



OCTOBER 2025

In memoriam Michel Rocca

Un pilote ne meurt jamais, il s'envole juste et ne revient pas
(Antoine de Saint-Exupéry)

On Thursday October 2nd, First Vice President of Europe Air Sports, Michel Rocca, unexpectedly passed away while battling a serious illness with the courage and clarity of mind that always distinguished him.

He dedicated his life to Aviation. In a long career in various positions in the French DGAC, he never stopped serving general aviation as a flight instructor and examiner, President of the Rennes Aeroclub and, above all, as Vice President and First Vice President of Europe Air Sports.

He represented our Association at the highest levels of the Regulatory Bodies with which we work to protect the interests of all European Airspace Users.

His contribution to our work was always intelligent, technically up-to-date and effective. His death is a great loss for all of us.

Blue Skies Michel, we will not forget you.

Andrea Anesini, EAS President; Pierre Léonard, EAS Secretary General

Welcome to the October 2025 issue of the Europe Air Sports Newsletter

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MICHEL ROCCA

EAS President Andrea Anesini and Vice President Jean-Pierre Delmas attended Michel's funeral. Jean-Pierre says: 'I would like to add only that, which struck me: in the crowd attending Michel's funeral, there were very young pilots, his last student-pilots. Michel had fellows and fans aged from 20 years to 80 years!

Andrea delivered a nice speech to the family and friends of Michel, and we laid a wreath on behalf of Europe Air Sports.

DRONE COMMUNITY STEERING GROUP – REPORTED BY RODOLFO SACCANI

Sport Aviation in the new European Governance: Our voice in EASA's work

In recent months, EASA has introduced an important innovation in the way it involves the aviation community in its decision-making processes: the kickoff of the Stakeholders Advisory Body (SAB). This new consultation structure complements the Technical Body (TeB), consisting of representatives from Member States.

Through the SAB, organisations representing pilots, operators, manufacturers and associations – including the world of recreational and sport aviation – now have a direct voice in dialogue with EASA. This is a significant and innovative step, as it ensures that the experiences and needs of those who fly daily are considered an integral part of the European legislative process.

SAB is organised into Communities, each managed by a steering group. Within this new framework, the Drone Community Steering Group (DCSG) is one of the most active and relevant groups. This year, the DCSG has met twice: first in Cologne and then in Brussels. Each meeting lasted two days, with half a day dedicated to a joint session with the UAS TEB (Technical Body). This collaborative format demonstrates the effective cooperation between stakeholders and technical representatives from Member States, a key factor in ensuring that future regulatory decisions take into account both operational needs and institutional perspectives.

The group discusses the delicate issue of integrating drones into European airspace, particularly their coexistence with traditional and sport aviation. Our objective is clear: to ensure that the arrival of drones and the development of the U-Space system do not compromise the freedom, safety, and operational simplicity that have always characterised sport aviation.

One of the most closely followed topics is electronic conspicuity, with particular attention to ADS-L (Automatic Dependent Surveillance – Light). This technology is intended to improve situational awareness and safety in shared airspace. For radio-based ADS-L, a technical specification is already available, while the mobile network version – which will enable actual access to U-Space – is expected to have its technical specification published soon.



One of the many meetings that our Board members attend. The slide shows the countries supporting the iConspicuity declaration

In the meantime, the Safesky system effectively represents an integrated ecosystem that has anticipated many of the principles EASA is formalising: a concrete example of how collaboration between the aviation community and technology innovators can produce tangible and widely beneficial results.

The integration process will be long and complex, focused on simplifying the current rules and in defining clear rules for uncontrolled airspace. It will require continuous attention, expertise, and foresight. The good news is that sport aviation is represented at the right decision-making tables, an important signal that our role is recognised in the future of European aviation.

We will continue to monitor developments and actively contribute to ensuring that technological and regulatory evolution proceeds in a way that respects the values that guide recreational and sport flying: safety, proportionality, and freedom to fly.

OUR PROGRAMME MANAGER, NILS ROSTEDT, REPORTS

AVIATION FUELS UPDATE

- **100LL in Europe:** Further to Rudi Schuegraf's article in our Summer newsletter, we can now confirm that the Trafigura and Warter Fuels applications for continued use of TEL (tetraethyllead) have achieved a "positive Result" in the REACH Committee at the 25th August voting.
- **100R:** In a separate development, Swift Fuels have received ASTM International Production Specification approval for their 100R aviation fuel in the USA. Currently, 100R is approved for use in Cessna 172R and 172S models with Lycoming IO-360-L2A engines under FAA STC (Supplementary Type Certificate). The approval is an important enabler for the approval of STCs for other aircraft and engines. As 100R is lead-free and made partly from renewables (hence the "R"), it is also a promising candidate for reduction of emissions from GA aircraft. In Europe, five training facilities are already trialling the new fuel.

EASA ENVIRONMENTAL AND SAFETY REPORTS

During the summer, EASA have published two interesting reports of a more general nature than the regular rule proposals.

- **The European Aviation Safety Review 2025 (26/08/2025)**
 - This 158-page review is updated by EASA annually, together with the 120-page Annual Safety Recommendations Review.
 - Link: <https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-review-2025>

➤ **The European Aviation Environmental Report 2025**

- This report is updated every three years. You may read either the full 198-page report or a 35-page executive summary.

Link: <https://www.easa.europa.eu/en/domains/environment/eaer>

(eaer – European Aviation Environmental Report)

Both these reports are important input data documents to EASA's strategic work plan for the next years. So, if you are interested to see which topics are likely to soon enter EASA's priority list, please have a look!



FROM THE PROGRAMME MANAGER'S DESK

Here is some fresh news from the Programme Manager's activity areas.

New and recent NPAs (Notices of Proposed Amendments)

➤ **NPA 2025-04 Air ships operations – 10/10/2025**

EASA published Notice of Proposed Amendment 2025-04 "Rules for air operations with airships (AsOP)" for consultation. Quote: "This Notice of Proposed Amendment (NPA) proposes requirements for air operations performed with airships, to support the uniform application of the related essential requirements in Regulation (EU) 2018/1139.

The proposed regulatory material covers all aspects related to airship operations, including technical requirements, requirements for operators and competent authorities, and flight time limitations for airship pilots, as well as consequential amendments to related regulatory areas, such as airspace requirements.

Initial Programme Manager's reaction: I will read this consultation to find out if it merits a detailed analysis and response by EAS. Should you think that a deeper study is necessary (I understand there are small airship communities in some EU countries), please let me know! The NPA comprises seven different documents from (A) to (G). The expiry date for comments is 10/01/2026.

➤ **NPA 2025-03 – 22/08/2025 Environmental protection requirements for products not covered by ICAO Annex 16 | Noise requirements for VCA**

Expiry date for comments 21/11/2025

This NPA concerns

- (i) a cover regulation laying down environmental protection requirements for the certification of products in accordance with Commission Regulation (EU) No 748/2012. This cover regulation was designed in such a way as to enable the inclusion of environmental protection requirements for other products than VCA and other environmental domains (e.g. emissions) in the future.

- (ii) The second part of the NPA contains noise requirements for new Vertical Take-Off Capable (VCA) aircraft (more commonly referred to as eVTOL or electric vertical Take-Off and Landing aircraft).

EAS is working on a response to this NPA.

- **NPA 2025-02– 07/07/2025 Alignment of Regulations (EU) Nos 748/2012 and 1321/2014 with Regulation (EU) 2018/1139 - Certification and continuing airworthiness of non-installed equipment (NIE)**

"This NPA puts forward amendments to Regulation (EU) No 748/2012 (the Initial Airworthiness Regulation) and Regulation (EU) No 1321/2014 (the Continuing Airworthiness Regulation), together with their associated acceptable means of compliance (AMC) and guidance material (GM), in order to align them with Regulation (EU) 2018/1139 (the Basic Regulation) in respect of the certification and continuing airworthiness of non-installed equipment (NIE)."

"The aim of the proposed regulatory material is to clarify the processes applicable for the initial certification and continuing airworthiness of NIE. This will allow the stakeholders concerned to apply to the maximum extent possible the existing certification and continuing airworthiness processes. This will enable the full benefits of applying well-established industry processes to be available. When and if relevant, in order to increase efficiency, simplifications are proposed. These will have regard to the exemption from the requirement for capability demonstration for the production of NIE that consists of software applications only to allow for adaptations to the specificities of NIE."

The NPA comprises seven different documents from (A) to (G). The expiry date for comments has been extended to 7/11/2025.

Note: Common NIE equipment is, for example, Electronic Flight Bags (EFB) and electronic map systems.

Other New and Upcoming Rulemaking Tasks of interest

- **ToR (Terms Of Reference – Rulemaking Task) RMT.0424**

Regular update of medical certification requirements for aircrew and air traffic controllers, and the related oversight - Issue 2, 08/07/2025

"The aim of this RMT is to address a number of medical-certification issues identified on a regular basis by national competent authorities (NCAs) and industry."

- **ToR (Terms Of Reference- Rulemaking Task) RMT.0194**

"Modernisation and simplification of the European pilot licensing and training system - published 28/02/2020"

This ToR is highly interesting for the EAS membership and we look forward to an upcoming NPA consultation.

What we know so far is:

- The task is being "Restarted" after a delay last year
- Subtask 1: Flight instructor reform – Introduction of CBTA (Competence Based Training and Assessment)
- Consultation in 2026-Q1, adoption in 2027
- Subtask 2: Reform of pilot licensing and training system including CBTA
- Consultation in 2026, adoption in 2028

Happy Landings!
Nils

SIGN UP FOR THE NEWSLETTER AND SEND US YOUR THOUGHTS AND IDEAS!

If you would like to receive future issues of the Newsletter direct to your inbox, please sign up on the Europe Air Sports website at <http://www.europe-air-sports.org/> If you would like

to make any comments, ask questions, send ideas or suggest a topic that you'd like to know about, contact me at d.king@europe-air-sports.org

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