



MARCH 2022



Thoughts of summer - over the Mediterranean (Photo Manfred Kunschitz)

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 – ANDREA ANESINI



Dear readers, dear members of Europe Air Sports, I would like to introduce the newsletter of March 2022 recalling the results that the EAS team has achieved in the past three years, often successfully concluding activities started in previous years, but also undertaking completely new ones.

At the outbreak of the pandemic two years ago we asked ourselves if and how our work could proceed. Today I can declare with satisfaction that we have managed not to interrupt it, also learning to use well the new virtual relationship technologies that have become available.

Here then is the list of results obtained.

Over the past years the EAS team has continued to engage with EU decision-makers at all relevant levels. This engagement has resulted in concrete improvements for the sports and recreational aviation community, including:

- **Annex I aeroplanes:** the hours flown on Annex I aeroplanes (e.g. microlights) count towards the revalidation requirements of the PPL and Light Aircraft Pilot's Licence (LAPL A). Check your national regulation for details.
- **General Aviation aircraft:** maintenance requirements have become more reasonable for our community with the new Part M Light. This effort continues in the areas licensing (Part-66) and training (Part-147) for maintenance personnel.
- **General Aviation aircraft:** with the adoption of Part 21 Light, the design and airworthiness requirements for the low end of General Aviation will soon be drastically simplified. [EASA Opinion 05/2021](#) contains further details.
- **General Aviation aircraft:** Certification Specifications to allow Standard Changes and Repairs have been issued and are regularly updated to reduce costs for aircraft owners and operators. An issue 4 is expected soon.
- **Microlights:** an increase of the MTOM (Maximum Take-off Mass) to 600kg/650kg is now possible (based on the national opt-out rule). A list of opt-outs can be found [here](#).
- **Model flying:** an exemption for model flying, in a club type environment, from European regulation regarding drones.
- **Sailplanes and balloons:** Dedicated rulebooks have made relevant regulations a lot more accessible and easier to read.
- **Improve and strengthen the relationship with the European regulators:**
 - Top level representation at the European Commission and EASA regarding the developing policy on drones, stressing that access to U-Space airspace for manned aviation must be safe, free, practical and technologically feasible.
 - EASA has followed our request to produce consolidated books for all relevant areas: the EASY Access series contains the regulation, the Means of Compliance and Guidance Materials for each topic published, electronically available at no charge.

- Europe Air Sports is also represented in several of the Advisory Bodies of the European Aviation Safety Agency (EASA). We actively contribute to the development of the Agency's European Plan for Aviation Safety (EPAS) as well as future-oriented rulemaking topics such as electric and hybrid-powered aircraft.
- We also supported EASA in the initial stages of the Covid-19 pandemic, assessing its impact on the General and Recreational aviation sector in the EU.

Now a complex season awaits us, mainly made up of governments' priorities and, on the part of EAS, of the new phenomenon of Drones and the impact that their flight activity will have on airspace.

It will not be an easy task, but the EAS team is well prepared, and our relationship with the institutional and industrial counterparts is on the right path.

As always, we will ask you to be close to us, with suggestions and valuable information on the evolution of the issue in all European Member States.

Together, I am sure, we will be able to defend our freedom to fly.

TOWARDS A DRONES STRATEGY 2.0 by *Timo Schubert*

The European Commission's work, hoping to promote drones as part of a sustainable and smart aviation system, is advancing at high speed. Following the adoption of the framework regulation concerning (among other things) the certification and operation of drones in U-Space airspace, it is now already working on the Drones Strategy 2.0 for the period up to 2030, when – according to the Commission – drones will play a role in everyday life.

Commercial drone (Photo Manny Williamson)



As pointed out by Andrea Anesini, President of Europe Air Sports, in the November edition of this newsletter, these developments are of primary importance to our community and a key focus of our work at EU political and technical levels. Our organisation is in continuous dialogue with the European Commission and EASA to contribute to the evolving strategy and regulation. These representative activities have one prime objective: ensuring that sports and recreational aviation can continue to fly safely and without additional restrictions or costs generated by the emergence of commercial drones in airspace typically used by our community.

Since the last update, Europe Air Sports has participated in numerous events in order to ensure effective representation. Andrea Anesini has participated in meetings at the Drones Leaders' Group. He represents our community at the highest possible political level and in direct interaction with Henrik Hololei, Director General of the European Commission's DG MOVE (Transport Commission), EASA's Executive Director Patrick Ky and leaders of the European aviation ecosystem. In the meantime, EAS Board Member Michel Rocca has contributed to the more technical but no less important work of the European Drone Expert Group and EASA's working group on electronic conspicuity, hoping to ensure any future equipment requirements are kept at a bare minimum (e.g. using a smartphone to be electronically visible).

Our comments on the draft AMC/GM (Accepted Means of Compliance/Guidance Material) to the U-space regulation are under preparation to be sent out by 15 March. (See more details from Nils Rostedt below).

Regarding the Drones Strategy 2.0, Europe Air Sports has submitted its written responses to the Commission's consultation and taken a detailed interview to feed into the further work in this area. Also, our presence has been secured in the meetings of the European Network of U-space Stakeholders, within the remit of Eurocontrol.

These activities will continue throughout the year and Europe Air Sports will make sure representations continue at the right level, with the right message and with an insistence on the needs of our community.

NPA 2021-14 – AMC AND GM FOR THE U-SPACE REGULATION *Nils Rostedt adds this contribution to the U-space news*

This ongoing rulemaking task, relating to AMC (Acceptable Means of Compliance) and GM (Guidance Material) is of major importance for EAS and its members.

Briefly, from the 26 January 2023, it will require Member States to conduct a risk assessment study before designating any U-space airspace. Subsequently, it will require manned aircraft flying in any U-space airspace not controlled by ATC to have an "Electronic Conspicuity" (EC) transmitter on board transmitting position data to ground-based USSPs (U-space Service Providers) which then direct drones to avoid the manned aircraft.

The consultation is ongoing until the 15th March 2022. A first workshop was conducted virtually by EASA on 15 February, attracting more than 500 attendees who had many comments and questions (<https://www.easa.europa.eu/newsroom-and-events/events/workshop-npa-2021-14-amcgm-support-u-space-regulatory-framework>).

As an overall summary of our analysis so far, the NPA (Notice of Proposed Amendment) seems to address most of the four principles set out by EAS in our "Position Paper on U-space". However, there are still a number of major open questions, basically on the theme "is the proposed EC system safe enough?" As it seems EASA is extremely keen on applying the U-space regulation very soon on 26 January 2023, it unfortunately seems that scope for proposals for improvement is quite limited, at least for the initial phase. It now seems that the topic of Electronic Conspicuity will continue to evolve and blend into the broader subject of "iConspicuity" for manned aircraft. EAS will have to continue to be vigilant here in order to meet our members' wishes for affordable, yet safe and efficient technical solutions to this topic.

SUMMARY OF THE OPTIONS TO BE ELECTRONICALLY CONSPICUOUS

as presented at the above-mentioned workshop and contributed by Michel Rocca

Certified ADS-B out

- ✓ ICAO standard
- ✓ Already installed
- ✓ All elements in place

SRD 860 Band

- ✓ Utilises past investments
- ✓ Affordable infrastructure
- ? Standardization

Mobile Telephony

- ✓ Existing infrastructure
- ✓ Affordable to new users
- ? Needs further actions



Next we present two more reports from Nils Rostedt:

GYROPLANES NEW REGULATIONS



Gyrocopter at Löchgau (Wikipedia)

Amongst the new rulemaking efforts for new exotic aircraft like drones and eVTOL (electric vertical take-off and landing) aircraft, EASA is also developing regulations for gyroplanes, a rather old aircraft category. According to Article 2(1)(a) and (b) and Annex I point 1(f) of Regulation (EU) 2018/1139, gyroplanes

with a maximum take-off mass (MTOM) of more than 600 kg or with more than 2 seats fall within the scope of the common European rules in the field of civil aviation.

Many of us are familiar with light two-seater gyroplanes (usually called gyrocopters or autogyros), which are thriving under national regulation in many European countries. The impetus for this new heavier, up to four-seater, gyroplane category comes from a Dutch entrepreneur who has actually designed a road-capable gyroplane.

The EASA NPA (Notice of Proposed Amendment) proposal, however, does not address the roadability but is written to cover the flying aspects of these vehicles.

The proposal covers the licensing of gyroplane pilots and instructors, and introduces a new European PPL(G) pilot licence as well as FI(G) instructor rating. In addition it covers operational requirements for gyroplanes flown in Non-Commercial Operations i.e. the Part-NCO category.

For both topics, EASA has drawn on the expertise of the existing gyroplane community and thus EASA had only minor comments to the NPA proposal. It will be interesting to see how successful these new heavier gyroplanes and their associated licences will become in the market! Gyrocopters under national responsibilities are not affected.

NPA 2021-15 - CONTINUING AIRWORTHINESS RULES FOR ELECTRIC & OTHER NON-CONVENTIONAL AIRCRAFT

This [NPA \(Notice of Proposed Amendment\)](#) proposes to amend the different Annexes to Regulation (EU) No 1321/2014, the "maintenance regulation". This aims to address the regulatory gaps that EASA has identified. These relate to non-conventional aircraft (i.e. aircraft other than aeroplanes, rotorcraft, sailplanes, balloons or airships) or aeroplanes or rotorcraft with a powerplant other than a piston engine or turbine.

This proposal can be seen as an extension of the existing Continuing Airworthiness regulations in Part-M, Part-ML, Part-66, Part-145, Part-147, Part-CAMO and Part-CAO.

The 74-page consultation is open until 21 March 2022. Europe Air Sports will submit a response to EASA and has started a small project group for that purpose, but all EASA members are invited to send their suggestions regarding the changes proposed in the [NPA](#). Please send them to: n.rostedt@europe-air-sports.org.

Senior Vice-President Rudi Schuegraf reports on several topics:

SAFETY PLANS, PROGRAMMES AND MANAGEMENT SYSTEMS – A QUICK EXPLANATION

The European Plan for Aviation Safety (EPAS) constitutes the regional aviation safety plan for EASA Member States. It sets out the strategic priorities, strategic enablers and main risks that affect the European aviation system and the necessary actions to mitigate those risks and to further improve aviation safety. EPAS is a 5-year plan that is constantly reviewed and improved, and updated on a yearly basis. The plan is an integral part of EASA's work programme and is developed by EASA in close consultation with the EASA

Member States and industry. It is driven by Regulation (EU) 2018/1139, the EASA Basic Regulation, to ensure the application of ICAO safety management principles that are fundamental to the continuous improvement of civil aviation safety. EAS as an experienced and recognised partner to EASA is highly involved in contributing our positions.

The **State Safety Programme (SSP)** and the **State Plan for Aviation Safety (SPAS)** are an integrated set of activities aimed at improving safety at national level. It takes the EPAS into account but looks also at the specific safety challenges of the Member State. It is nevertheless important that the SSP incorporates the actions identified in the EPAS in addition to using data and safety information at national level, so as to identify the main threats to safety risk control affecting a Member State's civil aviation safety system.

The SSP is generated through an active process that manages the main risks at national level. The necessary actions to mitigate those risks are then outlined in the annual **SPAS**, which is also called the National Aviation Safety Plan (NASP) in ICAO terminology.

As the SSP is generated at national level, Europe Air Sports is not involved in that process. The National Air Sports organisations are the ones to become active and not only monitor the process but should actively accompany the developments. The Member States have much room to manoeuvre in the regulatory theatre depending on their assessments of the risks. For the free activities of an aviation community of a Member State, it is important that the position of the stakeholders are considered by the authorities while developing and drafting a national Safety Plan. EAS can assist and give advice to the national air sports organisation but activities are necessary at national level by the airsports experts.

EUROPE IS ABOUT TO BAN TETRAETHYL-LEAD (TEL)

In the last newsletter edition in November, we reported about the activities of the European Chemical Agency (ECHA) to transfer **Tetraethyllead (TEL)** as a toxic substance to the **REACH (Registration, Evaluation, Authorisation and Restriction of Chemicals)** register. The UK-produced additive **TEL** is needed, to produce **AVGAS 100 LL** to deliver 100 Octane to engines with high compression. Apparently, no decisions are officially published yet to place **TEL** on the **REACH** register. We know from reliable sources that all Member States voted for this process. It can be expected that the official regulation might be published in March 2022; the consequences have to be assessed and communicated afterwards. We will keep you posted. **AVGAS 100 LL** itself is not banned.

ICAO PUBLISHES ELECTRONIC LIBRARY

*The old style of library being replaced by the new!
Read on for details*

Since the International Civil Aviation Organisation, the ICAO, was founded in 1947, the standards developed and set up by this UN organisation, consisting of 193 contracting states, were made available to the interested public community. But the price was high; the standards, called "Annex", were in printed form, only available to the public user for the payment of many dollars.



ICAO's core function is to maintain an administrative and expert bureaucracy (the ICAO Secretariat) to set up and update the Annexes which are endorsed by national governments through the ICAO Assembly, or by the ICAO Council which the assembly elects.

Industry and civil society groups and other concerned regional and international organisations also participate in the exploration and development of new standards at ICAO, in their capacity as 'Invited Organisations'.

Now, 74 years after its founding [ICAO](#) recently launched [ICAO eLibrary](#) – an online digital publications repository that features Standards and Recommended Practices (SARPs) for International Civil Aviation, Conventions and Related Acts, a total number of 430 e-books.

The ICAO eLibrary provides public access to ICAO's regulations and legal documents in a read-only format, free of charge. The multilingual platform operates in official UN languages (Arabic, Chinese, English, French, Russian and Spanish).

It provides personalised reading experience to highlight, comment and bookmark publications. The latest selected ICAO publications are available in the [ICAO eLibrary](#) at any time on any device. The collection of ICAO publications will be continuously expanded with new content added every month. We recommend that you check the website regularly for updates. At the moment, Annex 1, Personnel Licensing, is the last one which should be added to the library in March 2022.

In total, at present 19 Annexes form the Standards affecting international aviation. Here follows a short list of the headlines:

Annex 1 – Personnel Licensing.

Annex 2 – Rules of the Air.

Annex 3 – Meteorological Service for International Air Navigation.

Annex 4 – Aeronautical Charts.

Annex 5 – Units of Measurement to be Used in Air and Ground Operations.

Annex 6 – Operation of Aircraft.

Part I – International Commercial Air Transport – Aeroplanes.

Part II – International General Aviation – Aeroplanes.

Part III – International Operations – Helicopters.

Annex 7 – Aircraft Nationality and Registration Marks.

Annex 8 – Airworthiness of Aircraft.

Annex 9 – Facilitation.

Annex 10 – Aeronautical Telecommunications.

Volume I – Radio Navigation Aids.

Volume II – Communication Procedures including those with PANS (Procedures for Air Navigation Services) status.

Volume III – Communication Systems.

Volume IV – Surveillance and Collision Avoidance Systems.

Volume V – Aeronautical Radio Frequency Spectrum Utilisation.

Annex 11 – Air Traffic Services.

Annex 12 – Search and Rescue.

Annex 13 – Aircraft Accident and Incident Investigation.

Annex 14 – Aerodromes.

Volume I – Aerodrome Design and Operations.

Volume II – Heliports.

Annex 15 – Aeronautical Information Services.

Annex 16 – Environmental Protection.

Volume I – Aircraft Noise.

Volume II – Aircraft Engine Emissions.

Volume III – Aeroplane CO₂ Emissions.

Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation

Annex 17 – Security.

Annex 18 – The Safe Transport of Dangerous Goods by Air.

Annex 19 – Safety Management.

EVENTS

AERO FRIEDRICHSHAFEN 2022

The GA exhibition will take place at Friedrichshafen on the shores of Lake Constance (the Bodensee) in southern Germany, from Wednesday 27 April to Saturday 30 April. Europe Air Sports is planning to attend and we will supply more details soon.

EASA GENERAL AVIATION SEASON OPENER EVENT 2022

With the days getting longer and spring coming closer, the flying season will start soon. The European Aviation Safety Agency EASA has announced the dates for its annual "General Aviation Season Opener" event which will take place on **14 to 25 March 2022** under the banner "Be Ready - Fly Safe".

This year the Season Opener is spread over more than a week, so there will presumably be interesting activities regardless of what your favourite mode of aviation is! Follow the event website [here](#) where an agenda outline is already published!

EUROPE AIR SPORTS GENERAL CONFERENCE 2022

At a recent meeting, the Europe Air Sports Board decided that it is unfortunately too soon to arrange a face-to-face meeting. The General Meeting will therefore take place online on 9th April. At this meeting we will attend to the formalities of the election of a President and Board members and approval of the finances. Pierre Léonard, Secretary of Europe Air Sports, has circulated full details.

We hope that it will be possible to hold a 'Technical Conference' in September, when there will be presentations and discussions about regulatory and other matters of importance to our members. Details of this will be notified as soon as it is possible to make a decision.

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