



APRIL 2021



The view from Sergio and Livia Calabresi's house in Gravera, close to the border between Northern Italy and France

(Photo by David Roberts)

See obituary on page 6

After a rather irregular production of the Newsletters during last year, I hope to return to more frequent but shorter issues. This one comes out as some people are beginning to return to flying. I hope that by the time the next one is due in May/June, many more of us will be back in the air. Diana King

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

Dear readers, dear pilot friends,

Once again I have to postpone the comment that we have come out of the pandemic tunnel to better times. But at the same time I can write that the impact of it on flight activities across Europe, for all categories of users of the airspace we represent, seem to have suffered to a lesser extent from the limitations imposed, with different impact, by most of the European countries.

According to the information received from EAS's Member Organisations, we must finalise an average 20% reduction in activities, less than expected, but with good news that comes from many countries of the continent: flying school activities have continued with the support of EASA and the National Civil Aviation Authorities, and above all it seems that the demand for education to obtain new licences, coming from young people interested in training for leisure flight but also for professional one, is growing almost everywhere.

If confirmed in the near future, it will represent a strong sign of resilience of our world, of our passions.

In this issue of our Newsletter you will have the opportunity to follow the uninterrupted activity that remote contact technologies have made possible for the Board and the experts of Europe Air Sports.

We have not reduced the pace of our activity in support of your EAS Member Associations, strengthening in particular those, relatively more recent, relating to ecological issues (the Green Deal) and the defence of the use of airspace by all leisure flight users (U-space regulation).

Naturally, the other activities which have already been underway for some time continued.

I hope to be able to celebrate the turnaround of the pandemic with you all in the first months of next summer.

For now, happy reading.

Andrea Anesini
Europe Air Sports President

NPA 2020-14 "SIMPLER, LIGHTER AND BETTER PART-FCL REQUIREMENTS FOR GENERAL AVIATION" – *Jean-Pierre Delmas assesses the proposed changes*

In general, most updates proposed in this NPA are correct and improve clarity.

In particular, it is the first attempt to create a regulatory framework for **FIs (Flight Instructors)** and pilots flying aeroplanes with electric engines and batteries.

The NPA drives in the right direction = keep on track towards more **competency-based training (CBT)**.

But the devil could be in the detail, and it still contains proposals that add complexity to complexity, or shift far away from **CBT**, for example for **FI** qualification and for pilot recency requirements on electric engine aeroplanes (although the recent return of two-year long experience in real conditions have demonstrated easy adaptation of both).

By the way, EAS is proposing to get rid of arbitrary quantitative requirements in Aerobatic and Night-VFR ratings.

EAS has prepared comments and proposals with sound rationale to bring the FCL Up-date proposal back on track towards more competency-based training. It also proposes that

less counterproductive quantitative provisions should be put in hard law, in order to ease rapid adaptation of the regulatory framework, to innovations delivered by the new technology industry.

NPA 2020-15 ON FLIGHT SIMULATION TRAINING DEVICES – *text by Michel Rocca*

The objective of this NPA is to introduce in the EU regulatory framework an innovative approach to the capabilities of future **flight simulation training devices (FSTD)**. This will ensure harmonisation with the 'Manual of criteria for the qualification of **FSTDs**' published by the International Civil Aviation Organisation.

Currently, about 1,400 **FSTDs** for aeroplanes are operated in EASA Member States and in third countries where EASA acts as the competent authority. They include 110 **Basic Instrument Training Devices (BITD)**, which represent the first level of **FSTDs**.

The NPA proposes to remove all the provisions related to **BITDs** in the Certification Specification - **FSTD(A)** as they will be no longer valid for initial evaluation. However, the existing **BITD** qualifications will remain valid as long as they are subjected to regular evaluation for compliance with the applicable requirements. As for the other **FSTDs**, their technical capabilities will be assessed on the basis of 12 features and 4 fidelity levels.

Our readers can learn more on this very specific topic thanks to the 'Introduction to EASA NPA 2020-15' video developed by TRAFICOM, the Finnish Transport and Communications Agency. See [Flight simulators and other FSTDs | Traficom](#)

PART 66-L – *Patrick Pauwels presents the latest situation*

The detected problem with the Part 66-L recency requirements was presented by EAS during the GA Task Force meeting in February.

A proposal of an adapted AMC (Acceptable Means of Compliance) was already drafted by EASA. This item will be further discussed during the upcoming GA Committee Technical Body meeting, where EAS is represented by Julian Scarfe, Jean-Pierre Delmas and Henrik Svensson.

U-SPACE UPDATE – *a report from Timo Schubert and Michel Rocca*

On 22 and 23 February the EASA Committee adopted the U-space regulatory package. The final versions of the documents were subsequently presented at the U-space informal expert group on 3 March 2021.

The legislation will be published in spring and will be applied from 26 January 2023.

The documents mostly deal with U-space operators, U-space service providers and other newcomer(s) - the Common Information Service provider(s).

With regard to manned aviation, you may remember that two situations are considered:

- Situation 1: You intend to enter a U-space airspace designated in an airspace of A to D class;
- Situation 2: You intend to enter a U-space airspace designated in an airspace of E to G class.

In situation 1, you will be allowed to proceed along your route provided that a 'dynamic airspace reconfiguration' is performed.

In situation 2, you will be allowed to proceed along your route provided that you make your aircraft electronically conspicuous to the U-space services provider(s).

After the adoption of a regulation comes the drafting of **Acceptable Means of Compliance (AMC)** and **Guidance Material (GM)**. Aware that 'the devil might be in the details', Europe Air Sports strived to get access to the relevant expert group. As explained during our General Meeting, our first attempt made last year was unsuccessful. Fortunately, we did better with our second attempt.



A key requirement for aircraft to fly in U-Space airspace is that they make themselves visible to the U-space services provider(s). The requirements regarding the electronic conspicuity technologies they must carry will be defined in the above-mentioned [AMC/GM](#).

Paragliders at a competition

Michel, Julian, Marc Asquith of the [European Hang Gliding and Paragliding Union \(EHPU\)](#) and Timo are pleased to report our very successful participation in EASA's Work Package 07 regarding electronic conspicuity.

This window of opportunity had opened up with the support of DG MOVE (European Commission) and EASA. The initial commitment was for EAS to have a single opportunity to present to this group of experts on electronic conspicuity, in order to brief them on the requirements of sports and recreational aviation. Shortly before the meeting, EASA was given the go ahead to accept EAS formally as a member. Thus, Michel has kindly agreed to be our representative.

The meeting went very well and included presentations by EAS and IAOPA (International Aircraft Owners and Pilots Association). Both GA organisations "sang from the same song sheet" asking for light, low-cost requirements. Our sector really made a very united and positive impression. The purpose of the WP07 expert group is to make recommendations to the U-space Steering Group, regarding guidance and [AMC](#) on electronic conspicuity. It's absolutely key for EAS to be represented here.

It was good to have [EHPU](#) on board as well, in order to demonstrate the specific needs of this air sports community.

Marc Asquith from [EHPU](#) concludes 'The [EHPU](#) Management Committee has expressed their satisfaction for the support received from EAS. As we have discovered over this year of pandemic, Government Departments of all Nations and Communities tend to overlook our disciplines and forget our 110,000 active aircraft, we were very pleased to have the opportunity to participate in this meeting and look forward to continuing to work closely with EAS on this issue in the future'.

We will keep you updated on the work in progress, mainly on the 'ways and means' to comply with the electronic conspicuity requirement.

FROM THE PROGRAMME MANAGER'S DESK

Nils Rostedt in an Aero L-39C Albatros jet trainer, made in Czech, an ex-Soviet air force trainer

Nils reports a busy month!

EAS-EASA cooperation: Return to Normal Operations

Highlights from the recent regular meeting of the EAS-EASA project group, chaired by Dominique Roland (EASA) and Andrea Anesini (EAS):

This was already the fifth meeting discussing the impact of COVID and how to enable a smooth return to operations. Unfortunately the COVID pandemic shows few signs of abating.

An EAS members' questionnaire confirmed that activity levels, while generally down, are not nearly so badly affected as commercial aviation. However, most associations do not expect a return to normal before 2022.

EAS brought up the problem of expiration of existing pilots' and technicians' privileges and ratings, and how to "keep them alive" by temporarily extending validity times and by other means.



NPA Consultations (Notices of Proposed Amendments)

NPA 2020-13, regular update of CS-22, deadline 14 March

EASA is modernising its certification specifications for sailplanes. This NPA was developed in close cooperation with the sailplane industry. Consequently the proposed reforms are positive, and this was also EAS's main message in its response. Thanks to Werner Scholz from the Sailplane Manufacturers Association, who provided many good comments.

NPA 2020-12, Review of Part-66, deadline 31 March

This NPA is about reforming the licensing requirements for Part-66 maintenance technicians. The analysis resulted in a significant number of pertinent comments on EASA's proposals, on several important topics related to the L (light) category licence:

- additional requirements on the practical assessment of Part-66L applicants
- need for improved modularity of the contents of the theoretical examination for the L licences
- impractical licence recency requirements for technicians working in traditional club-based maintenance environments.

Last but not least, we demand that a representative from the GA light aviation sector shall be included in the rulemaking group, which has not been the case so far.

The EAS NPA response was developed in a project group with several representatives from the powered flying and gliding sectors, including the European Gliding Union. Thanks for all the help and encouragement.

NPA 2020-14, Simpler, lighter, better FCL for General Aviation, deadline 31 March

This NPA proposes several significant reforms to EASA's flight crew licensing (FCL) requirements. In our response EAS placed 16 comments on the NPA, the main points of which are described in J-P Delmas's article elsewhere in this newsletter.

NPA 2020-10, regular update of Aerodrome rules, deadline 10 March

We placed 9 comments on this NPA in our response. Thanks to René Meier of the European Power Flying Union, who provided his expertise on this topic.

NPA 2020-15, Update of the flight simulation training device requirements, deadline 21 April

This is at the time of writing still Work in Progress, however, as the NPA may impact flight training activities, EAS intends to submit comments to this NPA. For details please see Michel Rocca's article on page 3.

EUROPE AIR SPORTS GENERAL CONFERENCE 2021

The EAS General Secretary Pierre Léonard says:

Our 2021 General Meeting will take place in Strasbourg on 22- 24 October 2021, pending of course the COVID situation. The proposed schedule is:

1. Friday 22 October 2021:
 - a. The EAS Board members will meet from 09:00hrs till 12:00hrs
 - b. A social programme will be organised in accordance with the COVID eventual restrictions on Friday afternoon (information will be transmitted in due time).
2. Saturday 23 October 2021:

The agenda will include several subjects. A more detailed agenda, when available, will be transmitted.
3. Sunday 24 October 2021:

The standard statutory meeting will take place, ending by noon

More information will be made available as soon as possible!

SERGIO CALABRESI - *David Roberts pays tribute to an old friend and colleague*

I was distressed to hear from Sergio's wife, Livia, in early February that Sergio had died. Sergio was an EAS board member from 2006 to 2014, nominated by the Aero Club of Italy.



Sergio and his wife Livia
(photo by David Roberts)

Sergio and Livia became very good friends of my wife and myself. We visited them many times at their beautiful home at Gravere above the town of Susa in NW Italy with a panoramic view of mountains and the valley towards Torino. Sergio introduced us to the delights of Piemonte Nebbiolo wines which I formed a habit of buying in large quantities to take home, from his favourite vineyard.

Sergio was a modern 'Renaissance Man'; his activities, interests and expertise were so diverse. I have many stories about his adventures, whether on his 850cc motorbike, his skiing (he was a fully qualified ski instructor), his hang-gliding off the local hill in the valley below his house and ending up some 150 km away near Annecy in France. He and Livia had several horses, made exquisite Génépi, he skippered ocean racing yachts, was a mountaineer including climbing ice fields, flew microlights, instructed on small and large GA aircraft, and he was still flying a friend's Executive Jet to and from the USA until not that many years ago.

His career as a pilot started in the Italian Air Force. He flew the F104 and other fast jets, spending three years test flying in the USA. He flew in the Italian aerobatic team (the "Frecce Tricolori") and in later years was a B747 captain for Alitalia, based in Tokyo and Australia much of the time. After retirement he built their own magnificent house on the family land near Susa. Sergio was even a local politician, being a successful mayor of Gravere until fairly recently.

On the EAS board Sergio took great interest in pilot education and safety matters as well as airspace. He made significant contributions to discussions on EAS positions proposed on a variety of regulatory matters. With his high level contacts in Italy, he was also instrumental in obtaining a reversal of an Italian Government tax proposal that would have heavily penalised GA airborne visitors to Italy who stayed more than 48 hours.

Above all though he was wonderful company. Although a man of slight build one could never miss Sergio, his presence always noticed. His warmth and character were infectious. His experience of so many facets of an adventurous life never came to the top in conversation unless one cajoled him to talk about some of it. But my enduring memory of Sergio, apart from lots of very pleasant days and evenings spent in his and Livia's company, was when flying with him in my Duo Discus glider in the Southern French Alps in April 2011. We had turned at the head of the Glacier Blanc at about 12,000 feet ASL and were gliding out of the cauldron of the adjacent glacier beside Mont Pelvoux when I said to Sergio "if you look up to your right in a minute you will see a spectacular "hanging ice field". As we flew past this awe-inspiring sight Sergio calmly announced from the front seat that he and Livia had been climbing that, roped together, only the previous year. He was aged 73 at that time!

Rest in peace, my dear friend. We shall miss you.

David Roberts

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