Highlights

- EFLEVA Experimental Days Fly-in still intended for 2022 but no details as yet
- New EFLEVA website now completed with knowledge base in members area. Log-in credentials already circulated. Input needed from member associations.
- New EASA Part 21L creates a new light type certificate with normal CofA and a self-declared procedure leading to a restricted CofA valid only within EASA territories. Expected in 2022
- 10 Countries have already opted out of EASA <600/650Kg with 4 more who have agreed but not implemented
- The EFLEVA insurance scheme, as per previously circulated documents, was approved. Further Information needed from member associations.
- Membership fees will be rebated by 50% at the next renewal. This will create losses which will reduce the cash balance to reasonable levels. Balances grew too large as a result of low spending during the Covid pandemic
- All retiring Executive members were re-elected. Sven Kindblom (SW) was added

EFLEVA Technical and Business Meeting

Prague, 16 Oct 2021

Introduction

In his welcome and opening remarks, President Dominique Simon (FR) asked each country representative to estimate the % of AHB aircraft currently being operated by the original builder and to comment on it. Estimates varied from about 50% to 70%. There were comments that this figure is falling and also reports of difficulties such as the one that arose in the Netherlands (see 7 below) as well as the regulation in Austria that only the original builder is cleared to do maintenance on the aircraft and any subsequent owner must engage professional maintenance personnel.

1 Approval of the Minutes of the 2020 T&B Meeting

Minutes were approved without discussion

2 PR Marketing Member Interface

2.1 EFLEVA Days

2.1.1 2021 EFLEVA Days Presentation

Roger Hopkinson (UK) (in the absence of Steve Slater) reported that the 2021 EFLEVA days event was “low key to the point of non-existence”.

2.1.2 2022 EFLEVA Days Proposal

Steve’s Slater’s (UK) proposal, that EFLEVA Experimental Days (fly-in event) should continue, was accepted with the note that assistance from other member organisations would be required in order to make a success of it. However, no concrete details for a 2022 event have been proposed.

2.2 EFLEVA Website

Alfons Hubman (CH) presented the new EFLEVA website design. It is quite a simple affair but uses a platform called “Clubdesk” to facilitate communication and information sharing between members, including a file storage area where the emerging EFLEVA database is being built up.

Member organisations have already been issued with log-in credentials which allow them access to the member-member and discussion group facilities and to the information in the Knowledge Base. Members can also create events that will be visible to the general public.
The success of this initiative will depend greatly on the cooperation and active engagement of member associations

3 Knowledge Base Presentation

Hermann Eigner (DE) presented his work on the Knowledge base following the withdrawal of Kjell Frentzen (SW). He has filtered, updated and structured the existing information so that it can be represented in spreadsheet form and made available to member organisations through the new EFLEVA website. That existing data is already available by logging in.

The information needs updates from certain countries so a questionnaire will shortly be circulated. There has been poor feedback of statistical information. Only 3 countries have supplied the requested data (ILAS?). Updates will be checked annually. The “mask” (presumably column and row titles) are in German but Hermann assures us it is easy to understand.

4 Advocacy & Consultation

4.1 Opt Out 600 kg update

Carlos Trigo (PT) delivered his newly updated information on the status of this issue across Europe. There are now 10 countries (incl. newly non-EASA GB) who have opted out and will have either a single new class <600kg or a separate additional 450-600kg class. France has chosen unique 500/550kg limits. There are 4 countries who have decided but not yet implemented. 4 countries have done nothing while 2 others are in the “possibly yes” category but have not provided reliable information. Nothing is known of the other 6+ countries.

Carlos presented detailed maps and the text of individual country responses. His slides also included a detailed tabulation of the current situation across member countries. Unfortunately this was unreadable on screen but a copy has been requested and will be circulated by LOB once received.

4.2 MOSAIC status

Carlos Trigo (PT) delivered a presentation describing the MOSAIC ("Modern Special Airworthiness Certificates') initiative in the US. Though stalled at present (NPRM may be issued in late 2022), this proposed radical shift in regulatory emphasis and approach by the FAA demonstrates how far ahead they are in their thinking compared to EASA. It provides a model that could guide EFLEVA's advocacy objectives and should be monitored with interest.

5 Europe Air Sports : EU matters

Julian Scarfe (European Air Sports, "EAS") participated remotely.

Part 21 Light

Julian explained that this creates 2 new additional pathways to a Certificate of Airworthiness for new aircraft types. The first is the "Light Certified Process" which leads to a full Type Certificate and CofA that has the same status and international cross-border acceptance as the current TCC and CoA.

The second is a "Declaration Process", by which a manufacturer merely declares the design compliance of their product. These are not "certified aircraft" and there is no Flight Certificate. This leads to a "Restricted CofA" which will be valid throughout EASA like any other CofA. However, its acceptance outside EASA countries is a bi-lateral matter between NAA's. There is no certainty that a non-EASA NAA would grant recognition to EASA Restricted CofAs on a blanket basis or country-by-country (of registration).

Julian also pointed to the difficulty that a manufacturer declaring a type certificate has total control over parts fitted to the aircraft as there is no TSO process for these types.
This process is intended for aircraft of conventional design only.
This new structure is likely to become law in late 2022.

Part 66 -L Maintenance Personnel License

This license is being introduced principally for recreational aviation. Julian referred to a 'recency requirement' within the draft of the new Part 66 as a whole, which required maintenance personnel operating under Part 66 (including -L) to prove every two years that they have had at least 6 months of maintenance experience within the last two years. This may not be possible e.g. for personnel working for flying clubs, sometimes on a voluntary basis, who do not work consistently full time. EAS asked for a more proportionate requirement for these cases. EASA has proposed new text to provide alternative proportionate means of proving currency.

6 Insurance Programme

Catherine Dartois (FR)

Catherine delivered a presentation that repeated the details of the document already circulated.

It was agreed to launch the programme

Members need to supply:

- Accident/incident stats
- AHB/restoration project stats
- Details of any safety programme (e.g. LAA coaching programme and Bronze, Silver,Gold wings programme)

There was a discussion on what could be done to promote safety. While large associations like LAA can have highly organised programmes, one idea floated was to merely define syllabi for safety related training programmes and commission the actual training from commercial flight schools with the association's stamp of approval. Roger H pointed out that their Wings programme needs very little admin input and was largely run by volunteers

Roger H pointed out how powerful it is for advocacy work on this subjecdt to know the comparison between AHB accidents per hours flown versus other forms of GA. In the UK it is less than half.

LOB pointed out that safety work undertaken by associations needs to be rewarded with concrete additional discount from underwriters, preferably agreed in advance.

7 Selling amateur built aircraft in Netherlands

Joop Sint Jago (NL) reported that, In Jan/Feb 2021, an individual within NL CAA promulgated an interpretation of the rules governing the definition of amateur homebuilt aircraft in which the sale of an AHB, being a commercial transaction, meant **the subject aircraft could no longer meet the requirements of AHB and therefore was no longer Annex 1**. It then fell under the EASA basic regulation and Part 21 therefore applied. This was later raised also by Austria.

After a rapid reaction by the NVAV and with the help of EFLEVA and particularly EAS, EASA GA team requested a ruling from EASA legal team. In a comprehensive reply, EASA have now confirmed that the status of the aircraft is determined as being AHB at the time of construction and it is not changed by any subsequent change of ownership

Case Closed

A discussion ensued on how to build closer relationships with regulators and educate them on our type of aviation so as to prevent incidents based on a lack of understanding of permit aviation such as this one..

8 IFR Requirements for Homebuilt in Switzerland

Werner Maag (CH) detailed the long and exhaustive experience of building a Lancair aircraft to fly IFR under a Permit to Fly. The process stalled several times and eventually was only successful on

the basis of a compromise that allows IFR only in VMC. This is at least useful for skill building and currency training. He estimates the extra cost of achieving this IFR rating as being in excess of $40,000 in additional equipment and systems.

9 Electronic Conspicuity devices choice and experimentation

Dominique Simon (FR) made a presentation detailing the nature, advantages and disadvantages of several systems of electronic conspicuity. There was no clarity on which system, if any, EFLEVA should support and how it should be promoted.

Philip Lambert (BE), as the manufacturer of Mission brand aircraft, made an impassioned case that the FAA system of ADSB in /out comprising UAT for low flying aircraft and 1090ES; for high flying aircraft was the ideal solution, as it is the only system that can see and report everything. It has the remarkable incentive of including free of charge live weather information in the cockpit. He stressed that the technology is already perfected and becoming relatively affordable, so that all EASA would have to do would be to declare a date for mandatory use of the system in controlled airspace. He said his customers want this facility and can not get it at any cost.

10 Biodiversity

9.1 UK experience

Roger Hopkinson on behalf of Steve Slater UK

9.2 French experience

Dominique Simon FR
Recognising the increasing focus by environmentalists on GA as a polluter, both presentations showed how biodiversity measures around active airfields could be shown to achieve overall carbon neutrality even when aviation operations were taken into account.

11 The future of aviation fuels

Roger Hopkinson (UK) delivered a presentation on this subject. He identified three challenges:

- Future Availability of 100LL
- Driving greater take -up of 91UL
- Mogas risks given higher ethanol content

The risks to availability of 100LL center on the fact that the only worldwide source of the ‘lead’; a compound called TEL, is a UK-based manufacturer with the obvious risk to supply that a single source implies. Further, this TEL must be exported into the EU and transported to 100LL refineries based in France, Poland and Estonia, which is a dangerous operation that may come under EU environmental scrutiny and, eventually, prohibition.

The rest of the world has been relying on the US to come up with a solution but this is an increasingly desperate enterprise as progress is not sufficient.

About 90% of the GA fleet could use 91UL (except for ‘big single’ such as Cirrus, Navajo, bigger Cessnas and twins). However, due to risk-aversion on the part of airfield owners and fleet operators such as training schools, there was little demand to expand availability. This will probably require EASA or government intervention to mandate/incentivise and support investment in the necessary infrastructure.

There was a discussion on the dangers and unknown risks of using mogas with E5 and now even E10 ethanol content. These risks need to be more fully explained to GA operators as there is still widespread use of Mogas, even in its E10 form, especially in the microlight fleet.
12 Date & Place of next Meeting (all).

There was a discussion of emerging battery-electric aircraft and hydrogen fuel cell power systems as well as internal combustion engines burning hydrogen either by direct injection or by spark ignition. Of these, battery-electric is now becoming realistic for experimental homebuilders and hydrogen fuel cell systems offer the most promise for the future. Carlos Trigo (PT) described his project to build a Xenos (his THIRD aircraft) as a self-launching glider (not a motor touring glider) by installing a motor and battery system from a “Zero” brand electric motor bike. There were claims that hydrogen production was now ‘green’ by using solar energy (*author’s note; only if you ignore the opportunity cost of other uses of that solar power).* and that airfield owners would invest in the necessary tankage and dispensing equipment when Hydrogen powered aircraft began to arrive.

EFLEVA Annual General Conference

Prague 17th October 2021

Finance

Alfons Hubman (CH)

Due to the low level of activity in 2020/2021 during the pandemic, costs have been dramatically lower and considerable surpluses have been generated. There was a surplus of €18,751 in 2020 which brings the accumulated cash balance to €35,457.

As a result, it was agreed to rebate 50% of membership fees for the coming year. This will lead to a loss of maximum €16,300 but probably a lot less. This loss will reduce the cash balance to more normal levels equal to about 18 months of operating costs.

Elections

The following delegates were elected re-elected for a term of three years
Roger Hopkinson (UK) approved as Hon President for a further 3 year term
Hermann Eigner (DE) re-elected to the Executive Committee
Catherine Dartois (FR) re-elected to the Executive Committee
Sven Kindblom (SW) elected to the Executive Committee.

Joop Sint Jago (NL) declined an invitation to join at this time.

President's report

There are internal wars between competing associations in both Spain and Italy. Efforts to meditate and contact the relevant parties continue

There is an emerging problem with transponder checks for Annex aircraft in France where higher standards are being applied than for aircraft under the Basic Regulation.

UK is having problems due to the review of regulations following the transposition of EASA regs into UK law. A more restrictive view ofAHB seems to be gathering momentum. Roger Hopkinson said that this highlighted the urgency and importance of building relationships with regulators do that they understood our type of aviation - not always the case at present

France is having a problem with new regulations governing asbestos in aircraft. Owners are required to map any asbestos in their aircraft to be passed to any new owner or any maintenance personnel who work on the aircraft. RSA is resisting this.

Work programme

The president proposed that the Executive will be working with members on the following topics over the coming year:

- Electronic Conspicuity
- New Power Plants
- New Fuels
- New Sources of Motive Energy

The overall theme will be “Light Aviation Durability”

Next Meeting

It was agreed to hold the next meeting in Spain. Ahfons H will circulate details as soon as positive arrangements are put in place. Portugal is the first alternate but consideration is being give to Netherlands as an alternate because they are celebrating their 50th anniversary next year