

Europe Air Sports

Safeguarding the interests of all air sports
and general aviation in Europe



Who are we?

- Europe Air Sports represents **700.000 private pilots** of all air sports in Europe
- Our members are:
 - National Aero Clubs
 - Air sport federations and unions
 - ⊙ EGU – European Glider Union
 - ⊙ EMF – European Microlight Federation
 - ⊙ EBF – European Ballooning Federation
 - ⊙ EHPU – European Hanggliding and Paragliding Union
 - ⊙ EPFU – European Powered Flying Union
 - ⊙ EMFU – European Model Flying Union
 - ⊙ EFLEVA – European Federation of Light Experimental and Vintage Aircraft
 - ⊙ PPL/IR Europe - Private Pilots in Europe that are operating under IFR



EAS People

- President Andrea Anesini, Italy
- Senior Vice-President Rudolf Schuegraf, Germany
- Treasurer, Manfred Kunschitz, Austria
- Vice-President Jean-Pierre Delmas, France
- Vice-President, René Heise, Germany
- Vice-President, Patrick Pauwels, Belgium
- Vice-President Michel Rocca, France
- Vice-President Julian Scarfe, United Kingdom
- Vice-President Rieteke van Luijt, The Netherlands

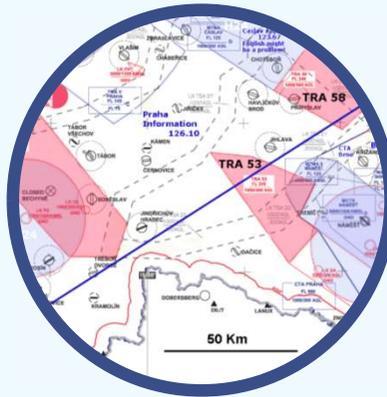
- Secretary General Pierre Leonard, Belgium
- Programme Manager Nils Rostedt, Finland
- EU Policy Adviser Timo Schubert, Germany
- Newsletter Editor Diana King, United Kingdom



Obstacles to your freedom to fly



Design standards limiting the use of new technology



Airspace restrictions limiting access for air sports



Airline style regulations not fit for GA



Equipment mandates with no user benefits





Complicated
and outdated
maintenance
standards



Airline style
requirements
for flight
schools



Outdated
restrictions on
microlight
take-off mass



Excessive
medical
standards



Who are the players?

National
Aero Club



EUROCONTROL



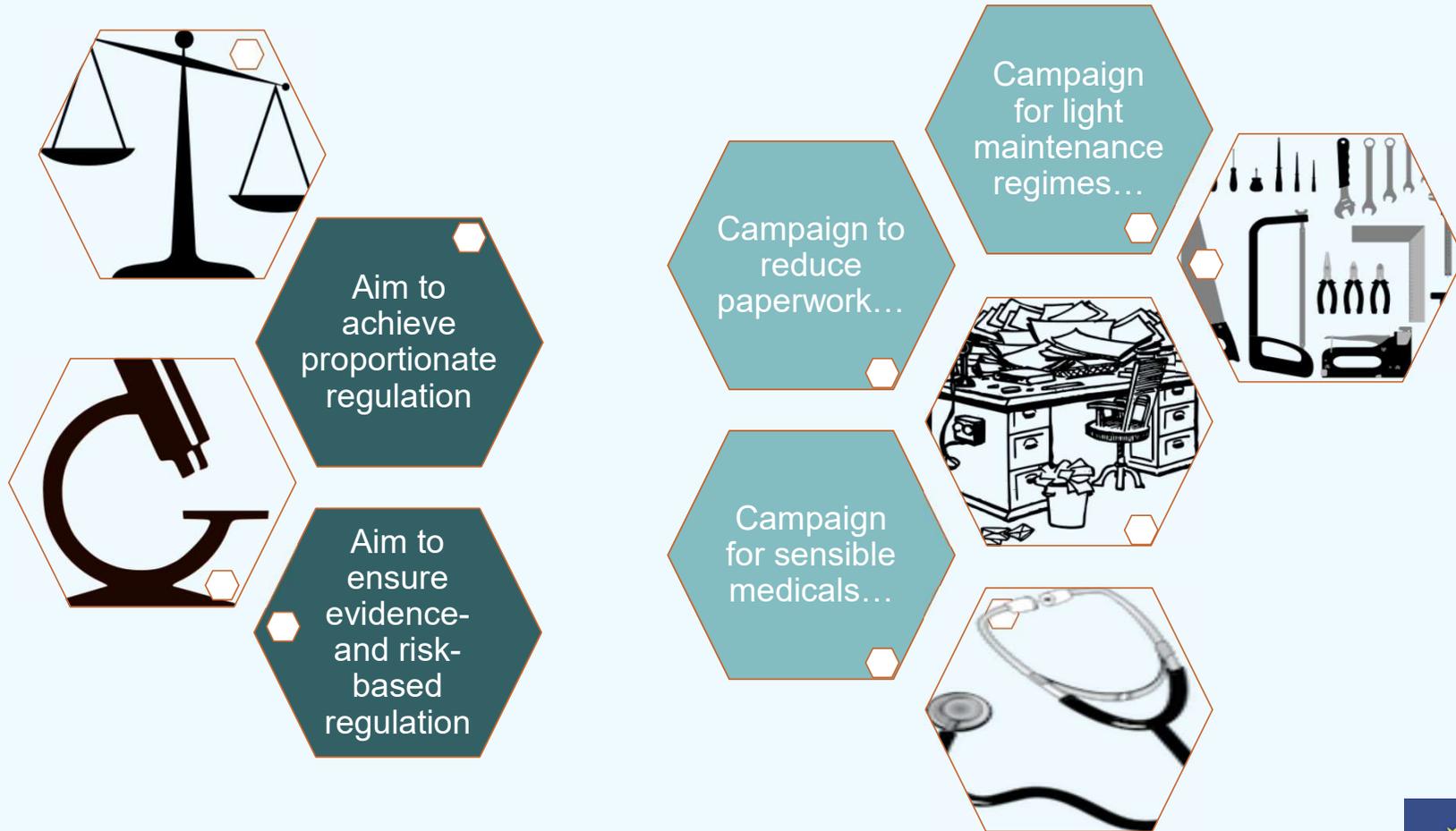
EUROPE AIR SPORTS

CAA

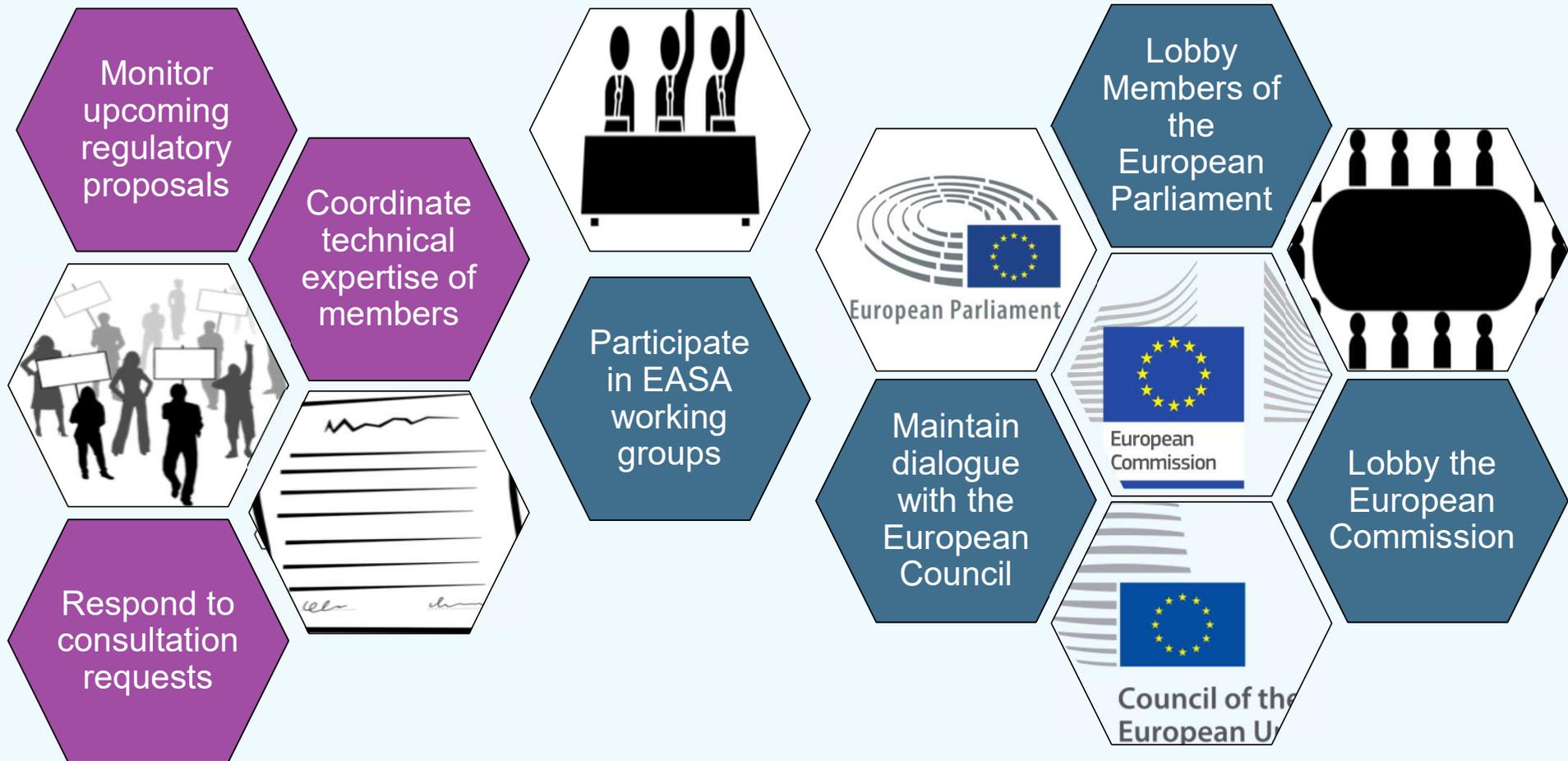
EUROPE AIR SPORTS



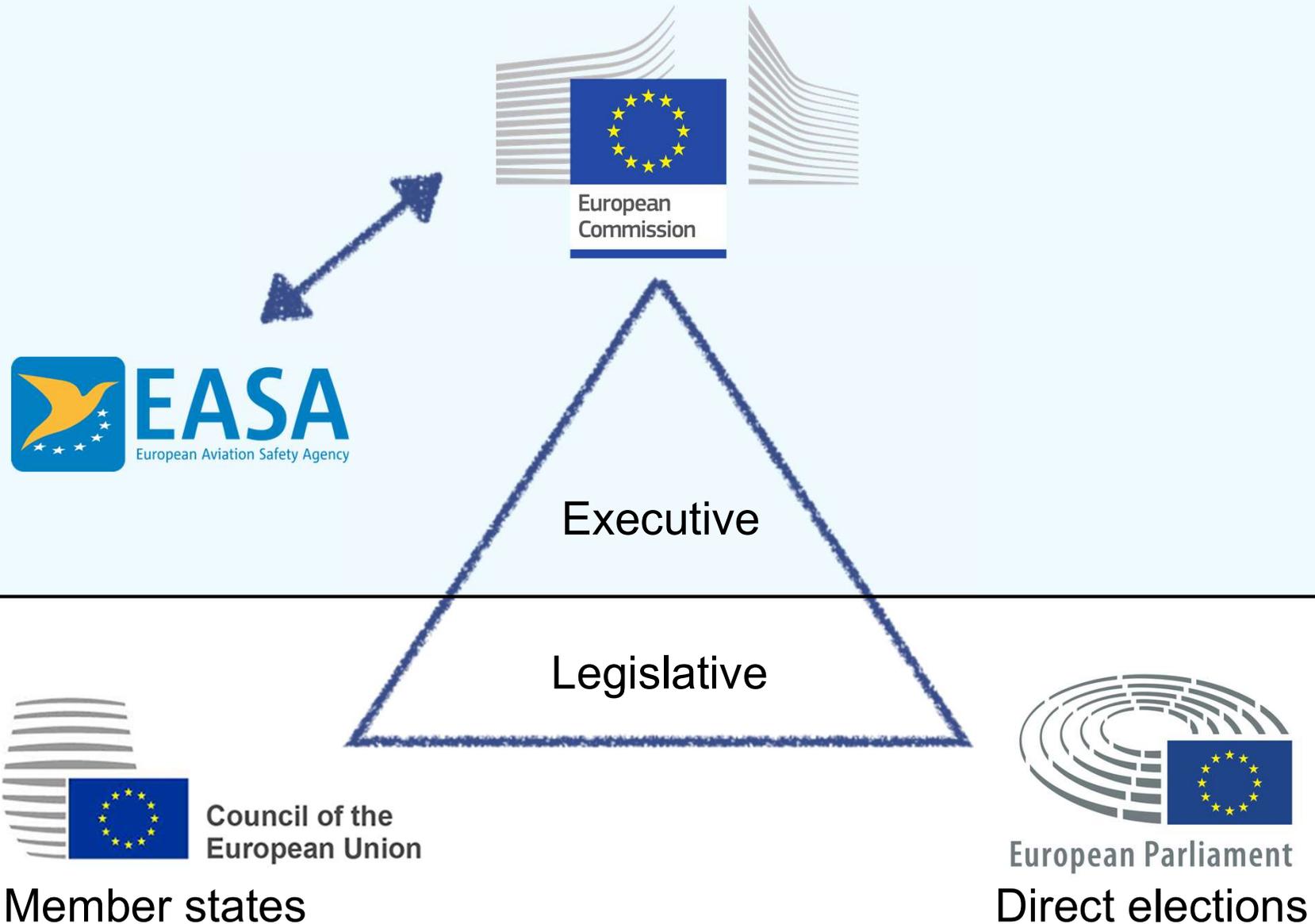
What do we do?



How do we do it?



The European Triangle



Successes so far I



Simplified
maintenance
for aircraft up
to 1,200kg



No en-route
charge for
aircraft up to
2,000kg



EASA
Roadmap for
regulation of
General
Aviation



Simpler
medical
regime (LAPL
medical)



Successes so far II



Modifications
made easy
(CS-STAN)



Less
complicated
occurrence
reporting



Simplified
balloon flying
regulations



Simplified
sailplane
regulations



Successes so far III



Self-declared
training
organisations
(DTO)



New Basic
Regulation
including
proportionality
in its core



Straight-
forward
maintenance
license
(Part-66 L)



Option:
Increased take-
off mass for
microlight
aircraft (600 kg)



In the pipeline I (end 2019)

- Extension of the option for aircraft owners to self-declare the maintenance programme for aeroplanes up to 2,730kg and rotorcraft up to 1,200 kg (Part-M Light)
- A simpler aircraft certification regime (Part-21 proportionality)
- Easier access to instrument flying (BIR)
- A simpler instructor rating for the initial issue of LAPL, PPL(A), SPL and BPL
- Further additions to standard changes and repairs (CS-STAN issue III)



In the pipeline II (end 2019)

- Access to airspace
- Crediting of flight time on Annex I aircraft for the currency requirements of LAPL and PPL
- Flight instruction for the initial issue of LAPL and PPL(A), SPL and BPL
- Model flying within the context of EASA's regulatory powers regarding drones



Recent update I (Feb 2020)

| | |
|---|-------------|
| EASA NPA 2019-07 Management of Information security risks in aviation organisations – ELA2 aircraft to remain exempted | Sep 2019 |
| ToR RMT.0278 Ground Handling - Proportionality: A small aircraft landing at an airport does not need the same set of ground handling services as an airliner. | Oct 2019 |
| Draft GM/AMC for Part- CAO and Part-ML - EAS comment: Generally OK | Oct 2019 |
| EASA Advisory Body Consultation about the planned Opinion "High Level regulatory framework for the U-space" (RMT- Rule Making Task 230) - EAS commented, highlighting the particulars of light aircraft. | Oct 2019 |



Recent update II (Feb 2020)

| | |
|--|-------------|
| EAS DEFENDS INTERESTS OF MEMBERS AT AMSTERDAM DRONES WEEK - EAS position paper on U-Space presented Four principles : safe, simple, free and technologically feasible | Nov 2019 |
| EPAS – European Plan for Aviation Safety 2020-2024 published | Dec 2019 |
| Proposed Electric Propulsion Units for CS-22 Sailplanes and Powered Sailplanes, CS-LSA Light Sport Aeroplanes, CS-VLA Very Light Aeroplanes and CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes up to Level 1 | Jan 2020 |
| Public Consultation on the Evaluation of Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation - EAS commented about lack of feedback to pilots | Jan 2020 |



Recent update III (Feb 2020)

| | |
|---|---------------------------|
| EASA Consultation on Best Intervention Strategy: Airborne Collision Risk - EAS highlights the particulars of light aircraft and the Position Paper | Jan 2020 |
| Revision of SPI regulation (ADS-B mandate) SPI = Surveillance Performance and Interoperability - EAS supports that light aircraft remain exempted | Closed 10.2 |
| EASA NPA 2020-02 All Weather operations: Revised rules for non commercial IFR operations | Open until 9.3 |
| EASA Proposed Special Condition : Electric / Hybrid Propulsion System | Open until 6.3 |
| EASA consultation on Best Intervention Strategy : Weather to Pilots consultation | Open until 6.3 (FC) |



Follow us – read the EAS Newsletter

Published approx. 6 times per year

<http://www.europe-air-sports.org/activities/newsletter/>


NEWSLETTER
EUROPE AIR SPORTS

DECEMBER 2019



*Winter soaring on the border between England and Wales, with the Welsh mountains in the distance
(Photo: Simon Hodges)*

News in this issue:

- Occurrence Reporting - Reminder..... 1
- Easier access for general aviation pilots to instrument flight rules (IFR) flying..... 2
- Revision of balloon and sailplane licensing requirements (Part-FCL)..... 2
- EAS defends interests of members at Amsterdam Drones Week..... 3
- More about drones! October U-Space Consultation 3
- News of regulations for crediting of flying hours..... 4
- New: EASA Consultation on Best Intervention Strategy for Airborne Collision Risk 4
- From the Programme Manager's Desk 5
- Medical Topics 5
- 2020 Europe Air Sports General Meeting - reminder 6
- Sign up for the newsletter! 6
- Key contacts..... 6

OCCURRENCE REPORTING - REMINDER

Public Consultation on the Evaluation of Regulation (EU) No 376/2014 on the reporting, analysis and follow-up of occurrences in civil aviation

In 2012, the [European Commission \(EC\)](#) decided to extend the original regulation of 2003, which was tailored to the needs and risks of Commercial Air Transport, to all aviation, including private pilots and private flights on light aircraft.

This was the wrong tool for a good idea.


NEWSLETTER
EUROPE AIR SPORTS

OCTOBER 2019



ASK 16 at Grenchen (Rene Meier)

News in this issue:

- European Regulatory Summary 1
- Position Paper – U-Space 3
- Part 21 (Light) – a summary..... 5
- Validity of certificates related to Brexit..... 7
- Sign up for the newsletter! 8
- 2020 Europe Air Sports General Meeting 9
- From the Programme Manager's desk 9
- Key contacts..... 10

EUROPEAN REGULATORY SUMMARY - Julian Scarfe summarises recent work

1. General

EPAS

EPAS – European Plan for Aviation Safety 2020-2024 consultation is completing and the EPAS will soon be finalised for presentation to the Advisory Bodies and EASA Management. [GA COM \(General Aviation Committee\)](#) has had extensive input, and we will continue to engage at this level to get sufficient resource to deal with the GA issues.

2. Initial airworthiness

600 kg Opt-out

In the Sep 2019 GA TeB (GA Technical Body) meeting (joint with [GA COM](#)), the [NAAs \(National Aviation Authorities\)](#) (coordinated by [FOCA – Swiss Federal Office of Civil Aviation](#)) reported on the status of the 600 kg opt-outs. The working document is unofficial, but it appears that there are about a dozen states who have or will shortly implement the opt-out, two who will not, and the rest are still to decide.



Thank you!
Kiitos!

