



NEWSLETTER

EUROPE AIR SPORTS

JANUARY - FEBRUARY 2026



Flying above the clouds over winter mountains (Manfred Kunschitz)

Welcome to the January - February 2026 issue of the Europe Air Sports Newsletter. Our Programme Manager Nils Rostedt has been very busy with a large amount of proposed regulation – see page 3 onwards for all the details. And our esteemed colleague Rudi Schuegraf continues his review of developments in the field of fuel. Read on for further details of these very specialist areas of expertise and also to catch up on key meetings arranged with senior members of Europe Air Sports.

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EUROPE AIR SPORTS STARTS YEAR WITH HIGH LEVEL MEETINGS AT DG MOVE AND EASA *Reported by Timo Schubert, Policy Adviser to Europe Air Sports*

In January, a delegation comprising Europe Air Sports President Andrea Anesini as well as Vice-Presidents Jean-Pierre Delmas, Rodolfo Saccani and Ralf Hubo, supported by Timo Schubert, had a round of high-level meetings in Brussels and Cologne.



Pictured at EASA Head Office: Vladimir Foltin, PCM/ATM Expert; Timo Schubert, EAS Policy Adviser; Alain Leroy, Certification Director; Jean-Pierre Delmas, EAS Vice-President; Francesco Gaetani, Flight Standards Director and Chief Pilot; Florian Guillermet, Executive Director EASA; Andrea Anesini, EAS President; Ralf Hubo, EAS Vice-President; Rodolfo Saccani, EAS Vice-President

During the meeting with the European Commission's DG MOVE, the delegation had the opportunity to present key topics to Christine Berg, Head of Unit in charge of aviation safety and Deputy Director for aviation, and her team. Key issues raised included drones, access to airspace and electronic conspicuity, aviation security within the context of DG HOME's initiative regarding Advance Passenger Information, and Europe Air Sports' push for a pilot medical declaration. The discussion also touched upon our sector's access to clean alternative propulsion technologies, in particular Sustainable Aviation Fuels (SAF). It was a good meeting, enabling the delegation to improve awareness for the issues currently facing sports and recreational aviation. While dialogue will continue with DG MOVE at working level, it was agreed to arrange an annual high-level meeting, in order to maintain exchanges at all appropriate levels in the European Commission's hierarchy.

On the same day, the Europe Air Sports delegation moved on to Cologne, for the second high level meeting of the day. During the friendly and constructive exchange with EASA's Executive Director, Florian Guillermet, and his team, the topics discussed were similar. However, quite naturally at this level, the exchange was more technical, considering the role of EASA as the European Commission's regulatory agency for civil aviation.

Key takeaways from both meetings were the clear need for Europe Air Sports to stay proactive at both technical and political level. Forward looking, the topics of less stringent medical requirements for private flights, questions of aviation security in light of geopolitical changes and access to sustainable aviation fuels remain high on the agenda.

Europe Air Sports looks forward to maintaining the dialogue with DG MOVE and EASA and hopes to continue the conversation at the General Meeting in Madrid and AERO Friedrichshafen.

THE END OF HALON - 31. DECEMBER 2025!

About 15 years ago, in 2011, EASA published a plan how to phase out fire extinguishers containing the gas Halon due to its detrimental effect on the ozone layer, contributing to global warming and affecting the climate. The deadline was set to 31.12.2025.

According to Regulation (EU) 2024/590 any aircraft registered in the EU or operated by an operator registered in the EU (and required by airworthiness or operational regulations to have portable fire extinguishers on board) must be equipped with halon-free portable fire extinguishers.

EASA has developed an ETSO Standard dated 25.07.2020 that provides the requirements which an aircraft halocarbon handheld fire extinguisher must meet. The Agency has also recently published a certification memorandum to provide guidance on the certification of the installation of Halon-free handheld fire extinguishers on CS-23, CS-25, CS-27, and CS-29 aircraft and to support compliance with the end-date of the Ozone Regulation.



Available on the market are different extinguishers, containing, for instance, the chemical mixture HFC-227ea or HFC-236fa which are effective in shutting down fires but since 2026 are considered detrimental to the climate by accelerating global warming. Another substance, Halotron BrX, is effective and less detrimental to the climate, but it is much more expensive than Halon.

Part 26 aeroplanes must be equipped with fire extinguishers fulfilling the requirements of the European Technical Standing Order (ETSO). Installed old fire extinguishers can be exchanged following the EASA Standard Change CS-SC108 a.

For ELA 1 aeroplanes up to 1200 kg MTOM there is generally no requirement, they are exempted but it still advisable to carry a fire extinguisher on board – fire is fire. Following Part NCO, a suitable fire extinguisher may be carried in the aeroplane without an aviation approval.

Many aeroplane owners have probably overlooked or forgotten that plan, have neglected or disregarded it and have now the obligation to quickly correct that situation, which is explained by the following text.

At the moment the run on the market has already started. Aeroplane owners ready to start the flying season should contact their maintenance organisation for advice, to buy and install the best suitable fire extinguisher. It might be needed to save lives.

A link to an EASA detailed replacement guide document:

<https://www.easa.europa.eu/en/document-library/general-publications/halon-replacement-aviation-industry-guide-2025>

THE END OF A SEVERE THREAT OR THE END OF GA?

Finally, a good decision or a long-term threat to General Aviation

The GA powered flying community was facing a severe threat and danger when the European Chemical Agency (ECHA) in Helsinki published the consultation about banning the import of Tetraethyl Lead into the EU by May 2025 more than three years ago. This shocking information would have hit the three refineries Shell, Trafigura and Warter and prevented them from producing AVGAS 100LL for the European General Aviation

community and for export into many countries in the world. AVGAS 100 LL is the main fuel used by the GA fleet of piston driven aeroplanes all over the world, because engines and airframes were tested and certified only for that type of fuel. The shock for the European aeroplane owners and operators would have been immense because of the expected increase in the cost of the fuel, which would have been required to be imported from outside the EU - but only if the production of AVGAS in the world were sufficient.

EAS, GAMA and IAOPA and ERAC had started a joint effort to fight the ban at the political levels of the EU legislative system involved. In the end, the "silent" fight showed success. The three refineries had applied to the EU to grant an authorisation to import Tetraethyl Lead until 2035, to guarantee the supply of AVGAS 100LL to the European piston aeroplane community. The agreed solution, soon to be published, is the result of many papers, discussions, arguments and facts amongst affected users, fuel providers, political representatives and officials of the European Commission, including other institutions. All three refineries, Shell, Trafigura and Warter, will be authorised to import TEL for the blending of AVGAS 100LL with a 'sunshine date' of 30 April 2032. This decision was taken by written vote with all 27 Member States voting in favour to grant the authorisation. This date is more than 6½ years away, which seems to be a long time period. EAS has the text of the Implementing decision amending the REACH regulations which were published in the Official Journal.

Change of continents. The US GA community is the largest in the world. According to the information available, because of the toxic component TEL, the use of AVGAS 100LL will stop in the year 2030. This date and legislation have been agreed by the aviation community. This date is only 4½ years away and it will certainly have implications for the European community.

TEL is a chemical substance, produced by only one company in the world, which is blended to produce a high-octane aviation fuel according to ASTM standards. Until now this has been the main fuel for the worldwide GA fleet. Most aeroplanes and their engines are tested and certified for this fuel, which is coming to the end of its long-time unlimited usage. If the US should ban the use of leaded aviation blended with the toxic substance TEL, there is a danger that the rest of the market might be severely impacted. The company producing TEL might then stop the production of a chemical substance which was first produced in the year 1853.

All affected branches, operators and manufacturers in the GA industry have gained this short period until 2032 to develop alternative solutions for the GA piston fleet. The need for lead-free fuel and new technologies for engines require urgent joint activities in all sectors, authorities and parties involved.

What will happen to the world-wide piston engine community without fuel? Will powered flying operations which we know come to an end? It would be a disaster.



Ex Senior Vice President



FROM THE PROGRAMME MANAGER'S DESK

(NPA – Notice of Proposed Amendment)

(AMC and GM – Acceptable Means of Compliance and Guidance Material)

EASA Rulemaking - NPA Consultations (*Notices of Proposed Amendments*)

In the rulemaking area, the end of last year was remarkably busy with no less than eight new NPA consultations published by EASA since the last newsletter. However, upon reading them, many were of little concern for us in light aviation. Here's a quick status:

- **NPA 2025-05** - Regular Update of the ATM/ANS (Air Traffic Management / Air Navigation Systems) Rules

This NPA covered a number of meteorology-related amendments (Part-MET) from ICAO. After some discussion with EAS experts, the conclusion was to not place comments on this NPA. - **CLOSED**

- **NPA 2025-06** - Regular update of the AMC and GM associated with the conformity assessment framework for ATM/ANS equipment

As the title implies, the NPA covered regulatory areas other than those concerning light aviation, so no EAS comments were placed. - **CLOSED**

- **NPA 2025-07** - Artificial intelligence trustworthiness - **OPEN**

Our initial analysis concluded that comments may be useful. We want to protect light aviation from possible risks arising from other aircraft with malfunctioning AI functions.

Whilst the impact of AI on light aviation is probably less than in other aviation areas, some benefits are likely, for example in navigation. **Deadline** is 10th February.

- **NPA 2025-08** - Regular update of CS-E (certification-specifications)- **OPEN**

A selection of amendments mostly concerning turbine engines and rotorcraft. EAS is not planning any comments. **Deadline** is 17th February.

- **NPA 2025-09 – OPEN**

Regular update of the standardised European rules of the air / Implementation of flight and flow — information for collaborative environment services.

As far as I understand, this NPA entails a reform of the way Flight Planning and Flight Plans are done in the commercial aviation industry.

Keyword: FF-ICE (Flight and Flow - Information for a Collaborative Environment). **Deadline** 19 February.

➤ **NPA 2025-10 - OPEN**

Regular update of the detailed specifications for ATM/ANS (Air Traffic Management/Air Navigation System) ground equipment

On the face of it, this NPA seems to be of low importance for light aviation. Contains rules for attestation of ATM/ANS ground equipment. **Deadline** 11 March 2026.

➤ **NPA 2025-11 - OPEN**

Alignment of Part 21 with Regulation (EU) 2018/1139 — Review of the ETSO system in relation to the demonstration of design capabilities

This NPA seems important and I hope to get the support of EAS experts to analyse it. **Deadline** 30 April 2026.

➤ **NPA 2025-12 - OPEN**

Regular Update of the Continuing Airworthiness Regulation (1321/2014)

At first glance, this seems important, with a connection to Part-66, a "hot" regulatory item for EAS. An input by our Experts will probably be needed.

Deadline: 31 March 2026

For details of these and other recent NPA consultations, the link is <https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment>:

OTHER

1. NEW 2026 UPDATE OF EASA EPAS

Just before last Christmas, EASA published its annual update of the EPAS (European Plan for Aviation Safety), EASA's main strategy document.

The 2026 edition now includes several new actions of high interest to light aviation, such as:

- EASA's Rules Simplification project
- Complex motor-powered aircraft and high-performance aircraft
- Regular update to the Detailed Technical Specifications for Part 21 Light.

We will most likely see more detailed rule proposals on these topics soon.

The EPAS 2026 (Volume I to III) can be found at

<https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2026>

2. RECENT EASA EASY ACCESS RULEBOOKS - INCLUDING "AIR OPERATIONS"

In addition to Rulemaking, EASA also publishes "Easy Access Rule books" containing the consolidated newest versions of regulations in force, including the EU Commission Regulations, Acceptable Means of Compliance (AMC) and Guidance Material (GM). This is a good place to find the outcomes of the various rulemaking actions.

Below is a list of the seven most recent Easy Access Rules published by EASA during the last six months of 2025. To find the actual documents, click on the link below. I have highlighted those rulebooks which are of main interest to "our" aviation community. Why not use the winter period to check out the latest changes?

- Easy Access Rules for **Air Operations** DEC 2025
- Easy Access Rules for Information Security (Part-IS) DEC 2025
- Easy Access Rules for Initial Airworthiness and Environmental Protection NOV 2025

- Easy Access Rules for **Aircrew** NOV 2025
- Easy Access Rules for Ground Handling NOV 2025
- Easy Access Rules for **Continuing Airworthiness** SEP 2025
- Easy Access Rules for **Standardised European Rules of the Air (SERA)** AUG 2025

Link: <https://www.easa.europa.eu/en/document-library/easy-access-rules>

GENERAL MEETING AND CONFERENCE 2026

The Annual General Meeting and Conference will take place on 14 March at Cuatro Vientos Airport in Madrid, hosted by the Aero Club of Spain (RACE). Senior members of the NACs are encouraged to attend. If you have not yet booked to attend and would like to do so, please contact our EAS Secretary General Pierre Léonard without delay to confirm your attendance. (See below for contact details.) Several hotels are recommended:

1. Hotel Eco Via Lusitana, C. Secoya, 2, 28044 Carabanchel, Madrid, Spain,
www.ecovialusitana.com / +34 915 11 03 80
2. B&B HOTEL MADRID Carabanchel, C. del Aguacate, 43, 28054 Carabanchel, Madrid,
www.hotel-bb.com / +34 910 79 79 17
3. Node Madrid Carabanchel, C. Tulipero, 6, 28044 Carabanchel, Madrid, Spain
www.node-living.com / +34 917 37 96 66

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