



OCTOBER 2020



Celebrating some of your 'Guards'

Top row left to right:

Jean-Pierre Delmas, Patrick Pauwels, Michel Rocca

Second row, left to right:

Torkell Saetervadet, Julian Scarfe, Werner 'micro' Scholz

Bottom row: Henrik Svensson

See pages 3 and 4 for some of the work these volunteers do on behalf of us all

Note - abbreviations and their explanations are shown in full and in green, so that you can more easily find the full meaning of the abbreviations.

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A MESSAGE FROM THE PRESIDENT OF EUROPE AIR SPORTS

Dear readers,

This newsletter is the third of this year, the third therefore in the era of the Covid 19 pandemic.

When we started talking about the disease all over Europe the hope was that everything would be resolved in a few months, without too much damage to the population. In March, as I told you in April, we decided for the first time to hold the Board Meeting of our organisation via the web, postponing direct contact to a later time. I feared, proposing it, that it would be difficult to switch from the traditional "person to person" mode to the "remote" solution, but the discipline of your Board Members has made the work absolutely profitable (an effect of the mental training of a pilot that distinguishes us all?).

In recent months, thanks also to the summer weather which seemed to have reduced the dynamics of the contagion throughout Europe, the flying activity of all of you has resumed from May onwards, with a partial reduction of 20 to 50% depending on each country.

At the same time, the activities of our regulatory counterparties continued, which were also managed with remote contact tools. In particular, EASA proved to be very present and attentive to the evolving situation of Leisure Aviation. They launched a discussion with us, on the initiative of Dominique Roland, EASA Director for General Aviation, on the preparation of an activity plan. We are now discussing this plan, whose initials are self-explanatory: RNO - Return to Normal Operations.

We monitored the progress of the virus until early September, and I secretly hoped to be able to hold our General Meeting during the autumn. It is absolutely not possible.

So in this newsletter you will find the Secretary General's report, which will inform you about the GM 2020. We also have reports from our "Guards" who continue their voluntary activities with the spirit of "business as usual" to ensure the success of Europe Air Sports again this year.

As for me, I can only wish you good reading, in the hope of being able to say as soon as possible that ... we are truly Returned to Normal Operations.

Andrea Anesini

President, Europe Air Sports

EUROPE AIR SPORTS GENERAL CONFERENCE 2020

Pierre Léonard reports:

COVID 19 has very much affected the calendar for our General Meeting in 2020. Initially organised for March 2020, it was delayed and scheduled for October 2020, in the same location in Strasbourg, France. But this was without counting on the tenacity of the virus and the preventive measures taken by the governmental authorities. We will not have a General Meeting with physical presence in 2020. As we agreed a contract with the Hotel Mercure and made some advance payments, the only way for us not to lose the committed funds is to stay with the same location for 2021. The dates that have been reserved are 18 to 21 March 2021, with the same timing and events as initially envisaged. EAS Members will receive an invitation and joining instructions at the beginning of 2021.

EASA ANNUAL SAFETY CONFERENCE

This year, the event will take place virtually and there is no registration fee. The theme is "focusing on the road to a safe and sustainable recovery". EASA says it will publish the detailed agenda shortly, and then we will know how much of the event concerns GA and sports aviation.

Registration for this year's conference is open on the EASA website [here](#). If you are interested in attending we recommend that you register as soon as convenient.

SURVEY ON THE STRATEGIC RESEARCH AND INNOVATION AGENDA FOR THE DIGITAL EUROPEAN SKY *by Michel Rocca and Nils Rostedt*

In July, **SESAR* JU (Joint Undertaking)**, the Commission's research unit for **Air Traffic Management (ATM)**, issued to stakeholders a survey on their "Strategic Research and Innovation Agenda" for the "Digital European Sky" project. This project is proposed to include the following research topics, some of which are relevant for general and sports aviation:

- Connected and Automated ATM (Air Traffic Management)
- Air-ground integration and autonomy
- Capacity-on-demand and dynamic airspace
- U-space and urban air mobility
- Virtualisation and cyber-secure data sharing
- Multimodality and passenger experience
- Aviation green deal
- Artificial Intelligence (AI) for aviation
- Civil/military interoperability and coordination

In Europe Air Sports' response, we highlighted that although an efficient and well-functioning **ATM** system is important for the European transportation system and the well-being of the European economy, free access to airspace for general and sports aviation must remain. This especially concerns uncontrolled airspace, where much of general and sports aviation operations take place, and which may easily get overlooked in this type of research project.

* **SESAR - Single European Sky ATM Research (European air traffic management system)**

EASA CONSULTING BODIES: EUROPE AIR SPORTS REPRESENTATIVES CHANGING OF THE GUARD *Reported by Rudi Schuegraf, EAS Senior Vice President*

The main functions of the Stakeholder Advisory Board (**SAB**) are set out in the **MB** (Management Board) Decision 20-2015 and in its Rules of Procedure. The Group composition of the **SAB** plenary is defined in **MB** Decision 1-2016. Those of its Technical Committees (**TECs**) and (overarching) Committees (**COMs**) are set-out in Annex I to the Rules of Procedure. To date, ten **TECs** and **COMs** are mentioned in the Rules of Procedure.

Details on structure, membership and working methods of the **SAB**, **TECS** and **COMS** are also provided in the **SAB** Rules of Procedure.

Since the early days of Europe Air Sports, the interests of our members were defended ('guarded') by expert representatives, in all the consulting bodies established by the European aviation regulatory bodies. EASA has over the years changed and amended the existing consulting system. As time goes by, the EAS representation must be updated. In the following chart you find the change of your guards in the EASA **TECs** and **COMs**.

First, your guard in the **SAB** Plenary is Michel Rocca, replacing Rudi Schuegraf. Other roles are

Aerodromes (ADR.TEC)	Michel Rocca
Air Traffic Management / Air Navigation Services (ATM/ANS.TEC)	Michel Rocca
Design & Manufacturing (DM.TEC)	Werner "micro" Scholz
Engineering & Maintenance (EM.TEC)	Torkell Saetervadet Alternate: Patrick Pauwels
Flight Standards (FS.TEC)	Jean-Pierre Delmas, replacing Rudi Schuegraf
Certification (C.COM)	Werner "micro" Scholz
Commercial Aeroplane Safety Committee (CAS.COM)	Not applicable to EAS
Drones (D.COM), not yet set up	
General Aviation (GA.COM)	Julian Scarfe, vice-chair, J-P. Delmas, Henrik Svensson
Rotorcraft (R.COM)	Not applicable

Michel Rocca reports on two further topics:

EXPERT GROUPS

During this period of time, expert groups are flourishing in the European Union institutions. Some are related to the COVID-19 sanitary crisis, others to the Return-to-Normal-Operations amongst the General Aviation community.

For those of our specialist readers, it is worthwhile mentioning that on drones the following bodies are active and should not be confused:

➤ **One expert group is named the 'Commission expert group on aviation safety'**

They met on 2 July to further discuss topics on the table of the EASA Committee. These were



- the common European risk classification scheme
- runway safety and aeronautical data
- the introduction of alleviations that permit the production of certain parts and appliances to be used during maintenance without the need for an EASA Form 1
- the introduction of new requirements on ageing aircraft.

Jodel DR1050 (photo Ad Meskens Wikimedia)

➤ **Another expert group is named the 'Informal expert group on drones'**

They met on 3 July to present the state of play for this specific field of aviation. This includes UAS (Unmanned Aircraft Systems) regulatory framework as regards standard scenarios for operations executed in or beyond the visual line of sight (BVLOS). They also discussed the draft U-space regulatory framework for which the drafting of the AMC/GM (Acceptable Means of Compliance/Guidance Material) will start in October.

We will keep you informed of the outcome of these groups as well.

SURVEILLANCE PERFORMANCE AND INTEROPERABILITY (SPI) REGULATION

We have been consulted by EASA on the draft AMC/GM to the so-called SPI regulation. This deals with requirements on secondary surveillance radar transponders (SSR) and requirements on Automatic Dependent Surveillance-Broadcast (ADS-B).

Five comments have been sent to EASA, including one regarding the need to undertake an aircraft check before the next flight, whenever an anomaly is detected or reported on a specific aircraft.

We feel that it is not reasonable that a single detection or report of an 'anomaly' grounds an aircraft until it can be checked. Some pragmatic guidance is required.

Nils Rostedt reports from the Programme Manager's Desk

EASA PROPOSED SPECIAL CONDITIONS FOR GYROPLANE COMBINED WITH ROAD VEHICLE USE

In July, EASA published draft "Special Condition (SC)" pan-European airworthiness requirements for a new type of aircraft, a combined gyroplane and road vehicle (car/motorcycle) with maximum mass up to 1000 kg. Europe Air Sports studied the draft and concluded that this proposed new regulation should not directly affect today's rules for gyroplanes up to a maximum weight of 600 kg, as these aircraft are successfully regulated by national regulations, unless the manufacturer chooses to "opt-in" to the EU rules.



Notably, this SC does not address pilot licensing of these aircraft. This is a topic where EAS needs to be vigilant in the future.

(Photo: haulnride.com)

EASA GUIDANCE ON CLASSROOM TRAINING IN COVID-19 TIMES

In August, EASA published a guidance paper on virtual classroom instruction and distance learning in relation to the COVID-19 pandemic. This is of interest to organisations providing training towards LAPL, PPL, SPL and BPL licences as well as maintenance ratings. This guidance paper, as well as other useful COVID-19 related EASA information, can be found here: <https://www.easa.europa.eu/the-agency/coronavirus-covid-19>.

EAS MEMBER SURVEY: HOW HAS COVID-19 IMPACTED GENERAL AND SPORTS AVIATION?

As part of the ongoing COVID-19 Task Force cooperation between EASA and EAS, we surveyed the impact of the pandemic on our members by means of a questionnaire in early September. A good number of our member associations replied, with special thanks to European Gliding Union who obtained replies from many of its members.

The outcome is more a collection of "best effort" estimates by the respondents rather than a set of statistical figures, as numbers on e.g. flight hours are typically only collected on an annual basis. Nevertheless, here is a summary:

- Activity levels are definitely down from last year, but the amount varies from 20-30% to 50% for the year to date.
- In some countries the activity has now bounced back almost to last year's level, while in others where restrictions remain, flying is still limited.
- Variations in activity are due to many factors, but mainly a direct result of the different flying restrictions imposed by authorities in each country.
- Competitions, public flying events, and club-level social events are hit especially hard due to social distancing restrictions.
- The recent "second wave" of COVID-19 threatens to undermine any hopes of a normalisation before the end of this year's season.

Against this background, the Task Force in a recent Webex meeting agreed to continue drafting a "Return to Normal" roadmap. This should provide guidance on how the General and sports aviation community can continue to thrive and keep aviation as popular as today. The EAS Task Force team is headed by J-P. Delmas.

PS: The Task Force plans to build a more accurate view of the situation after year's end, when the fiscal year of most associations end and the annual numbers are counted. So dear EAS members, we hope that you can then again help us with data!

EASA CONSULTATION FOR "PROPOSED SPECIAL CONDITION FOR LIGHT UAS".

On 20 July, EASA issued a consultation on the "Proposed Special Condition for Light UAS" which contains airworthiness requirements for unmanned aircraft with a maximum weight of 600 kg. While Europe Air Sports is not itself involved in the design of these aircraft, we will most probably need to fly in nearby airspace at some point in the future. Therefore it is good to monitor this new regulation at an early stage.

The consultation closed on 30 September. We studied the draft and it appears the requirements are on a pretty high level in terms of safety, and consistent with EASA's policy that unmanned aviation shall be at least equally safe as today's commercial air transport. However, it seems that some topics (such as noise and birdstrike protection) are either not addressed yet or will need to be included somewhere in the future regulation of these aircraft.

KEY CONTACTS

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LOUIS BERGER

Louis Berger died aged 90 in August 2020 in Brussels. EAS Senior Vice-President Rudi Schuegraf writes:



Europe Air Sports was founded in 1988 on the initiative of Fred Marsh. One of his accompanying fellow pioneers was Louis Berger, at that time a retired Colonel of the Belgian Air Force.

Louis joined the Europe Air Sports board as vice-president from the first General Conference and served with unlimited dedication until he retired from his office in 2012. His dedication, his engagement helped in the early days of EAS. His profound knowledge of the European theatre and his expertise with the parliamentary environment and members of parliament successfully started the effective EAS cooperation with the Brussels based European institutions.

But Louis Berger and his heart, his main dedication was about microlight aircraft. He wanted them to develop into the European standard for leisure airplanes. In the mid-nineties he was pushing the microlight definition to and through FAI and the Joint Aviation Authorities in Hoofddorp. His engagement in EAS was extremely successful. The definition was and still is the base for the steady technical progress of the worldwide microlight theatre. Louis second achievement led to the foundation of the European Microlight Federation, an association to ensure the optimum operation with microlights in the European theatre.

The whole European aviation community would like to thank Louis Berger for his dedicated work over 30 years. Europe Air Sports thanks him for more than 20 years effective cooperation and contributions to our work. We will all not forget him.

Rieteke van Luijt, EAS Vice President and recently retired President of the European Microlight Federation adds this personal tribute

In Memoriam Louis Berger

"Les passionnés de l'air décollent un jour pour un voyage sans retour."

(Air enthusiasts take off one day for a journey of no return)

With these words we regret to inform you that Louis Berger started his last flight at the age of 90.

In 1988 Louis was one of the founders of Europe Air Sports and for many years he also represented Belgium in the European Microlight Federation. He was "our man in Brussels". Louis introduced and guided us through the complicated EU rules system. His knowledge and ability to get the latest important news from the rule makers was impressive. We had many interesting discussions, although we did not always agree.

Flying was his passion. Professionally, he was a high-ranking pilot in the Belgian Royal Air Force. He wanted more people to share the joy of flying, but in an accessible, affordable, and uncomplicated way. So at the end of the 1970s, along with some others, he developed ultra-light flying. He was one of the very active lobbyists for our sport.

We keep many good memories of this inspiring person who has meant so much to recreational aviation.

Our sincere condolences to Josette, his children and grandchildren.