



EFLEVA Newsletter July 2018

Dear EFLEVA Colleagues and Friends,



Due to his personal commitments this time of the year, our dear President, Roger Hopkinson, asked me to write this midyear (kind-of-quarterly) EFLEVA newsletter.

Roger, do have fun enjoying those well-deserved southern hemisphere vacations!

Since this is indeed summer vacations time for most of us Europeans, I will begin reporting on the most recent initiative we have decided for our Federation to be involved in, the pan-European annual Fly-in we designated by **EFLEVA DAYS**, intended to bring together Amateur-built, Light & Vintage (historic) aircraft from all over Europe.

EFLEVA was founded more than 10 years ago, and beyond looking after all the regulatory environment, which implies indeed very boring, time and work consuming tasks, especially in our European (dis) Union, we have decided to organize an event where all our Members' members (aka aircraft pilots and homebuilders) can get together in a pure aviation atmosphere.

Last year the weather didn't let us get together, mas in 2018 the EFLEVA DAYS event was a real success. Organised by Aeroclub Sanicole in their pleasant Belgium airfield (EBLE) situated between Leopoldsburg and Hechtel, it took place in June 29,30, and July, 1 and was superbly coordinated by Wim Van Malcot, who is also EFLEVA's Executive Committee member in charge of PR, Marketing & Member Interface.



According to Wim's flash report, "exactly 117 aircraft from 13 different countries visited EFLEVA Days 2018! An absolute record! We are very happy to have welcomed Norway and Italy for the first time, *Benvenuto & Willkommen!* And Sweden for the first time by air, *till sist!* For the first time camping was allowed at the airfield, under the wings, and it was an instant hit, as it has been used by 45 visitors."

The concept of EFLEVA Days is that it moves each year to a different member organisation of EFLEVA, so next year it will be organised by the RSA in France. Dates and location still to be announced. Keep an eye on www.efleva-days.eu





By the way, speaking on the most recent events, I should say that as I am writing this newsletter, EASA just published a Press Release with the title “EASA takes on new responsibilities”, which says that the so-called “New Basic Regulation” was adopted by the Council of the European Union, and that “this regulation will be published in the EU Official Journal by the end of July, and will enter into force at the end of the summer break.”



The final text of this new Regulation is a 384 pages document, so it is probably not recommend as a reading by the swimming pool side, or at the beach, but you can [read it here](#).

As everybody knows, we at EFLEVA fully followed and actively intervened in the whole process of making this New Basic Regulation, which replaces the REGULATION (EC) No 216/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 20 February 2008.

And we did it, obviously, defending the interests of our Members, and for your benefit.

Like Roger wrote in the previous EFLEVA newsletter, we have not achieved everything we wanted - that was perhaps too much to expect - but we tried hard and obtained some successes!

Regarding the definition of **Amateur Built Aircraft**, I will repeat his phrase:

“Regrettably our proposals to redefine Amateur Built Aircraft in the new Annex I (the 51% rule), whilst fully supported by the Parliament and the Commission, did not receive Council approval. This was because the national aviation authorities were not convinced of, or even aware of our arguments. EFLEVA had made convincing arguments at EU political and EASA level, but we failed to connect effectively at national level. We must learn from this and mount a better campaign at the next BR change.”

The new definition, contained in Annex I, paragraph 1, point (c), does incorporate some of our proposed changes, and reads like this: *“aircraft, including those supplied in kit form, where at least 51% of the fabrication and assembly tasks are performed by an amateur, or a non-profit making association of amateurs, for their own purposes and without any commercial objectives;”*.

Regarding the definition of **Historic Aircraft**, excluding them from EASA scope, is contained in the same Annex I, paragraph 1, point (a), and remains almost the same from the old Annex II, except that it was removed the word “non-complex”.

Finally, on the definition of **Microlight/Ultralight aircraft**, which exempts the lighter end of aviation from EASA scope, apart from some cosmetic changes, the definition remained the same (35 knots stall speed, 2 seats and MTOM 300kg for single-seaters and 450 kg for two-seater aeroplanes, helicopters, powered parachutes and powered sailplanes). The novelty is the inclusion of sailplanes, with an MTOM of 250kg for single-seaters and 400 kg for two-seaters.

The other novelty is the so called “opt-out” rule for Light Aircraft. In fact, paragraph 8 of Article 2 reads like this: “A Member State may decide to exempt from this Regulation the design, production, maintenance and operation activities in respect of one or more of the following categories of aircraft: (a) aeroplanes, other than unmanned aeroplanes, which have no more than 2 seats, measurable stall speed or minimum steady flight speed in landing configuration not exceeding 45 knots CAS and a MTOM of no more than 600 kg for aeroplanes not intended to be operated on water or 650 kg for aeroplanes intended to be operated on water; (b) helicopters idem; (c) sailplanes ... and powered sailplanes idem”.

So here we have a new LSA-type aircraft category, but only for countries who decide to exclude them from EASA umbrella. This is of course a good new field for EFLEVA to take care of, but in this case not with EASA but with all the National Aviation Authorities willing to go this way. We may end with half a dozen or more different definitions, certification specifications, maintenance rules and operation rules, depending on the country, for Light Aircraft with an MTOM less than 600 kg. Plenty of work for myself and others in this front!

There are other notes that could be written about this new Basic Regulation, but I will let those for future communications, to avoid a too much long midyear newsletter.



In the regulations front, we also have to fight a battle against the most recent unfortunate ideas of some lawyers in Cologne, which could affect the Pilot licensing renewal and initial training rules in EASA aircraft. We will try to put things in perspective here, to avoid losing acquired privileges, and of course we'll keep you informed on this.

Talking now a bit about internal organisation affairs, I should refer that the new internal structure recently adopted within the EFLEVA Executive is already working, continuing to assure that we serve properly our Member Organisations, not only ensuring that we all have a suitable regulatory environment, but also clarifying our focus areas and develop a communication system to allow a better understanding to all our members.

Whilst keeping our focus on the specific areas of Light, Amateur Built and Vintage aircraft, some Executive members have now been assigned new tasks, mostly related with the direct relationship with our Member Organisations, with developing a solid knowledge base which will keep us well aware of the state of the art in those 3 areas of aviation, and on communicating better, internally and externally, to strengthen EFLEVA in its relationship within EAS – Europe Air Sports, with EASA, and help our national Member Organizations in their relationship with the National Aviation Authorities.

Developing these new tasks, you are now seeing the EFLEVA Days fly-in, already addressed above, you will see a new website, more informative and interactive, you will receive enquiries in the form of surveys, to populate our knowledge base, and hopefully you will also notice other new marketing initiatives, from our new Marketing and Member Relations team.

Speaking in Member relationship, your Executive has now taken the final decision for this year Technical and Business meeting. This will be in Sweden, where a fantastic venue is being prepared at the



Swedish Air Force Museum, situated in Linköping. Our Swedish colleague Kjell Franzen is trying also a visit to the SAAB aircraft factory, not yet confirmed, so plenty of reasons to travel to our next

2018 Technical & Business Meeting - Sweden Conference & AGM: 20 & 21st October 2018.

Formal invitations will be sent out in due course.

Enjoy the rest of 2018, preferably flying, and I look forward to seeing you at these events

Safe and merry landings

Carlos Trigo
EFLEVA Vice-President