

Presidents Newsletter January 2011

Dear EFLEVA Colleagues and Friends,



2010 has been an important year for us in continuing to grow our Federation as we actively pursue and progress a host of regulatory matters and develop a deeper involvement in our member groups, ensuring we focus on the things that are significant to them. Importantly we have, I believe, also become a group of friends dedicated to ensuring our passion for aviation continues and grows for ourselves and future generations.

During the year, NVAV (Netherlands) joined us and we are delighted to welcome them to our Federation. As a result, and together with the Swiss Historical Aviation Group (AAA) who joined at the end of the previous year, we now have 16 member groups representing over 15,000 individual members.

It is essential to enjoying our passion for flight that we have the freedom to operate in the complex world of aviation regulation. We must continue to influence this, particularly now as EASA gains in authority with the associated changes in regulation. The basis of our work is simply that we do not expect to lose privileges we already have, and we expect the promise of proportionate, fair and reasonable regulation to be kept. That promise has already been made by the European Parliament in a resolution on *An Agenda for a Sustainable Future in General and Business Aviation (2008/2134 (INI))*. We hold EASA and our politicians accountable to meet those standards as they move forward. Our passion is one that can inspire others and is of significant value socially and in economic terms to the nations that encourage it – perhaps even more so in the poor economic environment we presently endure. We are encouraged that as recently as this month, at the European Commission Conference on EU safety, EASA stated it did not wish to over-regulate and envisaged a move towards risk based oversight. We look forward to that promised change of direction and have a right to expect Commission resolutions to be fulfilled. We would expect that to include no regulation where it is unnecessary, reduced regulation where appropriate and reversal of earlier damaging action.

Regarding advocacy, it has again been a busy year ensuring we robustly respond to consultations that may affect our members. Specifically worthy of note is the increasing number of Comment Response Documents (CRD's) now emanating from consultations on proposals as they move into the implementation stage. Notable are Pilot Licensing and European Light Aircraft (ELA), encompassing the Light Sport Aircraft proposals. We continue to be involved in EASA working groups, specifically Operations and issues like bio-fuels and where we might go on the general fuel issue. We have also ensured our voice is heard on the European proposals from Eurocontrol on rules of the air.

These examples demonstrate that whilst, as I reported last year, EASA currently has *"No intention to change Annex II as a whole, Microlight, amateur build etc"* this is but part of regulation emanating from Europe that can effect us all, and there is much happening that will influence our operations – we simply have to be involved. And of course it is our overriding policy to ensure Annex II remains, though we also have within our membership owners, particularly in the Vintage area, whose aircraft are EASA regulated and whose interests we must support,

In much of our work we are assisted by Europe Air Sports (EAS) with whom, as a European Federation with colleagues like the European Gliding Union (EGU) and European Microlight Federation (EMF), we sit shoulder to shoulder to jointly ensure the cause of Sports and

Recreational Aviation is protected. On that note I would particularly like to record the return of David Roberts as President of EAS at the end of last year after a short absence. I am pleased to count David as a personal friend and his return will, I believe, bring back to EAS the spark that sadly seemed to dim during his absence.

An example of EAS cooperation came towards the end of last year when we sat down with the senior representatives of the EMF and the European Power Flying Union under the EAS umbrella, to look at the progress of the Light Sport Category. This, as many know, started in the USA and now spreads as a sub-ICAO category operating to similar national rules in 19 countries. EASA made a commitment to introduce that into Europe but present, and likely future, delays mean that it is not currently available to us. It is quite simply a tragedy that many manufacturers in the EU are producing these aircraft for export to a common standard not recognised in their European homelands. It is equally tragic that is happening at a time when economic growth and generation is so vital to us. Out of that meeting a plan has been developed to address this at a political level – so watch this space.

Spreading our wings together



Members attending the 2011 Technical and Business Conference in Paris

In my letter last year I commented on a matter dear to nearly all of our members - the ability to fly unrestricted across Europe. Many of you will be aware of the European Civil Aviation Conference (ECAC) Recommendation INT.S11-1 (Dated 1980), which states: “.....that Member States accept home-built aircraft with a certificate of airworthiness or a “permit to fly” issued by another Member State, to fly in their country without any restrictions other than those stated in the certificate of airworthiness or “permit to fly”.” Some states have implemented this with automatic free movement, others have not and the national position is not always clear. As a result of our discussions, ECAC has, as agreed, surveyed the implementation of the 1980 recommendation and we look forward to this helping progress this vital freedom. We are though, aware that this ECAC recommendation does not apply to factory built national permit aircraft, which is a matter EFLEVA is beginning to address. Unfortunately, without an overriding EU recommendation, this needs to be on a nation by nation basis. Discussions initiated by EFLEVA with National Aviation Authorities, between specific states, have started, though it will be a long path. Hopefully we will soon have an implemented model between two major states that can be used elsewhere on a principle of harmonisation.

2010 saw what I hope will be a regular EFLEVA event – a national conference of our member groups to ensure we know each other, understand what our issues are and work together to protect our future. Most of our member organisations were able to attend the meeting in Paris last October and it was, as we all agreed, a vital part in our development. One important aspect was to recognise that EFLEVA has three distinct areas of interest; the words are in our name - Light Aircraft, Experimental Aircraft (more usually known as Amateur Build Aircraft), and Vintage Aircraft. We agreed to ensure that each of these segments, which are organised as Commissions, have distinct identities within EFLEVA so areas specific to their interests can be addressed, whilst at the same time ensuring the common areas are also looked after. The conference was a valuable event at a business and personal level; increasingly EFLEVA is becoming a group of friends with a common passion.

We will have our next conference as a combined event with the General Meeting, on 22 October 2011, again in Paris, though this time at an “Aviation Venue,” more news of that later. I look forward to meeting you during the year and at that event.

My very best wishes for 2011



Roger Hopkinson
President: European Federation of Light Experimental and Vintage Aircraft
January 2011

Member organisations

IGO	Austria	NLSF	Norway
EAA	Czech Republic	AAE	Portugal
EAA	Denmark	AAE	Spain
RSA	France	EAA	Sweden
OUV	Germany	EAS	Switzerland
NVNAV	Holland	AAA	Switzerland
SAAC/CAAC	Ireland	LAA	United Kingdom
FCAP	Italy	HAA	United Kingdom

Executive committee members

President	Roger Hopkinson	United Kingdom: roger@hopkinson.org.uk
Vice-President	Catherine Dartois	France: catherine.dartois@gmail.com
Treasurer	Alfons Hubmann	Switzerland: alfons@hubmann.ch
General Secretary	Elain Fecher	Germany: gs-ouv@t-online.de
Vice-President Experimental	Kjell Franzen	Sweden: kjell.franzen@telia.com
Vice-President Light	Carlos Trigo	Portugal: trigo@mail.telepac.pt
Vice-President Vintage	Nigel Stevens	France: nigel: stevens@free.fr
Vice-President Consultation	Barry Plumb	UK: barry.plumb@btconnect.com