

EFLEVA Newsletter

Winter 2020

Dear EFLEVA members,

At the time I write these lines, several European countries start a third lock-down period and cross-border flights become difficult - without even mentioning Brexit. Hopefully, the vaccine will help bring our lives back to normal and enjoy an almost normal flying season next summer.

The Covid 19 crisis has less impact on our Amateur Built and Vintage aviation than on commercial aviation but it has an indirect effect by halting the need for commercial pilots and engineers trained in our associations.

Aviation bashing is another threat to our activity and we need to demonstrate our social role, which is to protect the aeronautical patrimony, bring young people to aviation, help disabled people to build and fly and promote our aerodromes as biodiversity places.

Another increasingly important mission for us is to invent tomorrow's light aviation: silent, safe, resource efficient, attractive and affordable.

The picture below is a perfect illustration of what Amateur Built and Vintage aviation is. It shows the EFLEVA DAYS 2020 which were hosted by the Experimental Aircraft Association of Switzerland in the green hills of the Swiss Jura from 31/07 to 02/08. About 70 aircraft were counted on the grass parking, some of them arriving from as far as England. The not too long runway (585 m) was a challenge for some fast airplanes, but eventually all crews landed and returned home safely. The atmosphere was warm, the organisation Swiss-perfect and all precaution was taken to keep visitors safe: no infection has been reported during the following weeks.



You will discover more photos of this event in our freshly rebuilt website, along with regulatory information, statistics, agenda of events. We are gradually transferring the content from our internal database to make it available to all our members.

To end these forewords, since everything we do within EFLEVA and within your national associations has one objective which is Flying our aircraft, we invite all the EFLEVA associations and their members to attend our **EFLEVA DAYS 2021** (read next page). You will meet friends coming from all Europe and you will admire hundreds of amateur-built and vintage aeroplanes at a nice aerodrome in Northamptonshire UK.

We hope to have the pleasure of welcoming you in Sywell next summer.

Dominique SIMON
President
EFLEVA
2020-12-31



Spreading our wings together

THE EFLEVA DAYS 2021

Dates : 3 - 4 - 5 September 2021

Venue : SYWELL Aerodrome in England (EGBK), 12 km NE of Northampton

See : <http://www.sywellaerodrome.co.uk/aviation>

Hosted by the LAA (Light Aircraft Association).

More information in our next newsletter with the full details of the event.

Spreading our wings together



LAA
75th
1946 - 2021
ANNIVERSARY
INTERNATIONAL SYWELL RALLY
3-4-5th Sept 2021

EUROPE'S BIGGEST FLY-IN EVENT
1,000+ aircraft. Trade exhibitors. Seminars.
Airside access

www.laa.uk.com

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EFLEVA TECHNICAL AND BUSINESS CONFERENCE 2020
(by videoconference, 24 October 2020)

List of topics discussed below - Detailed report available on request to secretary@efleva.eu

- Covid 19 impacts on light aviation (President)
- Public Relations & Marketing Member Interface report:
 - EFLEVA Days 2020 report (EAS Switzerland)
 - EFLEVA Days 2021 (LAA)
- EFLEVA Website (working group)
- Knowledge Base Report (Hermann Eigner)
- Advocacy & Consultation (Carlos Trigo)
 - 600 kg opt-out status update
 - MOSAIC US programme status
- Europe Air Sports: EU matters (Julian Scarfe)
 - FCL: use of Annex I aircraft for training and licence revalidation
 - Part 21 Light: will allow design and production of light aircraft under a declarative scheme
 - Electronic Conspicuity (ADS-B out and alternate systems)
 - U-Space (manned and unmanned aircraft sharing airspace)
- National rules for the sale / Export / Import of amateur built aircraft survey status (Werner Maag)
- Common EFLEVA Insurance Programme (Air Courtage)
- FAI CIACA Report (Alfons Hubman)

Next meetings will take place in Prague on 23 and 24 October 2021

EFLEVA KNOWLEDGE BASE

The knowledge database is in renewal phase and ready to implement in the new website as soon as requested updates from members will be received and the website finalized – probably in January. It facilitates the members to have an overview of regulations within member states and includes essentially the following content:

- aircraft building regulation
- applicable regulation after completion of the aircraft
- continuous airworthiness
- environmental issues
- border crossing
- rules for the sale of an amateur-built or vintage aircraft

EFLEVA INSURANCE SURVEY

The insurance market for General Aviation shows unprecedented reduction of the insurance capacity for general aviation since several Lloyds insurers have stopped underwriting aviation risks due to high volatility and poor results. Mergers and acquisitions reduce even more the market capacity with the result being a typical increase in premiums of around 30%, sometimes more. A survey of insurance opportunities was performed by Air-Courtage for EFLEVA.

14 organisations answered the survey representing 11'000 aircraft owners.

Most aircraft owners are seeking specific guarantees and improvements, for instance:

- Ground and/or flight risks
- Premium proportional to the number of flown hours
- Incentives for safety actions
- Do-It-Yourself repairs (significant premiums reduction if the owner is committed to rebuild / repair the aircraft in case of a loss / damage)
- Pilot-attached liability (according to EU Reg 785/2004, it is the Flight which must be covered by the insurance)

This could be the basis for an international programme dedicated to our members.

A Steering Group has been set up within EFLEVA to discuss this issue

EFLEVA GENERAL ASSEMBLY

(full report is available on request to secretary@efleva.eu)

President's activity report

- 4 meetings of the Executive Committee (Feb, Apr, June and Oct)
- Two Newsletters (May and Dec 2020)
- Survey of national rules for the sale / export / import of amateur-built aircraft

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- Replied several EAS surveys and EASA NPAs
- Survey of the application of Part M-L in Europe and its consequences on Amateur Built / Vintage aircraft
- Worked on an insurance programme
- EFLEVA Days in Langenthal

Treasurer's financial report

- 2019 (consolidated accounts):

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|-------------------|----------|
| Total Income | 20'687 € |
| Total Expenditure | 12'536 € |
| Cash Position | 16'706 € |
- 2020 (estimation October 2020):

| | |
|-------------------|----------|
| Total income | 21'364 € |
| Total Expenditure | 13'978 € |
| Surplus | 7'385 € |
- 2021 (budget)

| | |
|-------------------|----------|
| Total income | 22'721 € |
| Total Expenditure | 22'000 € |
| Surplus | 721 € |
- The Treasurer's report and the budget were approved unanimously by the participants

2021 Work plan

- Database and intranet available to members before springtime
- Visit to Member organisations
- Follow up on decisions
- Continue reflections and exchanges on definitions, certification, and airworthiness of amateur built and vintage aircraft

Statutory

- Renewal of one third of the Executive Committee each year

No application was received before the meeting

Carlos Trigo (Consultation & Advocacy) and Dominique Simon (President) were re-elected for a 3-year period

Due to the absence of applicants, Håkan Karlsson - who was stepping down from the Executive Committee - could not be replaced during the AGC; a new member will be co-opted by the Executive Committee and confirmed during the next Annual General Conference.

EUROPEAN FEDERATION OF LIGHT, EXPERIMENTAL AND VINTAGE AIRCRAFT

Who we are

16 European Associations grouping 15'000 individual members

There are more than 11'000 amateur-built and 11'000 vintage or orphan aircraft flying in Europe.

EFLEVA is a member of **EUROPE AIR SPORTS** (<http://www.europe-air-sports.org/>)

➤ **OUR PURPOSE :**

- Permit-to-Fly aircraft must be recognized as aircraft capable of normal air traffic without surrendering privileges deriving from their PtF restrictions ¹:
 - use of land and airspace;
 - general exemption of certain obligations: AD application, Form 1 for spare parts, structural strength tests, distress beacon, noise certificate, etc;
 - full benefit of EASA aircraft alleviations (CS-STAN, MIP, STC);
 - cross-border conventions;
 - permission to base an aircraft outside its registration country.
- We must preserve the future of our member associations by proposing a pedestal for a common regulatory base for amateur and vintage aircraft (based on the principle of the smallest common denominator).

➤ **OUR STRATEGY :**

- define common political positions (position papers);
- maintain our databases (adherent / regulations);
- build on the strength of our European network to act in a fully concerted manner:
 - send common responses to EASA consultations (NPA);
 - push our national authorities (NAAs) to adopt a common position in the EASA WGs (ex: "use of Annex 1 in training");
 - establish a common position on 450 - 600 kg.
- strengthen our relationship with the other European sports and aviation federations like:
 - **EMF** (European Microlight Federation).
 - **EPFU** (European Powered Flying Union).
 - **EGU** (European Gliding Union).
- increase the influence of EFLEVA in Europe Air Sports;
- develop the website to make this data available to members and stakeholders;
- develop communication channels (goodies, site, newsletter) that put forward our members and activities.

➤ **OUR FOCUSES**

| | |
|---|---|
| Regulation (Consultation & Advocacy) | Carlos TRIGO (PT) |
| Data exchange (Knowledge Base) | Hermann EIGNER (AT) |
| Communication (Marketing & Members interface) | Steve SLATER (GB) - Philip LAMBERT (BE) |

¹ Usual restrictions : recreational, private & non-profit use