USSP) certificate to ANRA Technologies, which is a company headquartered in Washington DC with a subsidiary based in the UK.

It nearly took two years for ANRA Technologies to make the required assessment process on safety, cybersecurity, operational readiness, business continuity and U-space services provision. And more on incident management, data protection, information security assurance and service oversight.

ANRA Technologies UK is now ready to launch U-space services across Europe.

Furthermore, its certification as a USSP by EASA is also "establishing a repeatable model" for other candidates. EASA says that this step forward "helps unlock the full potential of scalable and complex (e.g. BVLOS) drone operations across the European Union".

AEROMODELLING AND EUROPE'S AVIATION FUTURE – *described by Jürgen Lefevere, Board Member of Europe Air Sports and the European Model Flying Union (EMFU) and Advisor to the Swiss Aeromodelling Federation (SMV/FSAM)*

As the oldest branch of aviation, aeromodelling has helped create and inspire aviation professionals for well over a century. Historically important aeromodellers include not only Neil Armstrong, but also the Montgolfier brothers, who built and demonstrated models of their hot air balloons before they started carrying passengers.

Nobody engages and trains as many future pilots as the aeromodelling community. Most model aircraft clubs and associations recruit and train new pilots, including summer camps and workshops, flying courses and even an association for young pilots (https://www.jump-dmfv.aero/). Offered free of charge or at low costs and with tens of thousands of volunteers, the aeromodelling community is a central pillar of Europe's aviation sector and our competitiveness in aviation technology.

In 2019 the EU agreed new rules on unmanned aircraft, including model aircraft. With the help of Europe Air Sports (EAS), the model aircraft community obtained an exemption to these rules. This allows us to fly under pre-existing national requirements, for operations "in the framework of clubs and associations". The exemption however came with a big challenge: re-obtaining this right requires authorisation from the national authorities.

This proved harder than expected: many national aviation authorities were keen to strengthen existing or impose new rules. My associations had to mobilise both chambers of national parliament to force the national civil aviation authority to abandon very restrictive proposals. Authorities in other EASA countries were impossible to convince. In many Member States new strict altitude limits are now enforced, making most competitions impossible or illegal. In others strict age limits are in place, making it impossible for our young and talented competition pilots to train by themselves. Some Member States prohibit the dropping of towlines from towplanes, endangering their operation and safe landing. In some Member States, authorities even require individual model aircraft clubs to apply for their own authorisation. Authorisations are sometimes only valid for a limited period of time and may cost thousands of Euros – an impossibly high barrier for clubs with often only 30-50 members, run by volunteers and on a small budget. These are just some examples of the many new unnecessary and disproportionate restrictions. The large resources spent by the model aircraft community on this process meant that less was invested in recruiting new pilots. At the same time, the stricter requirements for our sport have led to pilots leaving the sport. Most associations are currently losing members. Associations in countries with the strictest requirements have seen reductions in Membership of up to 10% in the last few years.

Almost all EMFU (European Model Flying Union) member organisations have now obtained their national authorisations and are re-focussing their work on competitions and recruiting new members. The experience with both EU and national aviation authorities, and the new restrictions have however left the model aircraft community bruised and suspicious of future developments. To arm ourselves better for a future with more rules for unmanned aircraft, we have strengthened our cooperation through the EMFU. The EMFU now represents more than 200,000 pilots in 15 countries – the largest group of pilots in EAS. We are also further stepping up our engagement with EAS – including through my appointment as a new EAS board member.

Reducing the regulatory barriers to entry for our sport remains the main EMFU objective. This includes stopping the automatic inclusion of our sport in new EU rules on drones. Importantly, it also includes reducing the impact of current rules, including through amending existing EU regulations and working with EU and Member State authorities to convince them of the importance of our sport.

To achieve this, we need the help of Europe Air Sports and the aviation community as a whole. What affects aeromodelling in the end affects us all. A model aircraft pilot, also an instructor for manned aircraft, once explained the relevance of our sport for aviation as the "kindergarten and retirement home of aviation – and everything in between".

Disproportionate barriers to entry for new aeromodellers

Jürgen's first fascination with aviation started with building and flying small balsa aircraft. The picture shows him aged 11 with his gliders, before going with friends to fly planes on a nearby field.

Under the new EU requirements this is no longer allowed. The so-called "open category", the entry point for many, now requires:

1) A minimum age of 16 (can be lowered to 12 by a Member State) to fly without supervision;
2) Mandatory online registration of the pilot (in some Member States subject to a fee) and the requirement to make the registration number visible on the aircraft;
3) Mandatory online theoretical knowledge training course and examination (in some Member States subject to a fee).

Member States can set different requirements (except registration) for "activities in the framework of clubs and associations" but that requires an authorisation and in most Member States also the membership of such club or association. Moreover, most Member States have set new requirements, similar to those of the open category, in these authorisations.

FROM THE PROGRAMME MANAGER'S DESK - *Nils Rostedt reports*

Here is some fresh news from the Programme Manager's activity areas.

Assisting EASA to reach parachuting organisations

EASA is working on possible new regulations in the field of parachuting flight operations (skydiving flights). Last May, EASA asked Europe Air Sports for assistance to find suitable respondents to an EASA survey supporting the analysis of actions to mitigate safety risks with parachuting flight operations.

Europe Air Sports was able to call on those of our Member organisations, in particular the National Aero Clubs (NACs), where parachuting is included in the scope of the NAC. The survey was then forwarded to the relevant parachuting sections or commissions within the NACs. Several of our largest NACs responded to this call.

Rulemaking update

New EASA Terms of Reference (ToR) publications

1. 28/04/2025: New air mobility - ToR RMT.0731 Issue 3

a. Subtask 1: Electric and hybrid propulsion: Continuing airworthiness requirements for electric and hybrid propulsion for all types of aircraft. It covers also conventional aircraft which are not addressed in the current CAW (continued airworthiness) rules (gyroplanes, tilt rotors, airships). COMMISSION IMPLEMENTATION REGULATION PLANNED 2025/Q2.

b. Subtask 2: Gyroplanes: FCL and AIR OPS requirements to be amended. Related to a current certification project of a gyroplane being also a road vehicle, this subtask will also cover the regulatory aspects of aircraft being multi-modal vehicles (road, sea). COMMISSION IMPLEMENTATION REGULATION PLANNED 2025/Q2

c. Subtask 3: Tilt rotors: FCL, FSTD (Flight Simulation Training Device) and AIR OPS requirements to be amended. Subtask 3 also addresses the topics previously addressed through RMT.0587, as relevant to the development of the ECQB (European Central Question Bank) for tilt-rotor pilot licences.

d. Subtask 4: Airships:

e. Subtask 4A addresses continuing airworthiness (CAW) rules (Commission Regulation (EU) No 1321/2014)

f. Subtask 4B addresses aircrew rules (Commission Regulation (E) No 1178/2011)

g. Subtask 4C addresses air operations rules (Commission Regulation (EU) No 965/2012)

Programme Manager's Comment: This ToR has quite a wide scope, so we will actively follow the next steps of this rulemaking topic.

2. 11/04/2025 : Regular update of the aerodrome rules for the transposition of ICAO SARPs (Standard and Recommended Practice) amendments ToR RMT.0746 — Issue 01

Programme manager's Comment: Limited impact on General Aviation expected.

3. 20/02/2025 : Regular update of Regulations (EU) 2023/203 and 2022/1645 and associated AMC & GM - ToR RMT.0753 Issue 1

Part-IS (Information Security) on the management of information security risks in aviation safety.

Programme Manager's Comment: No significant effect expected on General Aviation

New EASA notices of Proposed Amendments (NPAs)

15/06/2025: No new NPAs published this year so far.

New EASA Opinions

19/05/2025 : Opinion No 01/2025 - Update of the flight simulation training device requirements

Programme Manager's Comment:

The Opinion, which is a result of NPA 2020-15, is "a new regulatory approach for qualification of flight simulation training devices (FSTDs), based on the FSTD capabilities and fidelity levels specified in the FSTD capability signature (FCS)"; and " a task-to-tool concept for aeroplane and helicopter type rating training and operator recurrent training."

I had a brief look at EAS's consultation response to the NPA 2020-15. EAS wished to protect the current use of BITD-level simulators (Basic Instrument Training Devices) which are in use at many flight schools within the membership community of EAS. EASA accepted a proposal (Article 10b) that an ESL (Equipment Specification List) should not be required for existing BITD simulators. In other words, a positive result of our efforts.

The full Opinion is found at https://www.easa.europa.eu/en/document-library/opinions/opinion-no-012025 . It now goes to the EU Commission for final adoption.

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