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Image supplied by Austrian Aero Club

For several reasons it has been a long time since the last Newsletter and so there is a lot of information to share this time. As editor, I hope to produce the next issue without so much delay! Diana King

Note - abbreviations and their explanations are shown in full and in green, so that you can more easily find the full meaning of the abbreviations.

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Crediting of flight hours now legally binding in all EASA Member States

Rudi Schuegraf gives the regulatory background to this significant break-through

Last spring we presented the information that the Agency had published a decision which was long awaited; it was the

"EASA PUBLICATION OF ANNEX I TO EXECUTIVE DIRECTOR DECISION 2020/005/R AMC AND GM TO PART FCL, ISSUE 1 AMENDMENT 9"

The **AMC (Acceptable Means of Compliance)** clarified that a pilot flying any aeroplane or sailplane listed in Annex I can credit the hours to his/her personal account for the validation of his/her EASA licence – LAPL A, PPL A and associated class ratings. Unfortunately, the **AMC** was only soft law, not binding law. This meant that the different Member States could make individual decisions about whether and how to put this into practice.

To change that situation it was necessary to amend the EC Regulation with additional paragraphs, to transfer the **AMC** text into the FCL Implementing Rule 1178/2011. This was published 15 December 2020 as amendment No. 14 to this regulation.

On behalf of Europe Air Sports we are proud to inform you that, with this amendment, the crediting of aircraft and aeroplane hours becomes now binding law for all EU Member States. Second, a pilot applying to **transfer** from a LAPL to a PPL or BPL or SPL will also be given full credit for their LAPL theoretical knowledge.

This is something that your representatives at Europe Air Sports had worked for many years to achieve.

The EC Regulation 2020/2193 is a 16 page document which you find under the following link in all EU languages

<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32020R2193&from=EN>

The main para is found in Annex I of the Regulation and reads as follows:

(c) in point FCL.035(a), the following point (4) is added:

*(4) All hours flown in aeroplanes or TMGs that are subject to a decision of a Member State taken in accordance with points **(a) or (c) of Article 2(8)** of Regulation (EU) 2018/1139 or that fall **within the scope of Annex I** to that Regulation shall be **credited in full towards** fulfilling the flight time requirements of point FCL.140.A(a)(1) and point FCL.740.A(b)(1)(ii) of this Annex, provided that the following conditions are met:*

(i) the aeroplane or TMG concerned is of the same category and class as the Part-FCL aircraft in respect of which the hours flown are to be credited;

This means that all hours flown with national licences in aircraft, aeroplanes, sailplanes and balloons have to be counted by the authorities to validate privileges and ratings of an EASA LAPL, SPL, BPL or PPL.

UPDATE ON EU UNMANNED AIRCRAFT AND U-SPACE REGULATIONS – David Phipps

The proliferation of unmanned aircraft over recent years and the increasing requirement to extend their operation **beyond visual line of sight (BVLOS)** has led to the creation of regulations at an unprecedented pace.

The regulatory process began with the publication A-NPA 2015-10 – Introduction of a regulatory framework for the operation of drones. This work concluded with Regulation (EU) 2019/947 which became fully applicable on 31 December 2020.

Regulation (EU) 2019/947 provides a regulatory framework for the risk-based operation of unmanned aircraft, with operations falling into one of three categories, dependent on risk, which has been covered in previous editions of the Newsletter.

The biggest single community affected by Regulation (EU) 2019/947 is the model flying community. Although the rules have now come into effect, they do allow a period of transition for model flying associations. These groups can continue to operate under their existing arrangements until they have agreed the terms of their Article 16 Authorisation, which they must have in place by 1 July 2022.

The UK model flyers were the first to finalise their Article 16 Authorisation, which came into effect on 31 December (just 12 hours before the UK's departure from the EU after the end of the transition period). The Article 16 Authorisation agreed in the UK has been shared with EMFU members, who are using it as a template for their own negotiations.



BVLOS Drone delivery service from the UK mainland to the Isle of Wight

Having finalised the regulatory framework for the operation of unmanned aircraft, the next phase of the regulatory pathway is to find ways in which unmanned aircraft can be operated beyond visual line of sight of the operator. This is the only way in which the true economic potential of unmanned aircraft can be fully exploited.

The existing aviation communities and institutions have established ways of operating which have kept conflicts and risks at acceptable levels, but widespread integration of unmanned aircraft into the airspace presents major challenges and impacts on all established airspace users.

In 2017, the U-space concept was defined as a set of services and procedures relying on a high level of digitalisation to create an 'ecosystem' to facilitate the safe and secure integration of drones into the airspace and to unlock their full economic potential.

To facilitate BVLOS operation of drones, there are really only two realistic options:

1. Segregation. The safest way to avoid conflict is to only operate drones within airspace volumes which can be assured to be free from manned aircraft. In the short term, this is probably the only way in which safety of BVLOS operations can be assured.
2. Integration. This would require all other airspace users to be electronically conspicuous, as this would be the only reliable means for unmanned aircraft to apply the 'detect & avoid' principle with manned aircraft.

EASA published their Opinion 01-2020 on a High-level regulatory framework for the U-space in March 2020, along with a Draft Regulation. This sets out the requirements for the services and procedures needed for the deployment of U-space, but the designation of U-Space airspace would remain within the competency of individual Member States.

The Draft Regulation assumes that a Member State may designate a U-space airspace either within controlled airspace or within uncontrolled airspace.

Where a U-space airspace would be established within controlled airspace, manned aircraft would be provided with air traffic control service. The operational concept of dynamic reconfiguration of the U-space airspace would apply with the objective to ensure segregation of manned and unmanned traffic.

Where a U-space airspace would be established within uncontrolled airspace, manned aircraft would be required to "*continuously make themselves electronically conspicuous to the U-space service providers*". This places obligations on manned aircraft to provide information about their position to the U-Space service providers "*at regular intervals*" and "*with a level of accuracy, integrity, legitimacy of source and continuity as determined by the Agency*".

For the model flying community, the Draft Regulation also referenced an exemption from the requirements, for operations of unmanned aircraft that are conducted in the framework of model aircraft clubs and associations that receive an Article 16 authorisation as described above. Taken at face value, the intent of the Regulators was consistent with the protections for model flying within the Basic Regulation to "*allow model aircraft to continue*

to operate as they do today". However, there has been evidence that some Member States have interpreted the 'exemption' as an 'exclusion' instead, meaning that model aircraft would be precluded from operating within U-Space with no mechanism defined to gain access.

Model flyers generally operate within a definable airspace volume around fixed known points. Therefore the model flyers made representations to DG-MOVE and EASA with some suggestions as to how access to U-Space could be facilitated in several different ways, including:



1. Ground based notification to the U-Space Service Provider (USSP), possibly via the use of an app. This would be the model flyers' preferred option.
2. Ground based broadcast (possible ADS-B). This has been trialled in the UK.
3. On board conspicuity device – perhaps only appropriate for larger model aircraft or those operating away from established model flying locations.

There has been a great deal of feedback from Member States to the Draft Regulation, which has added some delay to EASA's original timeline which would originally have seen the Implementing Rule adopted by the European Commission by the end of 2020.

Clearly, the widespread integration of unmanned aircraft into the skies represents challenges to all the activities under the Europe Air Sports umbrella.

Clearly there is also political will to expedite the measures required to allow the economic potential of drones to be fully unlocked by facilitating BVLOS operations. For our communities, ultimately it will perhaps come down to a simple choice – either accepting the creation of more segregated/restricted airspace to allow drones to operate safely, or accepting that we are probably all faced with the prospect of having to embrace electronic conspicuity sooner rather than later, as the price for retaining maximum access to the airspace.

BASIC INSTRUMENT RATING 2021

Julian Scarfe sets out the essential details of the new rating

In the February-March 2019 newsletter we discussed the EASA Opinion 01/2019 introducing the **Basic Instrument Rating (BIR)**. The rating was introduced by Regulation (EU) 2020/359 and is applicable from 8 Sep 2021, with **AMC/GM (Acceptable Means of Compliance/Guidance Material)** introduced by Executive Director Decision 2020/018/R in Nov 2020.

The BIR provides a purely competence-based (no minimum hours), modern and practical instrument qualification, tailored to GA aeroplanes. It has slightly higher operating and planning minima than the **IR (Instrument Rating)**, requiring that the pilot reaches visual conditions 200 ft. higher on the approach and has a minimum visibility of 1500 m.

The implementing rule is in FCL.835 with associated **AMC/GM**, including a detailed description of the 3 modules in which the **BIR** is taught. Additionally, for the **theoretical knowledge (TK)** the **BIR Learning Objectives (LOs)** have been introduced (see the Appendix to the Decision) as a subset of the **IR LOs** and combined into 3 exams, broadly aligned with the modules. The skill test is essentially the same as for the **IR**, but with approaches flown to the higher minima.

There is a straightforward upgrade path to the full **IR** available after 50 hours of IFR pilot-in-command time, requiring some training in flying approaches to lower minima, but no further **TK** ground study, simply an oral examination of **TK** by the examiner before a skill test for the **IR**, just as for the conversion of an **IR** from a third country.

Despite the best efforts of Europe Air Sports, other parts of the GA community and even some member states to require simply a **DTO (Declared Training Organisation)** for **BIR** training, EASA decided that an **ATO (Approved Training Organisation)** must be involved.

However, because the **BIR** is entirely competence-based a pilot can initially build the skills and competences needed *outside* the framework of a training organisation (perhaps even on an uncertified simulator). This means that the training required when the pilot attends the **ATO** for training leading to a skill test is minimised.

We believe that the **BIR** will provide a safe and effective tool for improving safety for the next generation of GA aeroplane pilots.

EAS PART-21 LIGHT 2021 *Julian Scarfe reports on developments*

One of the key problems for sports and recreational aviation in the first decade of the EASA system was the effect of the disproportionate regulation ("Part-21") for design and production at the lighter end of the range of aircraft falling within the scope of the **Basic Regulation (BR)**. This resulted in an absurd situation of European manufacturers of **Light Sports Aircraft (LSA)** doing business mostly by exporting their aircraft to the US market with its more proportionate regulation.

During the negotiation of the **New Basic Regulation (NBR, 2018/1139)**, Europe Air Sports tackled this issue from both directions. We lobbied for an opt-out for aircraft up to 600 kg (which fall into the **LSA** category), to enable more proportionate national regulation to be applied, by taking those aircraft outside the scope of the **NBR**.

*Pipistrel Sinus –
an example of a Light Sports Aircraft*



We also supported changes to the substantive requirements to the **NBR**, to enable a more proportionate regulation within its scope, and a requirement for EASA to develop that new proportionate regulation within a 2-year timeframe.

The additional freedom from the constraints of the old **BR** would for example allow derogation from the requirement that all aircraft and design/production organisations must be certified. This was seized with enthusiasm by the EASA GA team (who had strongly supported the changes). This has resulted in rapid and constructive progress towards an alternative certification regime called "Part-21 Light". An Opinion on this is expected in the first half of 2021.

Part-21 Light proposes two new certification regimes:

- A Light-Certified process, proposed for fixed-wing aircraft up to an MTOM of 2000 kg with a maximum capacity of 4 persons, rotorcraft up to 1200 kg and 4 persons, as well as balloons, airships and gyroplanes. Using this process, design organisations and production organisations may declare their **capabilities** (rather than having them certified as was necessary under Part-21). They can then design and produce aircraft with fully ICAO-compliant Type Certificates and Certificates of Airworthiness.
- A Light-Declared process, proposed for fixed-wing aircraft up to an MTOM of 1200 kg with a maximum capacity of 2 persons, rotorcraft up to 1200 kg and 4 persons, as well as balloons and airships with a capacity up to 4 persons, without novel or unusual design features. Using this process, organisations may design aircraft by declaring the **compliance of the design** with the relevant technical requirements. They can then declare the conformity of individual aircraft and parts with that design, resulting in a Restricted Certificate of Airworthiness.

In both cases, close collaboration between the design/production organisation, EASA and NAAs is expected. The details of the regulation are necessarily quite complex, as they have to consider the need for design changes in each regime. More detail, including draft regulatory text, is available at:

<https://www.easa.europa.eu/newsroom-and-events/events/part-21-light-workshop-no4>

We believe this initiative has the potential to transform light aircraft design and manufacture in Europe.

IMPACT OF BREXIT *Some explanation from Nils Rostedt*

Brexit is now a reality and you may want to know how it affects private flying to and from the UK. Here are a few pieces of information (Sorry Brits, this is more from the EU viewpoint) copied from an excellent Q&A article published by **Flyer** magazine and available at https://issuu.com/flyerdigital/docs/flyer_february_2021/s/11521101

Licensing

- Generally, UK is now regarded as a "third country" (non-EU) and rules for flying to such countries apply.
- From 1 January 2021, holders of a LAPL issued by an EASA Member State may not fly an aircraft registered in an EASA Member State in UK airspace.
- From 1 January 2021, holders of a LAPL issued by an EASA Member State may fly a UK (G) registered aircraft in UK airspace for a period of two years.
- The LAPL does not conform to the standard PPL in ICAO Annex 1 – this is referred to as a sub-ICAO licence. The UK is currently not expecting any mutual recognition of pilot licences with EASA/ EU.

Airworthiness

UK GA aircraft that were previously EASA controlled will be known as Part 21 aircraft and their design, production and maintenance will continue under the same regulatory framework but with CAA approval.

Flight conditions issued by EASA will be accepted for a period of up to two years after 31 December 2020, providing they remain valid.

For more information here are a few useful links:

The main **EU-UK Withdrawal Agreement** from 17 October 2019:

https://ec.europa.eu/info/relations-united-kingdom/eu-uk-withdrawal-agreement_en

The recent EU-UK Trade and Cooperation Agreement from 24 December 2020:

<https://www.easa.europa.eu/document-library/bilateral-agreements/eu-uk-trade-and-cooperation-agreement>.

A 34-page summary can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/948093/TCA_SUMMARY_PDF.pdf

Aviation safety related provisions are found in Part Two, Heading Two, Title II of this Agreement.

Brexit related stuff on the EASA and UK CAA websites:

<https://www.easa.europa.eu/brexit>

<https://info.caa.co.uk/uk-eu-transition/>

<https://info.caa.co.uk/uk-eu-transition/general-aviation/>

Nils Rostedt reports from the Programme Manager's Desk

FROM THE "RETURN TO NORMAL OPERATIONS" EAS-EASA TASKFORCE

This joint "RNO" task force is trying to establish the impact on sports and recreational aviation caused by the COVID-19 pandemic and to propose supporting remedies. The task force meets next time on 11 March. In preparation, we will shortly send a questionnaire on this topic to our Members and hope to receive meaningful data. This can then be the basis of actions that may enable a speedy return towards a more normal activity level. So please watch your inbox and try to respond - every data point is helpful!

Generally, as you are surely aware, the pandemic is still severe and the wait for "normalisation" seems to grow ever longer. Hopefully vaccinations will start to have an effect soon! In the meantime, stay safe!

OPEN EASA CONSULTATIONS

NPA 2020-12: Review of Part-66, the EASA maintenance licensing system. The NPA's topics are outside EASA's main business, but we do have several issues related to the Implementation Regulation 1321/2014 which is the subject of this NPA. A working team is established. Deadline: 31 March 2021

NPA 2020-13 'Regular update of CS-22'

This concerns certification standards for sailplanes and powered sailplanes and includes a number of safety related amendments. A working team is looking at this NPA. Deadline: 14 March 2021

NPA 2020-14 'Simpler, lighter and better Part-FCL requirements for general aviation (Subtask 2)'

This topic is of major importance to EASA and we will look at it in detail. Deadline: 31 March 2021

NPA 2020-15 'Update of the flight simulation training device requirements'

This initiative could enable increased use of simulators in training also for light aircraft, especially IFR. Deadline: 31 March 2021

EPAS 2021-2025 PUBLISHED

On January 15, EASA published the final version of the [European Plan for Aviation Safety \(EPAS\)](#) for the period 2021-2025. EPAS is EASA's main planning document and contains both a description of EASA's strategy, summaries of its planned key actions, and individual descriptions of all active rulemaking tasks. It is revised annually.

The COVID-19 pandemic has had major impact on this year's EPAS. EASA was forced to put many new strategic actions "on hold" while focusing on urgent measures, as commercial aviation decreased by 90% because of COVID-19. Nevertheless, here's a selection of planned EASA key actions affecting General Aviation and therefore of interest to Europe Air Sports:

- Improve the dissemination of safety promotion and training material by authorities, associations, flying clubs and insurance companies, targeting flight instructors and/or pilots.
- Support the introduction of new business models (i.e. cost-sharing platforms).
- Adapt design and production rules ('Part 21 Light') to become more proportionate to the risks.
- Bring data into GA cockpits: weather, flight information services (FIS) and traffic information data should progressively be made available in all GA cockpits.
- One key EASA action is the planned "regulatory framework for the U-space", which appears to include new requirements on electronic conspicuity for manned aircraft wanting to fly in U-space airspace.
- EASA plans a number of new and amended regulations to support the introduction of electric and hybrid powered aircraft including eVTOL (electric vertical take-off and landing) aircraft.

The EPAS can be found [here](#) and is highly recommended for anyone interested in "the big picture" of EU aviation safety rulemaking and EASA's next steps.

PART 66-LIGHT *Patrick Pauwels reports on the gliding situation*

Reg. 2018/1142 for the Part 66-Light maintenance licences was published on 14 August 2018 and applies from 5 March 2019. The conversion period of the existing national maintenance licences started from 1 October 2019. As from 1 October 2020 all certifying staff must hold a Part 66 certificate to continue working and to deliver the so-called 'CRS' (Certificate of Release to Service).

The training and examination of future engineers are still important topics and practical solutions will have to be worked out with respect to the rules. Licensed staff members also have to comply with some recency requirements. While handling the conversion, it

was noticed by key staff persons of the gliding federations of BE and NL that these requirements are oriented to fulltime employed staff. They do not fit our volunteers working in a club environment. M. Luc Beerts and Egbert Veldhuizen posted an extensive note to Howard Torode, [EGU \(European Gliding Union\)](#) Technical Officer for Maintenance & Airworthiness.



After cross checking and fine tuning, a final EGU position paper, with proposals for redefinition of the qualification criteria, was composed. This paper was passed to EAS for support and transmission to EASA. EASA's GA point of contact, D. Roland, has confirmed that the paper is in the hands of the GA Task Force for further processing. A resolution of this issue is urgent, as existing engineers' recency within their current licence may require justification in the near future. This being the case, this issue is not amenable to resolution in the timescale of the current NPA/CRD initiative under EASA RMT0255. Nevertheless EGU and EAS fully intend to contribute this to this NPA because of the serious concern it creates. Although the 'AltMoC' ([Alternative Means of Compliance](#)) procedure by the member states might bring a solution, a redefinition of the related IR-article/AMC is preferred as a long-term solution.

FAA-EASA AVIATION SAFETY CONFERENCE

The Federal Aviation Administration (FAA) and the European Union Aviation Safety Agency (EASA) have announced that, due to the pandemic, they have postponed the in-person 2021 FAA-EASA Aviation Safety Conference until 2022. They are working to secure dates and a location for the 2022 event and will make further announcements when they can.

EAS GENERAL CONFERENCE 12 DECEMBER 2020 *reported by Diana King*

Due to the Covid pandemic, the 2020 Annual General Meeting was postponed last year and eventually held by video link in December.

The President, Andrea Anesini, in a snapshot of the year's work, reported that EAS had an active and successful year fighting for the interests of recreational flying at EU political and technical level. Technical rule-making in key areas continued to be covered, including Part M, the crediting of hours flown on Annex I aircraft and the basic instrument rating. High level meetings discussed U-Space, including the needs of all recreational pilots relating to electronic technology conspicuity.

Andrea reminded delegates that EAS keeps all flying activities, powered and non-powered, on the agenda and mentioned the importance of members' contributions to the various rule-making tasks. EAS Technical Officers act as a link to the air sports unions, provide valuable expertise, and ensure a seamless channel for communications. Other TOs would be welcome for specialities not now represented.

Manfred Kunschitz presented the accounts for the financial year to December 2019, also a forecast for the current year and a budget and subscription proposals for 2021. Largely due to the lack of travel, a €7,000 surplus had exceeded the budgeted surplus of €3,000. There was some discussion of the possibility of reducing member subscriptions for 2021.

Michel Rocca discussed U-space and the drone industry. Questions about rights of way between drones and other airspace users have not yet been resolved, but Timo Schubert reported that we had been assured that U-space would be accessible to all manned aviation without having to ask permission. Marc Asquith, representing the European Hang and Paragliding Union, strongly advocated that the electronic conspicuity requirements being proposed in some areas would be inappropriate and difficult for hang and paragliders to adopt. Responding to Marc's comments, Michel suggested that a supporting paper should be prepared.

The EAS Programme Manager Nils Rostedt explained the new EASA Consultation Accelerated Procedure, introduced to improve speed and efficiency in the rule-making process. There is concern that this may reduce transparency and enable EASA to avoid difficult conversations with stake-holders. Patrick Naegeli and Julian Scarfe commented

that the new process had worked well for the introduction of Sailplane FCL, but some other topics have not worked so well.

Nils also talked of the review of Return to Normal Operations. Different mechanisms had been used to review the impact of airfields being closed and their re-opening. Nils encouraged members to contribute more to the future work.

Rudi Schuegraf reviewed thirteen Flight Crew Licensing (FCL) regulatory amendments that he had overseen for EAS, referring in particular to the Acceptable Means of Compliance to allow testing and training on Annex I aircraft, though this excluded microlights, except for flight time being credited. Julian Scarfe would now be covering responsibility for FCL.

The Green Deal was introduced by Timo Schubert. Political change in Europe has brought environmental concerns into higher profile and created a greater emphasis on the need for action plans and specific targets. There may be EU funding at national level to assist with this work. Delegates agreed that EAS should develop a position on the Green Deal.

In brief reports, Julian Scarfe outlined the new regulations for light aircraft design and manufacture under Part 21 Light. He also mentioned that the Basic Instrument Rating would not be available immediately, to allow flying schools to develop the training methods. Rieteke showed the list of countries that have adopted the 600kg opt out for microlights. This project has been a big success for Europe Air Sports.

EUROPE AIR SPORTS GENERAL CONFERENCE 2021

Following Pierre Léonard's report in the last Newsletter, in setting the revised date of our next Conference, we are of course still very much dependent on the progress in defeating the COVID 19 virus. We hope that we will be able to arrange it later this year in Strasburg, but we will not be able to confirm this for some time. A face to face meeting would of course be preferred because of the importance of personal contacts. The Board will make a decision based on legal advice as soon as possible. We will keep you informed.

PETER SAUNDBY *a tribute from David Roberts and others*

Dr Peter Saundby MB ChB MFCM MFOM, former FRAeS and former medical adviser to Europe Air Sports



Peter Saundby (FAI photo)

One of the true greats in defending the rights of light aviation pilots, especially glider pilots, has flown his final thermal. After a long severe illness, which he bore with typical stoicism and complete lack of self-pity, Dr. Peter Saundby passed away peacefully in November 2020 aged 88. His Austrian-born wife Edith, who came to the UK just before the Second World War, survives him with daughter Diana and son Robert.

Peter qualified as a doctor in 1956 and learnt to fly on Tiger Moths and Harvards. He joined the RAF and became a pilot/surgeon, flying the Hawker Hunter and Canberras. After retiring from the RAF as Air Commodore (one star officer), Peter devoted much of his life to analysing and presenting the case for proportionate medical standards and processes for civilian light aircraft pilots. The many positions to which he was elected were member of the **British Gliding Association (BGA)** Council, Chairman of the UK Royal Aero Club (RAeC), advisor to the UK National Pilot Licensing group and to Europe Air Sports on medical matters and President of the FAI's Medico-Physiological Commission (CIMP). He received many honours including the **BGA's** medal, the RAeC's Silver Medal and Companion of Honour, and finally the FAI's top-level Companion of Honour in 2012.

Dr. Marja Osinga-Meek, current President of CIMP, acknowledges Peter’s massive contribution to influencing the thinking in Europe on medical standards and a simpler process of validation through self-declaration. “His goal was to introduce the simple and safe system of the UK National Private Pilot Licence for several air sports, but this was not acceptable to the authorities. However, Peter was an unstoppable campaigner, and in the end, the Light Aircraft Pilot Licence (LAPL) medical certificate was accepted in Europe. In CIMP, we are now launching a proposal to introduce a new class of medical examinations, based on the evidence Peter published. Just a few weeks before Peter died, I sent him our proposal. He was happy to read it, and he had no comments!”

Dr. Sally Evans, past Chief Medical Officer of the UK CAA and chair of EASA’s FCL.001 working group that developed the common EU rules for pilot medical certification, writes “Peter was an acknowledged aviation medicine expert with vast experience of evaluating medical risks in recreational aviation and personally I valued Peter’s counsel and advice. He was a staunch supporter of the BGA and its community and the gliding community globally. He was also a valued colleague, great friend and a true gentleman, exemplified by him bringing small gifts to meetings such as jars of home-made jam for his fellow committee members. Peter continued to argue strongly to keep medical requirements for gliding and light aviation generally proportionate in the context of an increasing regulatory environment. His advocacy of a risk-based approach for recreational medical standards and support of light touch regulatory rules is undoubtedly his legacy”.

Pete Stratten, BGA CEO, comments: “He ensured that the recreational air sport community was equipped with watertight evidence that pilot medical declarations based on driving standards are proportionate and effective. It was only a matter of time before the UK CAA adopted a similarly informed view. Although EASA appeared to be unmoving on the topic, it is not that well known that in recent years EASA proposed a pilot medical self-declaration trial, which unfortunately was not supported by a vote of member states’ representatives advised by their national aviation authorities”.

Bob Henderson, immediate past President of FAI writes “Peter made a tremendous contribution to air sports in general over many years and to gliding in particular..... always an outstanding example of the aeromedical community private aeronautical activities in Europe owe him a debt for being instrumental in reducing the impact of the bureaucracy surrounding recreational aviation, without which it would be so much more difficult and expensive for regular pilots to enjoy their sport.”

Peter's legacy will live on, throughout Europe and beyond.

For more tributes to Peter, see [Contributions to obit & tribute for P Saundby Dec 2020 Edited DGR \(bga-sg-uploads.s3.amazonaws.com\)](https://www.amazonaws.com/s3/uploads/bga-sg-uploads/Contributions%20to%20obit%20&%20tribute%20for%20P%20Saundby%20Dec%202020%20Edited%20DGR.pdf)

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