

Europe Air Sports

Safeguarding the interests of sports
and recreational aviation in Europe

U-Space Workshop, EASA, 11 October 2019

EUROPE AIR SPORTS



Who are we?

- Europe Air Sports represents **700.000 private pilots**
- Our members are:
 - Most of Europe's National Aero Clubs
 - Air sport federations and unions
 - EGU – European Glider Union
 - EMF – European Microlight Federation
 - EHPU – European Hanggliding and Paragliding Union
 - EPFU – European Powered Flying Union
 - EMFU – European Model Flying Union
 - EFLEVA – European Federation of Light Experimental and Vintage Aircraft
 - PPL/IR Europe - Private Pilots in Europe that are operating under IFR



What do we stand for?

- Being a competent and constructive stakeholder for the European aviation regulator
- A regulatory framework that is proportionate to the type of flying activity
- A risk-based approach to regulation taking into account the risk hierarchy of the EASA Basic Regulation
- The promotion of sports and recreational aviation in Europe



Drones and U-Space

- Members fly to a very large extent in non-controlled airspace Class G according to visual flight rules
- Traffic avoidance based on principle of see and avoid
- Wide liberties to navigate freely and without reporting intents and without paying service fees
- Our community stands at risk of loosing these freedoms through the integration of drones into U-Space airspace
- Regulator and stakeholders have to work closely together in order to achieve an acceptable regulatory framework
- Europe Air Sports is willing to play its part



Drones and U-Space

- Now considering the draft Opinion and will submit detailed comments
- At least four key principles for access of manned aircraft to U-Space airspace should be met:
- SAFE: according to the principle of the Basic Regulation (2018/1139/EU) that “a high and uniform level of civil aviation safety should be ensured at all times”.
- FREE: as the only beneficiary of the provided services are drones
- SIMPLE: by ensuring that the administrative and operational requirements for access do not add a layer of complexity to planning and conducting a flight
- TECHNOLOGICALLY FEASIBLE: considering the very limited resources of light aircraft, in particular non-motorised ones, such as gliders and hang-/paragliders or even aeromodels



Thank you

Timo Schubert, EU policy adviser to EAS
t.schubert@ads-insight.com

EUROPE AIR SPORTS

