



**FEBRUARY 2018**



*Helsinki, where the Conference on drones took place*

*Senate Square with the monument to Emperor Alexander II*

*(photo Dave Phipps)*

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**MARCEL FELTEN**



It is with great sadness we learnt of the death of Marcel Felten on 9th January 2018. Marcel had been ill with a form of cancer and he retired from the EAS board in March 2017. Günter Bertram and I marked his retirement with an appreciation in the April 2017 newsletter.

We valued Marcel greatly as a colleague with insight into many of the issues we dealt with over the years. A gentle and quietly spoken man, he did not waste words when a few would encapsulate the message he wanted to convey. His passing is a great loss and we send his family our sincere condolences.

David Roberts, President

## AND NOW IS THE TIME FOR ME TO RETIRE.....

Rudi Schuegraf reported in last Autumn's newsletter that I had been taken ill in September, soon after the EAS board meeting in Brussels. I am recovering well from my operation and "back in action" to a limited extent. My thanks to everyone who sent me their good wishes. I attended the EAS board meeting on 25th January in Köln.

*David with his wife Gilly enjoying a taste of what retirement might be like*



Whilst in hospital I had time to reflect on my involvement in EAS. Although I had decided some time ago that this year would be my last one as your President my illness reinforced that decision to retire. But illness was not the only reason. I believe that organisations need to be "refreshed" in their leadership reasonably frequently. Four to six years in a position is about the right amount of time to make an impression and achieve something without overstaying one's welcome. I was elected President in 2009 and despite misgivings at the time I allowed myself to be nominated for a further three-year term in 2015.

So on 18th March 2018 the members of EAS will elect a new President. Pierre Leonard, our Secretary General, has written to inform members of the candidate(s). Whoever that is I wish him or her every success.

It has been a privilege to represent the interests of hundreds of thousands of air sports and mainly non-commercial GA pilots, owners and operators in Europe. And to work with some great people on the EAS board and amongst those who provide valuable technical support to the board. The latter includes those volunteer technical experts who have spent many hours or days in working groups or attending meetings at which EAS endeavours to influence the outcomes of many regulatory initiatives. Of course, my thanks to all our members without whose financial and other support none of our work would be possible. I shall certainly miss the camaraderie of the friends I have made over 15 years with EAS. Working with people who believe in the same goals is invigorating and provides a wonderful sense of purpose.

At the Annual Conference on 16th to 18th March our principal guest is Patrick Ky, the Executive Director of EASA who, appropriately, will give a *keynote* address on the Friday afternoon. I hope as many of our members as possible - and others - can make the effort to attend, and I look forward to seeing you there.

My best wishes to all our readers, followers and members for the future.

David Roberts, President

## EUROPEAN PLAN FOR AVIATION SAFETY (EPAS) 2018-2022

*René Meier, our Programme Manager, provides some useful information on EPAS, published on 14 November 2017 by the European Aviation Safety Agency (EASA) as a draft which includes the rulemaking and safety promotion programme (RMP). In fact, EPAS is an enlarged RMP with wider scope on additional tasks and actions.*

In December 2017 the EASA's Management Board published Decision 08-2017. This adopted EPAS 2018-2022, including the rulemaking programme. I have looked at the 126 pages of the document and found:

- 146 Rulemaking Tasks; 53 are for General Aviation (GA)
- 21 Safety Promotion Tasks; 8 are for GA, particularly sports and recreational activities
- 20 Member States Actions, of which 5 have a scope on GA
- 16 Research Tasks; 2 have interest for us
- 6 Evaluation Actions, of which we need to evaluate the effectiveness of one
- 6 Focused Oversight Actions; 2 are within our scope

In the Executive Summary of EPAS, a component of the European Aviation Safety Programme (EASP), I found the following statements of the Agency, which I slightly adapted to our needs:

***"EPAS provides a coherent and transparent framework for safety work at regional level, helping the identification of major safety risks and actions to take, supporting Member States to implement their State Safety Programmes (SSP) and the Global Aviation Safety Plan (GASP), and aiding the sharing of best practice and knowledge. The plan also includes European states not under the EASA umbrella."***

These are the fundamental principles proposed by the Agency:

- 1) *One comprehensive document:*** The EPAS and RMP are now combined into one single document, providing EASA stakeholders with a comprehensive and coherent vision of what EASA intends to do in the coming five years.
- 2) *The regional dimension:*** During the ICAO 39th Assembly, ICAO Members supported the application of a regional approach to safety, capacity and efficiency improvements through the establishment of regional partnerships.
- 3) *Rulemaking cool-down:*** The document materialises the ambition to cool down the rulemaking output already set up in the previous edition. In particular, the delivery of the number of opinions over the next five years will be reduced as compared to the previous years. This reflects the need to put more focus on supporting the implementation of recently adopted regulations and give priorities to other means to improve safety, notably Focused Oversight and Safety Promotion. "The shift to Safety Promotion is particularly significant in the field of General Aviation safety", the Agency writes.
- 4) *Research:*** The research actions have undergone a full review, resulting in the incorporation of new research projects. This illustrates the growing importance of research in the EU policies as an enabler to enhance safety covering all aeronautical aspects. This, I think, is good news, considering the drones/RPAS/UAS/UAV threat looming on the horizon, remembering that the comment "all in the air not made of feather and bone should have electronic conspicuity" was heard recently at a high level conference in Helsinki.

One interesting change I found: RMT.0718 "Evaluation of provisions for Part-FCL" is now an evaluation task tagged EVT.006 carrying the same title. The resulting report is expected to be published in 2019.

Based on EPAS I have prepared an Excel spreadsheet: all tasks and actions of relevance are listed, presenting the main elements of each item, so as to have an easier overview of what is of concern to our communities. I have also prepared an individual sheet for any one of the tasks or actions. Please contact me to get what you need.

**DTO REGULATION IS BORN** – *A quick report from Karel Abbenes (EBF), Jean-Pierre Delmas (EAS) and Andy Miller (EGU) who attended the latest DTO meeting (DTO – Declared Training Organisation)*



All members of Europe Air Sports raised concerns when AIRCREW Regulation was on the workbench in the early 2010s. Lack of proportionality and burdensome requirements for training to non-professional licences were seen as detrimental for small and medium-sized training organisations. Three years after the issue of regulation, a second Opt-out was inevitable. Then EASA set up a multi-discipline task force (Powered flying, Gliding and Ballooning, EAS and French and UK NAAs), which delivered a proposal in October 2015, sticking with the principles of the New Safety Strategy for GA and of the GA Road Map.

The proposed regulation was voted in October 2017 by EASA Committee: small and medium-sized organisations are now provided with a European framework based on declaration, instead of heavy burdensome initial approval. It is a major milestone for the

application of GA Strategy. Trust in certified people, trust in organisations' representatives and risk-based oversight by authority are tokens of recognition of the savoir-faire of organisations which have been delivering private pilot training successfully and safely for decades.



Once the DTO regulation is translated into all languages and officially published (expected before 8 April 2018), existing Registered Facilities within the scope of DTO, which are still operating under JAR-FCL regulation, have until 8 April 2019 to declare their training activities to their national aviation authority according to DTO regulation and procedures.

An additional important win for sailplane and balloon communities is that an ATO structure is no longer required for training FIs and FEs.

Newly named DTOs are trusted by design, but will be observed on their results.

It is all about freedom and responsibility, for which we as sports and leisure pilots care so much, whether we fly aeroplanes, gliders or balloons.

### **EASA PUBLISHES THEIR TECHNICAL OPINION AND DRAFT REGULATIONS FOR UNMANNED AIRCRAFT** – *Dave Phipps, EAS Technical Officer for Model Flying*

The European Aviation Safety Agency (EASA) has now published the Technical Opinion and Draft Regulations for Unmanned Aircraft. All of the documents can be found on the EASA website here: <https://www.easa.europa.eu/document-library/opinions/opinion-012018>

Model aircraft remain within the scope of these Regulations, but thanks to the lobbying carried out on behalf of the model flying community by Europe Air Sports, the Basic Regulation (which underpins these regulations and specifies what they should regulate) includes a provision which offers our established activities some protection:

***(20c) Model aircraft are considered as unmanned aircraft within the meaning of this Regulation and are used primarily for leisure activities. The delegated and implementing acts adopted under this on the basis of Regulation and concerning unmanned aircraft should take into account that such model aircraft have so far had a good safety record, especially those operated by members of model aircraft associations or clubs which developed specific codes of conduct for such activities. In addition, when adopting those delegated and implementing acts, the Commission should take account of the need for a seamless transition from the different national systems to the new Union regulatory framework, so that model aircraft can continue to operate as they do today, also by taking into account existing best practices in the Member States.***

The other important change agreed to the Basic Regulation is that it no longer mandates the registration of each individual aircraft – just the pilot.

The Basic Regulation gained political agreement on 22<sup>nd</sup> December 2017 and is expected to come into force in Summer 2018. It is anticipated that the EASA Opinion and Draft Regulations for Unmanned Aircraft will be adopted by the European Commission in the final quarter of 2018 with the final 'Decision' scheduled for the first quarter of 2019.

There are three options available for model flying within the regulations:

#### ***Operation within the Open Category***

*(N.B. Details of the Categories were outlined in the EAS Newsletter in Summer 2017)*

The Open Category is intended for those operating as individuals outside an association or club. Model flying will fall within subcategory A3 (away from uninvolved people) of the Open Category and can be conducted with aircraft up to 25Kg within the C3, C4 or 'privately built' classes.

The C4 class was specifically developed to reflect conventional model aircraft and imposes a minimum set of technical requirements (the aircraft should not be capable of automatic flight; consumer information to raise awareness of the regulations must be included).

The minimum age restriction has now been removed (this is to be left to Member States to decide) as has the requirement to register individual aircraft, but the height limit of 120 metres remains. There is also a requirement for some form of online competency training with an online test to try and ensure that the pilot is aware of the law and the requirements for safe operation.

Electronic identification and geo-awareness (probably involving the use of a phone app) is only mandatory if 'required by the zone of operation'.

### ***Operation within designated 'Zones'***

Article 11 provides Member States with an option to designate specific 'zones' for model flying to take place, primarily for those pilots who are not members of a model aircraft association or club. These zones could define different operating parameters to those required by the Open Category (such as an increased altitude limit for instance).

### ***Operation within the Specific Category***

In recognition of the good safety record established over many years by model flying associations throughout Europe, the proposed regulations allow competent authorities the facility to issue an operational authorisation (within the Specific Category) to model associations and clubs which can define deviations from the regulations to reflect established custom and practice and operating parameters (such as altitude limits). This is outlined in Article 6.

To benefit from an authorisation of this type, the regulations do place some responsibilities on model clubs and associations (UAS.SPEC.055 Responsibilities of model clubs and associations; see page 8 at [this link](#)), but these are now slightly less onerous than those proposed originally.

### ***Conclusion***

Whilst not an ideal outcome, the draft regulations are perhaps a little more proportionate than those originally proposed. The provisions within the 'Specific Category' provide the majority of Member States with sufficient flexibility to allow model flying to continue largely as it does today, but this will ultimately depend upon interpretation and implementation within individual Member States and the level of co-operation from governments and national regulators.

## **HELSINKI HIGH LEVEL CONFERENCE ON DRONES, NOVEMBER 2017**

*Report from Dave Phipps*



Building on the previous conferences held in Riga and Warsaw, this was the biggest yet, with more than 500 delegates from over 40 Countries. There was representation from the European Commission, EASA, manufacturers, national aviation regulators, governments and a wide range of stakeholder groups.

The Conference commenced with addresses by Violetta Bulc (European Commissioner for Transport) and Patrick Ky (Executive Director of EASA). There followed a series of 'panels' to discuss various topics as follows:

***Panel 1: Regulatory Framework (current situation and future expectations):*** EASA reported on their proposed regulations and commented that 'U-space was coming' and some form of regulatory framework was urgently needed to allow safe integration of drones into the airspace.

***Panel 2: Present and future use of drones: exploring the different business models:*** Presentations were given detailing the current VLOS use of drones along with updates on systems being developed by FEDEX/UPS/DHL for the transport of packages.

***Panel 3: U-space (Concept and technological solutions; interactions between drones and manned aircraft):*** The consensus of the panellists was that for U-space to work, 'everyone has to be treated the same' with a comment that 'manned aviation will

have to adapt and should not be stuck on the principle of not touching existing operations and activities’.

**Panel 4: Synergies between military and civil drones:** The European Defence Agency reported that 2025 was their target date for the integration of unmanned military aircraft into non-segregated airspace. NATO commented that UAS would very soon account for more than 50% of the military aircraft fleet and that unmanned aircraft should be treated in exactly the same way as manned aircraft.

**Panel 5: Security and Privacy:** This panel considered how to protect society in terms of the impact of drones on privacy, security and data protection.

**Panel 6: Training, Education and Safety Promotion:** DG GROW (Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs) commented on the essential requirement to make operators aware of the regulations and follow them.

**Panel 7: Current Technical Solutions and interoperability issues:** Various traffic management systems were discussed, some of which relied on the mobile phone network. It was estimated that 80% of the economic benefit from drone operations would come from BVLOS (Beyond visual line of sight) operations.

**Panel 8: Future outlook: Autonomous drones and flying taxis:** It was evident that the big aerospace manufacturers are investing heavily in autonomous aircraft.

A series of ‘Industry Review’ presentations followed including:

**European Cockpit Association** spoke about the collision risk between drones and Commercial Air Transport with reference to studies carried in the UK.

**University of Southern Denmark** reported on a study carried out on human/drone interaction to determine the altitudes at which small drones started to cause disturbance to uninvolved people.

**Boeing** reported that they were looking at the introduction of unmanned freight aircraft by 2030 and the possibility of autonomous passenger aircraft ‘when ready’ (this would be determined by passenger perception rather than technology).

### Conference Conclusions and Declaration

The Conference Declaration was based on three pillars:

- 1. The legal requirements for drones and drone operations, for the safe and effective use of the airspace, and for the delivery of cost-effective U-Space services;**
- 2. Further investment in demonstrators that systematically help to open the drone services market, as well as in longer term R&D projects that prepare for more autonomous vehicles and more dense traffic; and**
- 3. An effective standard setting process that is adapted to fast evolving digital technologies from all sectors, and uses and adapts existing standards where available.**

The next conference will take place on the 27-28 November 2018 in Amsterdam.

### Conclusions – the drones are coming!



It is evident that there is strong political support to facilitate the integration of unmanned aircraft into the airspace, driven by significant investment within the aerospace industry. There is also a realisation that some form of electronic conspicuity will be required for all users of the airspace, to enable unmanned aircraft to be able to effectively interact/sense and avoid.

## **KEEPING UP GOOD RELATIONS WITH DG MOVE: Meeting with Joachim Lücking, reported by Timo Schubert**

At the end of 2017 a Europe Air Sports delegation led by Senior Vice-President Rudi Schuegraf had a chance to meet Joachim Lücking, Head of Unit of DG MOVE's EASA Unit. As Head of Unit Lücking succeeds Filip Cornelis, who has moved up the hierarchy and now serves as Director for Aviation.

During the constructive and informative meeting the group introduced Europe Air Sports and the needs of its members in sports and recreational aviation. On the list of issues raised was the outcome of the recast of the EASA Basic Regulation, which includes many positive aspects for the sector. The EAS delegation expressed its strong support for the opt-out provisions allowing Member States to regulate aeroplanes, sailplanes and helicopters up to 600kg. It also welcomed that key flying activities, such as hang-gliding, amateur-built-aircraft and micro-lights remain firmly under the protection of Annex I (formerly Annex II) of the new Basic Regulation.

Among other things, the meeting also addressed current developments in the field of implementing rules, such as Part-M Light and the implementation deadlines pertaining to Declared Training Organisations. With regard to model flying the group stressed the importance of ensuring that special light requirements for operations from model flying aerodromes must be found through the EASA regulatory process.

Europe Air Sports thanks Mr. Lücking for his time and willingness to maintain a dialogue and looks forward to an ongoing fruitful relationship with DG MOVE.

## **EUROPE AIR SPORTS GENERAL MEETING 2018**

The 2018 General Meeting of Europe Air Sports will take place in the Mercure Hotel, Belfortstrasse, Cologne, from Friday 16<sup>th</sup> to Sunday 18<sup>th</sup> March. Click [here](#) for details of the venue.

This General Meeting will be particularly interesting to attend, as we have a confirmed participation on Friday afternoon of Mr. Patrick Ky, Executive Director of the European Aviation Safety Agency, Mr. Jyrki Pajanen of the European Commission and Mr. Tony Rapson, Head of GA at the UK CAA. Mrs Carmen Aguilera Rios, EU GSA, is also a guest participant at the conference.

The Conference will start on Friday 16<sup>th</sup> March at 15:00 hours with news from our guest speakers and panel discussions, which will run until 17:30 hours. A dinner hosted by Europe Air Sports will follow on Friday evening. On Saturday the Technical Meeting will cover a wide range of subjects, including contributions from our members about remaining problems on your side. Saturday evening is free for sightseeing in Cologne.

The Statutory Meeting will take place on Sunday morning 18<sup>th</sup> March, concluding by 13:00 hours latest. This meeting will include the usual reports from the President and Treasurer and elections of Board members. The President David Roberts will be retiring and there is a vacancy for the election of a new President. Details of other Board members and nominations have been included in the official notice circulated recently.

René Meier, the Europe Air Sports Programme Manager, is also retiring and the result of the selection of the new candidate will be announced at the Meeting.

## **EUROPEAN POWERED FLYING UNION'S ANNUAL GENERAL MEETING**

*René Meier, EAS Programme Manager and President of the European Powered Flying Union (EPFU), reports on the event.*

Hosted by Fédération Française Aéronautique (FFA), we met in Paris for a board meeting, followed by the Annual General Meeting. A warm welcome was given to Henry Lindholm, the first president of EPFU, to Max de Richemond, first secretary general, but also to Michel Lévy of Direction Générale de L'aviation Civile, the keynote speaker of the event, to Christian Sinet of FFA, and to Jean-Pierre Delmas of Europe Air Sports.

As President I gave an overview of the past year and we looked at the content of the newly structured European Plan for Aviation Safety (EPAS) 2018 to 2022 (reported on page 1 of this Newsletter).

Of the Agency's publications in 2017, 7 Notices of Proposed Amendments were of interest to us, 10 Comment Response Documents, 8 Opinions and 10 Decisions.

What are we still waiting for? Part-M Light (RMT.0547), B2L and L Licences (RMT.0135) and Technical Records (RMT.0276) are suffering delays at Legal Services in the Commission, that hinder our activities, as does the lack of clarity regarding acceptance for training purposes of hours flown on Annex II aircraft. Future threats may be a reduction of airspace available to us due to increased operations of drones, particularly in the open and the specific category, and compulsory electronic conspicuity for all airspace users.

Members of the Board were elected until 2019: René Meier (Switzerland), President; Jean Birgen (Luxembourg), Vice-President; Xavier Barral (France), Secretary General; Manfred Kunschitz (Austria), Treasurer; Marc-André Heurtevant (France), Communications.

After the statutory part Michel Lévy of DGAC gave us an overview of the introduction of the "Declared Training Organisation" in France. It contained many hints as regards what to consider, particularly when starting the transformation process in our own countries.

## **EUROPEAN HANG- AND PARAGLIDING UNION'S ANNUAL GENERAL MEETING**

*attended and reported by our Programme Manager, René Meier*



*Photo: British Hang-gliding and Paragliding Association*

The first day was a visit to Pipistrel Aircraft's main factory, where we saw the products and successes and the production of the Alpha Trainer. We also paid a visit to the wine cellar of Bojan Zizmond's brother, Bojan being the 2017 EHPU president, and visited a large winery to test some excellent wines in the village of Smartno.

The core element of the second day was the annual elections. The new president is Alfredo Ponce from Spain, Arne Hillestad (Norway) stays in office as Secretary General, Günter Bertram (Germany) was re-elected as airspace officer. These people are EHPU's points of contact with Europe Air Sports.

Besides this, an impressive variety of technical and safety-related topics were presented by a large number of highly competent speakers. I had the opportunity to explain to the audience what Europe Air Sports did in the past for air sports in its entirety but also where the future challenges for hang- and paragliding are to be located, namely threats similar to those for powered flying and also possible 8.33 kHz voice channel spacing required when operating in designated airspace.

Other concerns of this community are the final wording of the new Basic Regulation's "Annex I", which fits perfectly today but may change, future developments in the field of Occurrence Reporting, and in which direction the possibilities may evolve of using airspace class G according to the Standardised European Rules of the Air (SERA).

We thank EHPU for inviting Europe Air Sports, and for their annual contribution. I asked the audience to send me requests for information on the topics mentioned above. I will pass on any questions to the best-informed person for direct answers.

### **SMARTFLYER**

Whilst the following article is not exactly on the subject of regulatory matters, nevertheless it shows that our Programme Manager René Meier, who is retiring from EAS shortly, does find time to be actively involved in some actual flying at his home base of Grenchen where he is the Director of the event ...

***"smartflyer challenges", a review of the 2017 event and a preview to the 2018 edition, 1 and 2 September, at Grenchen (LSZG)***

At a committee meeting of "Regionalverband Grenchen des Aero-Clubs der Schweiz" in late 2016, electric mobility in the air and the year's programme was discussed. We decided



to organise an electric aircraft fly-in. We invited all known manufacturers of such aircraft to come to Grenchen, we also created a conference programme, a platform for speakers to address the public.

On-site we had four aircraft in the small static display and an amazing number of fifteen flying during the two days. To our big surprise the conference programme of nine topics, presented by highly qualified speakers, attracted a much larger audience than we expected. This was a real success for us, having been a bit late with the final planning...

On Sunday afternoon I believe we had a "world's first" event: In close formation Dr. Frank Anton of Siemens AG (Germany) piloted the Magnus eFusion (Hungary) with the Siemens engine, followed by Martin Stepanek (Czech Republic) piloting his D-14 Phoenix, and Jonas Lay with Len Schumann (Germany) as co-pilot flying the eGenius IFB of the University of Stuttgart's Institut für Flugzeugbau. Other spectacular sights were approaches and landings done by Ruppert Composite's Albatros Electro and the towing operations of a powered trike towing an unpowered one.

Pictures, technical data and a 2018 calendar are available from [rene.meier@smartflyer.ch](mailto:rene.meier@smartflyer.ch) or [Daniel.wenger@smartflyer.ch](mailto:Daniel.wenger@smartflyer.ch).



*IFB Stuttgart eGenius, piloted by Jonas Lay and Len Schumann (Markus Jegerlehner)*

Apart from the weather conditions, the biggest challenge was how to install sufficient charging stations at Grenchen, and also at Biel-Kappelen, the alternate aerodrome. The technical solution chosen worked flawlessly at both locations. Searching for sponsors and creating enough funds was another story, but in the end no invoice remained unpaid.

Conclusion for the 2018 edition are: We will correct the weaknesses found, we are starting early in the year, we will again invite all the manufacturers we find, create an even more attractive conference programme, start public relations measures and fund raising earlier. Although electric mobility is widely discussed these days, although several prototype aircraft are developed in Switzerland alone, and many in the neighbouring countries, the 2018 edition of the "smartflyer challenge" will not yet be an event attracting the general public, it will mainly be of interest to those already in the business, all of them dedicated to develop electric mobility in the air.

It was risky to set up the 2017 event, in the end it was a success, for this reason we do it again this year. The "link" to the event: <https://www.smartflyer-challenge.ch/>

### **SIGN UP FOR THE NEWSLETTER!**

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/>

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