

## Presidents Speech 2019

Flying started being as free as a bird in the sky. Fly wherever you wanted to go and when you wanted. Just take off, fly around and land at any suitable place. That is the ultimate pilots dream. But, the sky became more and more crowded and everyone flying wanted his space in the air. With so many users to share airspace, the sky needed to be regulated. Airspaces were created, restrictions and rules were developed and the idea of a Single European Sky was born.

We all know what it meant when in 2004, only 15 years ago, EASA, the European Aviation Safety Agency, came in the picture and developed the Basic Regulations. For the non commercial, recreational General Aviation this was a disaster because:

“One size did not fit all”.

So in 2014 EASA launched the GA Road Map and we can see that it is starting to get better, simpler and more proportional regulated for the light aviation.

But there are always new developments that certainly needs our attention.

Like for instance:

✱ The Single European Sky: are we all going to pay for using the different airspaces?

✱ The U-Space.

The U stands for Unmanned Aerial Vehicles or as we say “drones”.

Negotiations between EASA, the stakeholders like Europe Air Sports and this “new kid in the sky” have already started.

One of the ideas is that commercial drones up to 5 kilo should operate under 500 ft. in airspace G. Because and I quote: “in this low airspace there is not much traffic”.

What will this mean for manned aircraft, for the principle of VFR, see and avoid, all our many small airfields, airstrips and planes taking off and land below 500 ft?

Which technical requirements for visual and electronic conspicuity will be developed, become mandatory and is also payable?

✱ Another development is Light Part 21. EASA is creating a declarative system for a lighter regime for type certification.

This includes the technical as well as the design instructions for airplanes up to 2600 kg. This is the so called Opt In for manufactures.

What does this mean for microlights and the possibility for the Opt Out 600 kg MTOM?

A positive development is the decision that crediting all hours flown on airplanes or sailplanes specified in Annex I shall count in full for a LAPL license. EASA confirmed that 3-axes microlights are included.

On one hand we want to stay out of EASA's scope.

We want each country in the EU managing its own national regulations thus creating a lot of difference we have to cope with.

On the other hand we want a level playing-field for MLA's. We want to be accepted in every country of the EU so we can freely cross the borders.

Should we “Combine our Forces” so we can be stronger? Or are “Our differences our Force”?

Is it possible to have all these differences and yet work together. I think we can.

✱ Could an **EMF Road Map 2020** be a start for a solution?

To develop an EMF Road Map 2020 for the near future will be a big challenge, it will not be easy, but in my opinion it is needed.

Points of interest might be safety, accident analysis, training, cross-border, sharing information. We need to discuss this and even form a development team that will work on this project.

Since the beginning of EMF in 2004 I have been on the board in various positions of which the last 4 years as President.

My ambition in these 4 years were to increase the weight limit, but also to stay outside EU regulations.

Now these goals are achieved it is time for me to step down as President and make way for an enthusiastic person who has new ideas and has been active for microlights for many years.

It has been a great pleasure and an honor to have served as president of such a wonderful international microlight organization as the European Microlight Federation.

The future is the next challenge.

Thank you.

Rieteke van Luijt

President European Microlight Federation