



# AOPA LUXEMBOURG YEARBOOK 2020/2021





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## Dear Plane Owners and Pilots,



A year not like any we remember has passed and the world is stunned and reeling from a pandemic that surpassed all dimensions.

Passenger aviation has come almost to a stillstand whereas other sectors like cargo and business aviation thrived. General aviation for flying clubs and private were hit by lockdown and flying restrictions. Flight training was controlled by quarantine restrictions. International flights were severely hindered by the sanitary measures in different countries. Flying to anywhere from Luxembourg being a small country surrounded by Belgium, France and Germany was particularly difficult.

But as you see, some of our members were lucky and made wonderful sorties, even at the other side of our globe.

The Year 2020 started well with our classic winter activities: In January, we started with the yearly Safety seminar, which is AOPA's commitment to enhance flight safety information and training in Luxembourg. As

every year, Capt. Pascal Kremer puts a full-day program together, which was not different in 2020.

Needless to say, that the AOPA Safety Seminar edition of 2020 was once again well attended. The various speakers did put much time and energy into their presentations.



Typically, The General Assembly comes shortly after. This is the more formal process of our non-profit organization where the board gets mandated by its members. This is also the moment where some people leave the board (Jean-Claude Frank) and some new persons join the board (Shah Agaajani).



An old action point was realized, the updating of the statutes. This is not a sexy topic as such, but a necessary exercise to ensure our processes and procedures are reviewed and updated, so that our association improves its



operational functioning. We used this exercise to change the name of our association from UPL-AOPA Luxembourg into AOPA Luxembourg. This move strengthens our integration within the global organization of Plane Owners and Pilots with several hundreds of thousands of members.

This year's edition of the General Assembly was combined with a presentation from two of our own pilots, who reported on their adventurous plan to fly to Japan in a small plane. A bold plan in the greatest aviator spirit as they left for an adventure trail on the Silk Road. Patrice Deyglun and Jean Ries proved to be not only great pilots, but also great speakers. Very inspiring! In combination with our annual drink and the Pilot's dinner, we had a highly enjoyable afternoon and evening.



Luxembourg's AOPA being an open and international minded organization, we had again this year the pleasure to welcome members from other EU countries who came all the way over to Luxembourg for these member events.

Unfortunately, there was also sad news as our long-lasting former board member Dr Gottfried Zankl passed away last winter. He has been serving UPL-AOPA for many, many decades and was the editor of our Pilot's magazines for so many years. He continued to do so until high age, until it was not possible anymore. Our respect and a great and sincere thank you to Gottfried, you will remain in our memories.

Beside the events that we organize with AOPA Luxembourg, we participate as well at European level in the activities of the International Council of AOPA. Our past President Marcel Felten was also very active in our European organization. We have taken over Marcel's torch and are following up for IAOPA and are heavily involved in the topic of UAV (better known as drones). The interest of our Plane Owners and Pilots is clear: we strive for a safe integration of the newcomer drones into airspace. Pilots are human beings and should have at all time priority over these flying robots. What we expect from the law is that it would help by creating new rules to reduce the perception of risk around drones. Although some strong ideas seem to be introduced into U-Space legislation, there is still work to be done to create the same kind of confidence as, say, a helicopter flying over a crowd (confidence based on good legislation, solid training and strict technical controls). We need to do the same for drones, for



example using redundant propellers or requiring anti-collision systems in addition to creating a legal framework together with a much more solid training.

Another area of interest or concern is the visual and sound disturbance created by drones.



1 IAOPA at the European Parliament

General Aviation has invested in reducing disruption to the population out of respect and by trying to coexist in densely populated Western Europe. I'm thinking about avoiding flying over small villages (adjusting traffic patterns) around airfields and using equipment (e.g. propeller noise reduction) we don't see any action at all in the project advice on measures taken to reduce both visual and noise disturbance created by all kinds of drones. And there

will be a lot of these disruptions if we

see the results of commercial testing. Especially, since commercial drones will use the lowest part of the airspace, noise and visual pollution must be taken into account, not to mention privacy considerations in this GDPR era.

We arranged a European IAOPA budget to get some professional help so that we could increase awareness of the European decision makers.

As part of this strategy, we visited several members of the European parliament in Strasbourg and explained our topics related to the upcoming U-space legislation. Several members of the transport commission showed a clear interest in our security concerns, even from some political fractions from who you typically wouldn't expect. All respect for Luxembourg Tilly Metz of the Green fraction, who actively supported our case not only vocally, but by submitting parliamentary questions on the subject. Also other MEP's proved to recognize the validity of our arguments.

We further reached out and managed to speak last spring with Timo Pesonen, Director-General for Defense Industry and Space at the European Commission. We all agree that the draft rule set needed to be fine tuned as there were too many black spots.

We also reached out to Eugene Leeman of Eurocontrol. All these actions did not miss their effect. The various U-space draft legislations have taken our IAOPA fully justified reflections into consideration and the outcome of what just has been published on U-space, is already way closer to the reality of joint occupation of the airspace.



1 Timo Pesonen



Then came Covid-19 and suddenly and overnight, we went into a lockdown. Just as the new flying season was about to start. Initially, we used the new situation to work on the new member portal, which Guy Zenner is developing.

Gone were also the monthly gatherings of AOPA at Nuna's place in Senningerberg. We moved to a monthly videoconference instead. That proved to work well, but the camaraderie of our monthly dinners at Senningerberg cannot be replaced by a Zoom.

As Covid-19 proved to take longer than three weeks lockdown, we reached out to the National Aviation authority of Luxembourg as we feared that training or certifications sessions should become more difficult to carry out. So, we advocated actively for temporarily extensions. That worked out well and the Direction de l'Aviation Civile proved to be understanding and cooperative. In troubled times as these, we need to stick together if we want to survive as a Pilot community.

Our newest board member, Shah Agajaani, developed an initiative offering logistical support to distribute masks throughout Europe with our planes. This great initiative was supported by FAL, Aéro-Sport and Aviasport. We offered our gracious volunteering action to the Covid-19 task force. Our Plane Owners and Pilots being responsible persons were willing to give a helping hand for free. Although the Covid19 task force seemed to like the idea, they did not use our services for distributing masks.

In parallel, our board members Marco Felten, Mike Kornev, Nico Bannasch and Reinhard Krommes were able to address the GDPR topic related to member benefits. A mailing was organized and as of this year, our Pilots can benefit from various Pan-European offerings. If you need more info, just reach out Mike Kornev who follow up upon.

What is in store for 2021? Above all, we hope that the crisis will soon be over. Many of our members not only suffer from the restrictions in terms of health, but also economically. Hopefully that will soon change for the better.

Here's to many happy - and healthy - landings in the new year!

...and do enjoy the reading of this third edition of the Yearbook of AOPA Luxembourg.

Peter Sodermans  
President

Peter.Sodermans@aopa.lu



Reinhard Krommes  
Secretary General

Reinhard.Krommes@aopa.lu



## Dr Gottfried Zankl

\*19.06.1933 †10.02.2020



Anfang 2020 ist unser Fliegerfreund und langjähriges Vorstandsmitglied Dr Gottfried Zankl im Alter von fast 87 Jahren verstorben.

Über Jahrzehnte hatte Gottfried in seiner Luxemburger Wahlheimat und darüber hinaus unser Fliegerleben geprägt. Wir erinnern uns nicht nur an gemeinsame Fly-Outs, die er mit organisiert hat. Flugsicherheit war sein großes Anliegen. Er hat als Vorstandsmitglied der UPL-AOPA das Pilot Proficiency Programm ins Leben gerufen. Dieses hat vor allem neue Piloten durch die Bronze, Silber und Gold Ehrung motiviert, Erfahrung durch Streckenflüge und mehr Ausbildung zu sammeln um dadurch Ihr Können und ihre Professionalität als Pilot zu steigern und aufrecht zu erhalten.

Ebenso hatte Gottfried unser jährliches Safety Seminar konzipiert und organisiert. Bis ins hohe Alter hat er mit unglaublicher Regelmäßigkeit und Zuverlässigkeit unser Magazin UPL-News herausgegeben. Seine Artikel rund um exzessive Bürokratie, Flugsicherheit und lohnende Flugziele - gewürzt mit viel Humor - sind unvergessen.

Bücher über zahlreiche aeronautische Themen haben ihn in vielen Fliegerkreisen bekannt gemacht.

Ein erfülltes Fliegerleben hat sich geschlossen.

Godspeed, Gottfried!

## AOPA Luxembourg Calendar 2021

The developing COVID-19 crisis makes it very difficult to plan for 2021, especially for fly-outs and meetings. We endeavour to come up with planned events as soon as we can.

Hopefully, we can organise our cherished NAV Refresher Flyout, Bernard FRECHEN has booked aircraft at Aéro-Sport for the **05.06.2021**.

Other hopefuls are Mountain Flying and the AOPA Luxembourg Rally. We shall keep you posted, also about more events that will turn out to be viable.

### Luxembourg Holidays 2021

Sunday-Monday 04.-05. 04. 2021	Easter ( <i>Paques</i> )
Saturday 01.05.2021	Labour Day ( <i>fête du travail</i> )
Sunday 09.05.2021	Europe Day ( <i>Journée de l'Europe</i> )
Thursday 13.05.2021	Ascension Day ( <i>l'Ascension</i> )
Sunday-Monday 23.-24. 05. 2021	Pentecost Holiday ( <i>congé de la Pentecôte</i> )
Wednesday 23.06.2021	National Day ( <i>Jour de l'anniversaire du SAR le Grand-Duc</i> )
Friday 16.07. - Tuesday 14.09.2021	Summer vacation ( <i>vacances d'été</i> )
Sunday 15.08.2021	Assumption Day ( <i>Assomption</i> )



## AOPA Works for YOU

AOPA speaks up in your favor whenever infrastructure or equipment changes, or new requirements are about to occur or when new rules and regulations and procedures are to be introduced. Through its representation in international organizations dealing with institutional and regulatory issues affecting civil aviation, AOPA is frequently consulted: "What is your opinion?" and we offer sound, professional advice and positions in the interest of General Aviation and fairness in the skies.

AOPA Luxembourg comments: AOPA is always present, nationally and internationally, to comment and step in if necessary, for example when changes are likely to adversely influence general aviation operations.

### National Cooperation

AOPA is a member of all national commissions and working groups dealing with aeronautical issues.

Also, in this difficult year of 2020 AOPA Luxembourg has brought forward and contributed important items with the Luxembourgish Administration:

- Voluntary action by AOPA Pilots
- Flying during COVID-19 Lockdown
- U-Space (Rulings for airspace for Drones (UAV))
- Noise abatement possibilities
- Small aviation parking on P5 at ELLX

AOPA has thus a direct influence on proposed rulemaking and legislation. AOPA opposes decisions that violate international agreements, standards or constitute a discrimination of General Aviation.

Some of our actions in 2020 are shown at the end of this yearbook.

### International Cooperation

AOPA and the European arm of IAOPA are excellent partners in promoting GA/AW's views, requirements. They coordinate opinions with the European authorities involved.

Current cooperation is on:

- U-Space (Rulings for airspace for Drones (UAV))
- ADS - B evolution for GA

AOPA has access to ICAO, EASA, EUROCONTROL, EUROPEAN COMMISSION, JAA and other organizations operating world-wide through IAOPA. It thereby obtains first-hand information and has the opportunity to influence developments at international levels.

### AOPA gets the best out of your Flying Passion

We organise many events throughout the year, most of which have a long tradition. Volunteer members of the association and friends organise Fly-Outs and Rallies, as well as Safety Seminars. Well known regular events include among others:

- AOPA Safety Seminar
- NAV Refresher Fly Out
- Hans Gutmann Long Range Rally
- Mountain Flying Fly Out and Training
- UPL-Rally

Through IAOPA, the international community of national AOPA's, we have access to many special member benefits for aviation and navigation products, airport fees, hotels, rental cars etc.

# AOPA Luxembourg Extraordinary and Ordinary General Assemblies 2020

By Reinhard Krommes

## Extraordinary General Assemblies

On 8th of February 2020 Extraordinary and Ordinary General Assemblies were convened. Since the board proposed changes of the statute, the Extraordinary Assembly is required by law. In sequence, we held a second Extraordinary Assembly, since the quorum was not reached in the first one. Major changes of the statute are:

- Name-change from “Union des pilotes d’aviation du Grand-Duché de Luxembourg” to “AOPA Luxembourg” in alignment with all national AOPA organisations.
- Apart from Pilots, student pilots and airplane owners, natural or legal persons being active in aviation may become full voting members.
- Non-voting members (associates, donors, honorary) are possible.
- Distribution of official documents is now foreseen by all means allowing proof of receipt by the recipient.

## Ordinary General Assembly



We were honoured by the presence of Minister Lex DELLES, Minister of Middle Classes and Tourism. He observed that General Aviation and also AOPA Luxembourg are a crucial part to foster business in and around this sector. Aviation should also contribute to make Luxembourg even more attractive to visitors, through training courses, sightseeing and get-togethers.

Peter Sodermans announces the desire of Marco Felten and Jean-Claude Frank to no longer continue their respective mandates on the Board of Directors. He highlights the long-standing voluntary and unpaid work by Marco Felten as treasurer and Jean-Claude

FRANK for IT and the website. On behalf of all the members, he thanked both wholeheartedly. As a

token of gratitude and appreciation, Minister Lex Delles and Peter Sodermans handed them a souvenir present.

Peter Sodermans resumed the major points of 2019:

- For private pilot hangars, there was still legal uncertainty.
- AOPA managed to have parking 5 partially reopened so we can again welcome foreign pilots.
- The rise of drones (UAS) both at the private and commercial level produces now revisions of rules of the air and airspace. AOPA ensures that this development takes place in a safe and secure manner for all actors.
- Finally, he called for more active collaboration by the members: "We need new blood, we need new pilots ready to take over work. If everyone thinks someone else will do the job, it won't work. Here and today we need people who take up the challenge and contribute to AOPA Luxembourg through their individual skills".

The number of members is in decline from 291 to 281 and we feel that all should join in the effort to attract more new members.

Finance was in good health and 2019 terminated with a small surplus. A similar budget is presented for 2020.

For the board of directors 2020 a new candidate presented himself - Shahriar AGAAJANI - elected by acclamation. See the next chapter for the entire board and co-opted members.



The AOPA sports commission finally awarded the prizes for the 2019 air competitions. In our last yearbook edition, we had already presented the teams, but here many of them on the family photo.



## WHO is WHO at AOPA Luxembourg?

At the General Assembly of 2020, a new board of AOPA asbl was elected. The new team set up an executive committee which consists of the board members and two co-opted members because of their specific contributions to our association.

Other contributors to AOPA are Pascal Kremer, who organizes every year the Flight Safety seminar, Jos Schockmel, who has always been actively contributing to the organization of the Pinch Hitter courses, as well as Marco Felten, our former treasurer, who is with to help with finance and member management.

### EXECUTIVE COMMITTEE 2020

The general email address is [info@aopa.lu](mailto:info@aopa.lu) which is received by all the executive committee members.

Name	Function	E-mail
<b>Peter Sodermans</b>	President Twitter IAOPA	<a href="mailto:peter.sodermans@aopa.lu">peter.sodermans@aopa.lu</a>
<b>Nicolas Bannasch</b>	Vice-President & legal affairs	<a href="mailto:nicolas.bannasch@aopa.lu">nicolas.bannasch@aopa.lu</a>
<b>Shahriar Agaajani</b>	Treasurer	<a href="mailto:shahriar.agaajani@aopa.lu">shahriar.agaajani@aopa.lu</a>
<b>Reinhard Krommes</b>	Secretary-General	<a href="mailto:reinhard.krommes@aopa.lu">reinhard.krommes@aopa.lu</a>
<b>Dr Rajiv Aurora</b>	Event coordinator, medical expert	<a href="mailto:raurora@t-online.de">raurora@t-online.de</a>
<b>Jean Birgen</b>	Event coordinator, communication	<a href="mailto:jean.birgen@aopa.lu">jean.birgen@aopa.lu</a>
<b>Bernard Frechen</b>	Social event coordinator	<a href="mailto:bernard.frechen@aopa.lu">bernard.frechen@aopa.lu</a>
<b>Mike Kornev</b>	Partner channel management Event coordinator	<a href="mailto:mike.kornev@aopa.lu">mike.kornev@aopa.lu</a>
<b>Guy Zenner</b>	Digital innovation team	<a href="mailto:guy.zenner@aopa.lu">guy.zenner@aopa.lu</a>
<b>Co-opted:</b>		
<b>Marco Felten</b>	Finance and member management	<a href="mailto:marco.felten@aopa.lu">marco.felten@aopa.lu</a>
<b>Jean-Claude Frank</b>	Website	<a href="mailto:jean-claude.frank@aopa.lu">jean-claude.frank@aopa.lu</a>
<b>Philippe Sunnen</b>	Deputy Secretary-General	<a href="mailto:flep.sunnen@aopa.lu">flep.sunnen@aopa.lu</a>



## About AOPA and IAOPA

By: Peter Sodermans

The name of our association is AOPA, whereby AOPA stand for “Aircraft Owners and Pilots Association”. Our non-profit Luxembourg Pilots association is indeed the Luxembourg branch of AOPA, which was created back in 1932 in Pennsylvania. Throughout they years, AOPA served the interests of its members as aircraft owners and pilots, and promotes the economy, safety, utility, and popularity of flight in general aviation aircraft.

Nowadays, it is a membership organization with some 350,000 members in the USA with 210 employees. AOPA has offices in DC and Wichita, Kansas. It is the largest, most influential general aviation association in the world. It is providing member services that range from representation at the federal, state, and local levels to legal services, advice, and other assistance, AOPA has built a service organization that far exceeds any other in the aviation community. This prominent position of AOPA was achieved through effective advocacy, safety education and training, enlightened leadership, technical competence, and simply ....hard work.

But there is also IAOPA ! [www.iaopa.org](http://www.iaopa.org) That is the International council of AOPA of which we are an active part of . There are nowadays some 79 IAOPA Member Countries, a number which keeps only growing . IAOPA obtained official observer Status with ICAO (International Civil Aviation Organization) and we are proud to note that nearly half of the pilots worldwide are a member of AOPA.

The numbers of members outside of the USA are varying a lot. Given the size of our country , we perform particularly well with Luxembourg.



Countries with an IAOPA presence

In Luxembourg, we are known as the non-profit organization AOPA Luxembourg asbl and we are aiming as well promoting your freedom to fly in Luxembourg and throughout Europe. Typically, we serve the interests of our members as aircraft owners and pilots, promoting the economy, safety, utility, and popularity of flight in general aviation aircraft. That means we cater for all pilots and owners of any kind of general aviation aircraft, including fixed-wing singles and twin piston and turbine, airships, helicopters, microlights, gliders, and balloons.

# AOPA Safety Seminar 2020

By Reinhard Krommes

The annual (UPL) AOPA Safety Seminar convened on the 25.02.2020 at our usual Alvisse Parc Hotel venue on the eve of the COVID-19 pandemic that substantially changed our lives and with it, aviation.

Our experienced and knowledgeable friend and member Pascal Kremer excelled again in establishing this event of a long tradition with international speakers.



AOPA Luxembourg President Peter Sodermans highlighted the necessity of risk management in general aviation environments and to be ready for a plan B or C when things run not as expected. He also pointed to the increasing importance of shared airspace for unmanned aircraft systems (UAS, drones) and the urgency to implement rules that protect general aviation operations.

## DAC Safety Review

Jean-Claude Petesch, Direction de l'aviation civile

J-C Petesch, Head of the Safety Management Department of Direction de l'Aviation Civile, presented Luxembourg's upcoming State Safety Program (SSP). The State Safety Program describes the State's aviation oversight system, its legal base in the national and international context and the roles and responsibilities of the different actors.

The State Safety Program will be accompanied by a State Plan for Aviation Safety (SPAS). The SPAS will describe the actions necessary to maintain and improve aviation safety in Luxembourg.

He also resumed the Luxembourg Safety Report of 2018: The number of accidents remained stable in 2018. Two accident regarded paraglider accidents, one a parachute accident with injuries.

- The number of incidents increased slightly, among the top ten were high-risk events, in addition to the three reported accidents:
  - encounter between a commercial aircraft and a paraglider (USA)
  - a part of the flaps lost in flight (China)
  - aircraft towing

- damaged dangerous goods
  - jet blast hazard on the cargo apron P7
- The number of occurrences increased strongly, possibly also due to more reporting.

In conclusion, trends for general aviation had improved in 2018.

#### Weather Refresher Ernest Kirpach



Our friend and member Erny presented a complete weather briefing for a hypothetical flight showing where to identify in advance the go/no-go decision points and possibly adapt plans. He also explained the limitations of TAF's for VFR flying since they are only valid for the vicinity of the reporting station. The same is for of GAFOR codes used in some countries, especially for forecast of marginal conditions that may vary in time and locally and possibly incite to fly into low ceiling and bad visibility.

#### EASA Together4Safety - Making safety personal Wendell Lynch, EASA

We welcomed the EASA representative Wendell Lynch who summarized for us the actions, initiatives and efforts to make general aviation much safer in Europe. The good news is that the Fatal and non-fatal accident rate is stable, but more efforts of pilots, agencies and manufacturers are needed to bring the rates even lower.

Key risk for non-commercial operations in Europe are identified as aircraft upset, loss of control, and controlled flight into terrain. EASA addresses common safety issues in educational videos and short comics like "Sunny Swift". Examples are sequences on carbon monoxide poisoning, fuel starvation or carburettor icing, all of them common issues every pilot must always be aware of.

Error producing conditions during flight operation are often related to decision making on a number of issues, seemingly harmless for each of them, but being put together like the holes in a Swiss cheese, they may lead to a serious incident. Wendell hinted, that the more you fly, the more proficient and safer you get. One of our members replied, that EASA and DAC should reduce bureaucracy and red tape in order not to keep us from flying.

#### Get-there-Itis: When inadequate task focus impairs operational safety Scott Bormann, Cargolux Airlines



The well-known get-there-it is, i.e. to press on with a flight in deteriorating conditions was highlighted by Scott Borman of Cargolux from the human factors side. Get-there-Itis or GTI is the failure to recognize that one's original plan of action is no longer appropriate for a changing situation or for a situation that is different than anticipated.

*Commitment Bias* brings us towards spending great efforts to remain consistent with one's

prior commitments, actions, thoughts and dispositions, even when it is against our own interest.



*Confirmation Bias* is the tendency to believe in evidence that confirms pre-existing expectations, by emphasizing or pursuing supporting evidence while dismissing or failing to seek contradictory evidence. These dispositions in an information-decision feedback loop may lead to fatal manifestation, like failing to:

- abide by aircraft performance limits.
- Go-around from an unstabilised approach
- Racing bad weather conditions to a destination

In general aviation GTI accounts for about 40% of fatal accidents.

To combat GTI and to “break the loop”.

- Invest in training and establish culture to commit to safety as the priority and act accordingly.
- Use tools to perceive hazards prior to flight (PAVE), to manage external pressure and to apply coping strategies (FORDEC)

Check out the tools on our website page on the safety seminar.

And do not forget:

Aviate - Navigate - Communicate.



### Piston engines for General Aviation: Care and maintenance Emmanuel S. Davidson, AOPA France

Most of us rely on one or two piston engines to get safely from A to B. Our friend from AOPA France and IAOPA Emmanuel S. Davidson who has a sound experience on engines, having been with Continental Aerospace and manager of the airworthiness of his own Cessna 182, brought us the legends and the realities on piston engines. He addressed many of the points around keeping our engines in good shape:

- Initial state of your engine (was it installed new, installed on an aircraft you purchased second-hand, etc.). Make an initial state review check acceptability of remanufacturing, overhaul top overhaul.
- The way it is installed in your aircraft (baffling, hoses, fuel system, modifications etc.).



- Its age (probably more important than the number of hours it was flown).
- The regularity at which it has been consistently flown.
- Do you really know your mechanic? Does he apply engine manufacturer standards?
- You and the other pilots that fly the engine.

An interesting and valuable booklet called "Engine Management 101" can be downloaded at <https://superiorairparts.com/>

### Overview of UAS operations and regulations in Luxembourg Gauthier Pierlot, Direction de l'aviation civile



This important presentation by Gauthier Pierlot brought home the impact of the ever-increasing presence of unmanned aircraft systems or - drones. Since more airspace will be shared between general aviation and drones, we must be aware of upcoming regulations and airspace possibly concerned. Drones are defined as the drone itself, its operating system as well as any other equipment used by the remote pilot to

operate it - such as the kit control, launch catapult etc.

By beginning of 2021 several initial EASA regulations will gradually come into place in Luxembourg. Drones are classified into three categories according to the risk involved: Open - Specific - Certified. DAC is in charge for all UAS except for Open.

For most classes of drones a varying degree of training and awareness is necessary for drone owners and pilots.

Luxembourg has already established zones restricted for drone operations, especially around Luxembourg Airport. Also, some temporary restricted zones for exclusive drone operations have been published.

The All-important question of special rules for airspace shared with drones is under development. AOPA and IAPOA is actively lobbying for non-exclusive use of airspace by drones, general use of collision avoidance technology and cost attributed to drone operators. DAC has established a special page regarding UAS / drones:

<https://dac.gouvernement.lu/en/drones.html>

### Drones - Aerial robotics research at the University of Luxembourg Dr. Jose-Luis Sanchez-Lopez, University of Luxembourg

Among the strategic research priorities for Interdisciplinary Center for Security, Reliability and Trust (SnT) of Luxembourg University, Research for autonomous vehicles and robots is conducted in the area of drones headed by Dr. Jose-Luis Sanchez-Lopez.

The research goes a step further from remote piloted drones to autonomous systems enabling new applications like "Dull-Dirty-Dangerous-Deal" for simplification, cost reduction and scalability. The research experiments several applications in Luxembourg:

- Airframe Inspection



- Infrastructure Inspection (e.g. bridges, buildings, ...)
- Mine Inspection
- Surveillance (of data centers)
- Search and Rescue
- Autonomous take-off and landing on moving vehicles
- Improvised Explosive Detection and Deactivation
- Anti-drone aerial robot

### A Wealth of information for Pilots



As always, the day was full of concentrated and informative sessions around safety and evolving issues to take home for all pilots. It had had been accompanied by a hearty and tasteful lunch where experiences and opinions were shared.

To conclude the day, Peter Sodermans thanked the presenters for their valuable and remarkable contributions and reminded all attendees that he hopes for even more pilots will participate in this event.

All presentations can be found on our website at <https://www.aopa.lu/index.php/2020/01/12/upl-safety-seminar-2020/> .

## Motor Flying Rallies 2020 (cancelled)

Sadly, for the COVID Pandemic, all motor-flying events were cancelled in 2020. As soon as the sanitary situation improves, all activities will start of course in 2021.

## AOPA NavRefresher 2020 (cancelled)

Sadly, for the COVID Pandemic, we had to cancel the AOPA NAV Refresher Rally in 2020. This popular event, always perfectly organised by Bernard Frechen, will hopefully come back in 2021.

## Flying Safely after the COVID Break

### Precautions when returning to flight

from EASA's Sunny Swift



I am happy to see that we have restarted flying all over Europe. After a long winter and the suspension of flying due to COVID-19, there are several things we can do to help stay safe as we return to the skies. Ensure the airworthiness of your aircraft by taking the time to perform a detailed pre-flight check and review the airworthiness documents of your aircraft before flying. Check the weather carefully, plan your flight and check for any local limitations. The situation is not the same for all countries in Europe. Also make sure that you check the validity of your ratings and medical certificates, considering the exemptions

published in most countries.

GA aircraft are now subject to sanitary measures to protect pilots and passengers. Together with the GA Community, EASA has just published a leaflet describing the good practices that we should observe when we operate our aircraft. We should all question our skills and capabilities after this long interruption. Consider making a flight with an instructor.

When you do fly, try to take your first flight in good conditions. Bad weather and congested traffic at the airfield should be avoided, at least for the first few flights after the interruption. I recommend that you take some time to play the excellent presentation prepared by our friends at GASCo, which EASA has published on the GA community website.

Happy landings!

Sunny

# Day Trip to La Rochelle Ile de Re (LFBH) on 11<sup>th</sup> of August 2020

By Shahriar Agaajani



After a two-month long lockdown and unsocial living, there was an urge to leave the house and the local environment and long for what is for me a very basic need: exploration of unvisited places.

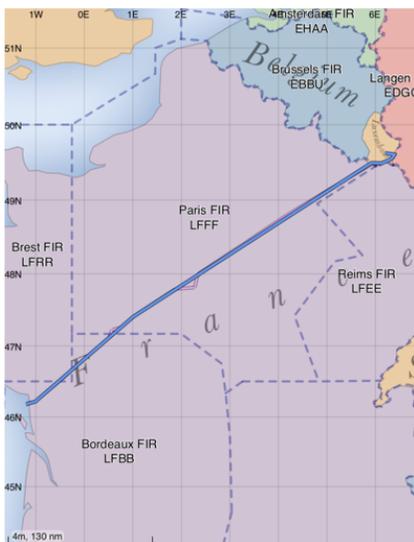
So spontaneously, a friend and I decided to plan a daytrip with a Mooney M20K to *somewhere* in a radius of about two flight hours around Luxembourg. But before doing so, we checked our COVID-tests in order to pull out the certificate to the border controls, if needed.

We met at the Luxembourg Airport at 0700LT and loaded the Mooney with our backpacks and two Brompton's bikes which easily fit on the back seats. The aircraft was then fully refueled. Weather was excellent. We took off at 0755 for a straight VFR flight to LFBH. But before entering the French Airspace, I wanted to show to the passenger the city of Esch-sur-Alzette from low altitude, where he originated from and as this flight was supposed to be his very first flight in a GA aircraft.



## The Flight

After leaving the Luxembourg borders, we were directly cleared to climb to FL65 while heading south-west. At that altitude we experienced the least headwinds, which were about 6 knots. And that was it, the rest of the 2h20 flight was uneventful and very straight. Apart from the smooth morning airmasses, the radio transmissions between ATC's and GA were nearly inexistent, which was very pleasant.





Only 35 NM before arrival, we had to descend below 3.000 feet in order to stay out of the restricted areas over Cognac. We did get a direct approach to the airfield with a long final on RWY 27. Very friendly airfield, the communications with the Tower were excellent, helpful and friendly, even if it was my first flight to this *relatively* busy airport where airlines like LuxAir, RyanAir and EasyJet, to name a few, fly regularly in the summer season.

Landing at 1040. No handling required, parking for GA was easy to find. Upon arrival, we were asked if refueling was needed. To sum it up, highly recommended and super airfield to fly to!

We took out the Brompton bikes and headed out of the airport in direction to the Ile de Ré.



### La Rochelle - Ile de Ré



Home to glorious beaches, vineyards, and authentic French villages, Ile de Ré is a beautiful place to visit. En résumé, it is bordered by idyllic, sandy beaches. It feels intimate but not confined. There are cycle routes everywhere for both the seasoned cyclists and family beginners. The bridge connecting the island to the mainland is iconic and the main town is a UNESCO World Heritage site.

It was a very hot summer day with blue skies wherever you were looking at. After about an epic 30 km and 2-hour bicycle ride to the south-western end of the Ile de Ré and having visited les *marchés du jour* and the beautiful shops with local products, we had a break at a restaurant next to the beach. It was around 13h00. After a tasteful local food, we put on our swimsuits and took a dive into the Atlantic Ocean.

At that moment only we realized what we have been experiencing that day. All these incredible experiences and discoveries in only a few hours of time, thanks to GA.

It was 16h30 and it was about time to head back to the airport and to fly to Luxembourg for a landing before sunset. Before taking off, the weather charts were checked and the initial fuel planning was re-examined, as the idea was *not* to refuel at the LFBH. The best cruising altitude was at FL85 with about 15 to 20 knots of tailwind and would make it possible to fly back fuel-efficiently while increasing the reserve fuel upon arrival in Luxembourg. The decision was taken to make the round-trip with the initial full tank. The idea was somewhat exciting to substantiate and to demonstrate!

Take off from LFBH was at 1825LT and we were cleared to climb to FL85. The cruise





was again uneventful, except that we had to pay attention not to enter the *A Airspace* of Paris and we continued the cruise at FL65 when south of Paris. Landing occurred in ELLX at 2100, after a 2h35 straight and smooth flight.

What an unbelievable day and unforgettable experience!

### Flight Planning and Endurance of the Aircraft

The flight plan was realized with the help of *Skydemon* and *Air Million* VFR charts. Subscribe for AOPA Luxembourg membership for discounts available to its members!

For additional ease, the apps *AeroWeather* was used for METAR and TAF and *Ventusky* for visual wind charts at altitude and forecasts at broader areas.

The Mooney M20K has a total usable fuel capacity of 75.6 gallons (286 L) of AVGAS, 37.8 gallons in each wing fuel tank. When flown at 75 percent, the fuel flow is between 10.9 gph (best economy) and 13.0 gph (best power), and as low as 8.2 to 9.8 gph when flown at 55 percent.

As a result, the endurance of the Mooney is impressively high (6 to 9 hours), taking into consideration its relative high airspeed, even at low power settings.

During this particular flight, the average speed was 141 knots (outward journey, 75 percent, headwind) and 146 knots (return flight, 55 percent, tailwind). The total distance flown during the round-trip was 763 NM, and the total time of flight was 5 hours and 20 minutes.

After landing at the home airport, an estimated 14 gallons of usable fuel were left in the tanks (53 L). As a result, the average fuel flow was 11.6 gph, considering all taxiing, climb, cruise and descend combined for both flights.

### About the Mooney M20K 231



This Mooney is powered by a flat six-cylinder Continental 210 hp TSIO-360-LB turbocharged engine, driving a 3-blade McCauley propeller. The M20K was introduced as the fastest single-engine production airplane in the world. From 1979 to 1985, a total of 888 units of M20K 231 have been produced.

In return for additional power-management workload, the 231 offers excellent performance. At FL80, the M20K tops 166 knots true. Take it up to

FL120, and the performance advantage decisively swings its way. Count on 173 knots true at 75 percent and 163 knots at 65 percent. True airspeeds keep climbing with altitude right to the 231's certified ceiling of FL240, where 75 percent will get you 188 knots true and 65 percent earns 178 knots. Top speed of 231 mph (hence the name) or 200 kts comes at full power and a fuel-guzzling 24-gph fuel flow.

In June and July 2017 pilot Brian Lloyd flew his Mooney M20K 231 around the world, commemorating Amelia Earhart's attempted circumnavigation which took place 80 years earlier in 1937. Lloyd followed a route similar to the one taken by Earhart.

### Final Thoughts

In the face of the pandemic, will general aviation with complete flexibility continue to prosper and, particularly, as the main commercial options recede? Will private aviation be resilient, and will it bounce back stronger than before? One thing is sure, it will be quick to adapt.

## “What if ...

...you come back and work as a FI here in Polynesia?”

By Jeanne Hames

Our member Jeanne Hames, Flight Instructor with Aéro-Sport, made a pilot’s dream come true and brings this report from the beautiful Polynesian islands in the Pacific Ocean:



That has been the trigger of my adventure. I took “congé sans solde” and never ever regretted it!

I left in March 2020 just to escape the corona lockdown in Europe and arrived in Paradise at the island of Moorea! It is just a one-hour trip by ferry boat from Tahiti. My brother is living on the islands since 2014 and Most of time I stayed at my brother’s place, who is renting out a bungalow on the beach. Lucky me: no tourists, so the bungalow was mine ;-)





Finally, I stayed for 6 months.

Due to the confinement on the islands in French Polynesia I stayed first at Moorea and toured Moorea and Tahiti 3600km with My Vespa Medley, a birthday present from my brother.



By early May, end of confinement, I could start flying, first some touch and go's at Faa'a, Tahiti Airport (NTAA).



As AirTahiti stopped activity, I flew the transfers between the islands with a C172, carrying locals who wanted to visit families and friends.



In August, Luxembourgers heard of my activity and they were happy flying a a bapteme with me.



Some young ppl pilots wanted a safety-flight-instructor for their first over-the-water trips (and checking the weather) ;-):



In between I made the “Must Do” trip to the Marqueses Islands with the Aranui 5 boat, a combination of freighter and cruise ship, with only residents of French Polynesia on board.

Nuku Hiva, Ua Pou had the first airport on the Marqueses opened in 1973. Ua Huka, Tahuata. Fatu Hiva is the only Marqueses island with no airport.

Hiva Oa, Atuona: The cemetery of Jacques Brel and Paul Gauguin. Jacques Brel’s Twin Bonanza “Jojo”



As a pilot for Pacific Sotheby's, I discovered with clients seeking "islands-for-sale" superbly beautiful spots!



Bora Bora, NTTB



Hua Hine NTTH

In early August, I started as a flight instructor with my first student for the PPL in Tahiti.



50 hours flight time in French Polynesia! Happy times I had.

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# Flight from Luxembourg to Annecy

By Marina Paralingova

The year 2020 will stay forever in the memory of everyone with strengths, limitations but also with achievements and a better known of ourselves.

For me, this year will be the year of my licence. I became pilot, the proof you could realise your dreams if you believe in them and if you put the necessary efforts to it.

Once the precious document in hand, the urge to explore the sky became even greater.

## An Opportunity not to Miss

Soon after, a friend, whose opinion I really appreciate, told me that I should try the flight to Annecy. A small group of pilots had decided to fly to Annecy for the weekend. There was the possibility to join them. And there I was: two days before, a meeting with all participants and also with the pilot to share the plane and start planning the journey. The first time to fly so far away from Luxembourg.



The route we decided to fly (at 4800ft)

The questions at that moment were numerous: which route would be the best (avoid too high terrain, restricted areas, shortest flight), what about the weather (going so close to Mont Blanc, the weather may be against us), mass and balance (will I be able to take a huge suitcase with me on a Piper PA 28)? Once we decided the route and the departure time, we printed/downloaded the



approach charts of all airports on our way (in case of emergency), consulted NOTAMs and weather. We decided to do the flight without intermediary breaks. This has allowed us a later depart.

To prepare the flight, we used SkyDemon, Autorouter (autorouter.aero), AeroWeather and iVaC (for the enroute charts).

### The Flight

We decided I would be flying to Annecy and my co-pilot back to Luxembourg. On Friday, 04.09.2020 we were loading luggage, doing the last checks on the airplane, fuelling, and taking off from ELLX runway 24. A beautiful day for a great flight. I was nervous (would my co-pilot feel comfortable with my flying skills (it was our first flight together), would I manage the long trip, especially the approach which seemed tricky at LFLP and the landing?)

During the flight, my co-pilot managed all I needed and he was of huge help for me. I was so grateful to him. We realised what we were doing when we saw Mont Blanc. At the beginning, we were even not sure if it was really Mont Blanc. Approaching, it revealed all its beauty and we were cheering in the airplane, luckily no communication was needed at that moment.

The arrival in Annecy went smoothly thanks to my co-pilot who guided me through the entry points and to the tower controller who was really helpful. There was another airplane in the circuit, so I just needed to follow it. The easy part was done, now landing. As the Piper is a low wings airplane, there was a bit of floating on the runway. However, with a correct approach, and with the great length of the runway that was not a problem. It just contributed to a great feeling. I was feeling like a warrior, conquering the world once leaving the aircraft. The flight lasted 2 hours and 46 minutes. Yes, we did have some headwind on the way.

### Between Pilots

No time to stay on admiration though, we rushed to the hotel to refresh ourselves (more than 27°C in Annecy) before heading for a well-deserved beer, marking the end of the flights for this day. After diner and all kind of conversations in a great and friendly atmosphere, the group has initiated me to another tradition in Annecy. An obligatory point to visit in Annecy: café Kurt. And drinking Genepy. I did not know this drink before. It is strong (exactly like the pilots) and very tasty.

At that moment I was feeling like in a dream but eager to explore the mountain. So, time to get some rest. The next day program was promising.

### Mountain Flying

The choice of Annecy was not hazardous. The "Pearl of French Alps" is well known for its AlpWind School and its team of pilots passionate about mountain flying, adventure and eager to sharing their knowledge. We only had time to have a look at the town, but I could appreciate the warm atmosphere, the old town which is picturesque, the easy going of everyone and the delicious food.

The meeting was fixed on Saturday at 9am LT to go to the airport for the mountain flight. I have never been fascinated by the mountain before, but I have already heard that it was a unique experience, so here I was. The other pilot took the commands. An instructor was on the right seat and I was on the back taking pictures. It is rare that a camera is not able to correctly capture the beauty in front. But it was the case for the Alps.

After taking off from Annecy, we switched to the mountain frequency (130.0) and started our slow climb. Tips for Mountain Flying

Always fly on the side of the mountain which is sunny (as the surface is getting warm you can profit of the orographic lift what helps the airplane going up).



As the climb is long, always keep an eye on the oil temperature.

If at some point the airplane is not able to climb anymore, do a small level off to gain speed and start the climb again.

When in the mountains, there is no horizon, and you can be easily tricked by the mountain. Trust your artificial horizon.

Fly with the local QNH and not on the standard 1013.25 as you need to know your height against the mountains around you.

This small tour in the mountains ended in Albertville (LFKA), where we were supposed to have a lunch. Unfortunately, the restaurant was full. So, I took the controls for a second tour in the mountains, ending at Annecy for lunch. After lunch, we were joined by a mountain flying instructor,

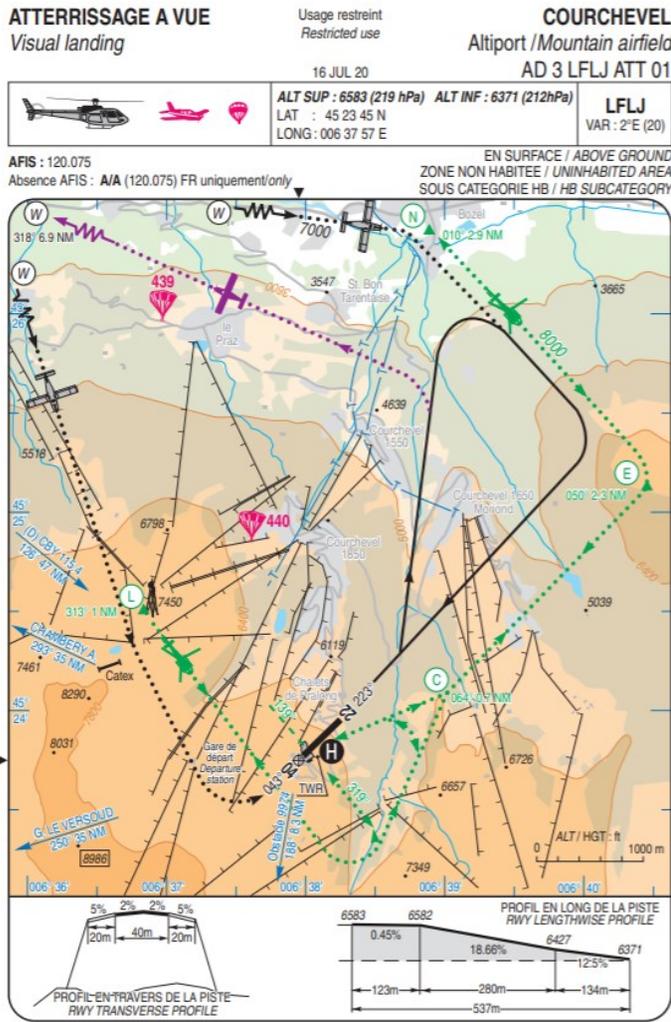


who was eager to show us what exactly was a flight over the mountains and the Alti ports. I was in command at the beginning. He had two master words: “use the ruder!” And be precise “if I say 70knots speed that means 70 - not 69 or 71 but 70.” That was giving us a small idea of what would be our flight.

I will never thank enough this flying instructor for the kindness, but also the craziness and for all he has taught me.

We went to Courchevel. I landed at Courchevel! Probably one of the craziest things I would ever do.

The circuit is at 7000ft and the runway is of 537meters with slop of 18,66%. There is only one side of the runway for landing and one side for take-off as on the other side there is a too high mountain. Therefore, no go around is possible. You must be sure to land before committing yourself. The circuit is not better. On base, you are literally flying to a huge rock into which you can smash, so to turn



early is extremely tempting. But you must resist and to keep your heading until the moment to be correctly aligned for your final.

Once committed to land, no choice, so landing it was. I was so happy; it went correctly even if the mountain instructor did help me a bit. But once landed, the work is not done, you must put a bit of power fast to climb the slope of this runway. Once up at the end of the runway we decided to do a second landing there. We went to the end of the runway for taking off, put power and then released the breaks. Almost immediately I was not able to see the runway due to the steep slope (like in the Russian mountains), followed by an OMG from me. We took off in order to do the circuit, which is unique as you land where you took off. The second landing was easier and more graceful.

We then changed command with the other pilot who did one landing in Courchevel and afterwards one in Megève. The most impressive part of the flight was to see the “mer de glace”. That is something still on my list to fly. I just wanted to keep going, but we were

late for dinner. One of the most delicious ever. I cannot confirm if it was the food, the people, or the atmosphere, but it will stay forever in my memory.

### Last day

Sunday was our last day. We originally planned to go closer to the “mer de glace” in the morning before flying back to Luxembourg. Unfortunately, the weather did not allow us to go in the mountains. Instead, while I was in command, we went to Albertville for a session of Touch and Goes. Me, who was saying, once the licence done, I will never again do Touch and Goes, I did enjoy it. Finally, you do not need to be in the mountains to practice your mountain landings. I still apply the tips provided during that session.

### Back to Luxembourg.

On the flight back, I was on the right seat, which may be really challenging. I oversaw the radio and heading and altitude indications. At the beginning of the flight, we had difficulties to communicate due to the mountains, but once left the area, the flight went uneventfully.

That was the end of one of my greatest adventures till present.

This unbelievable trip convinced me that the mountain flying is unique and I would recommend to every pilot to try it at least once.



Flying for me is like keeping the child in you alive and discover new splendours each time.

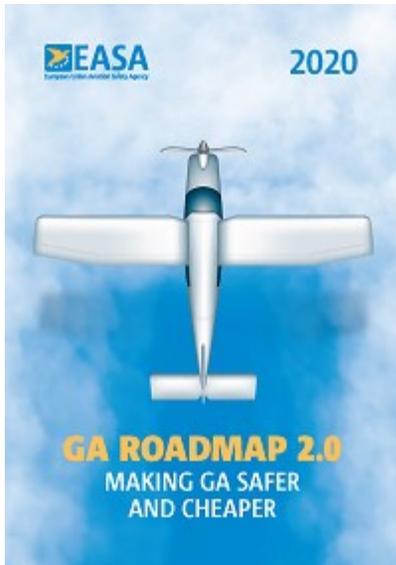
#### About the airplane

Piper P28A Cherokee: the fourth most produced airplane in the world, certified in 1960.

The one for this flight has been delivered in 2002, 160HP, with a MTOM 2440lb, maximum fuel capacity 50 US gal for an endurance of 5 hours, cruising speed 120kt.

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# EASA General Aviation Road Map 2.0 Update



The EASA General Aviation team has published an update on the EASA General Aviation Roadmap 2.0 – the second phase of the GA roadmap. This covers details that were originally planned to be shared at the AERO Friedrichshafen show in April, which unfortunately did not take place due to COVID-19.

Updates include streamlined GA pilot training, simpler rules for the operation of non-commercial aircraft, the balloons and sailplane specific licensing and ops rules and the simplification of CS-STAN changes.

Owners of light aircraft can now benefit from Part-ML (Part-M light) improvements to the maintenance rules. Part-ML was adopted by the European Commission in 2019 and was applicable as of 24 March 2020. Other activities include simplified rules on Instrument Flight Rules (IFR) flying through the Basic Instrument Rating (BIR).

The GA Roadmap 2.0 – the second phase of the GA roadmap – contains important strategic priorities that will help to ensure a safe and sustainable future for GA in Europe. There are six GA Strategic Priorities:

- A continuing priority for General Aviation: GA will remain high priority for EASA. The Agency will provide progress information at the EASA Safety Conference on General Aviation which takes place every 4 years – the next one is due in 2022;
- Easier access for GA pilots to Instrument Flying Rules (IFR) flying is a high-priority measure that will improve the safety and utility of GA flying. EASA has proposed the Basic Instrument Rating (BIR) EASA Opinion No. 01/2019(A) that resulted in an amendment to Regulation (EU) No. 1178/2011 published on 4 March 2020. The new BIR requirements will apply as of September 2021. Both privileges and competency-based training requirements in the BIR are tailored-made to the needs of GA pilots.
- Net Safety Benefit: EASA will establish a policy on the net safety benefit approach that enables some flexibility in the introduction of new safety technologies in General Aviation;
- Embracing new business models: EASA will adapt its regulatory requirements to facilitate the introduction of new business models;
- Adapt design and production rules: EASA will use the provisions of its new Basic Regulation to simplify Part 21 requirements for the design and production of General Aviation;
- GA goes digital: EASA will coordinate the development of innovative technical solutions that will provide cockpit accessible real-time aeronautical and flight data;
- Share General Aviation Safety Culture: EASA is extending its existing General Aviation community platform to include Safety Promotion material.

In the year since the GA Roadmap 2.0 was released, we have already recorded several key achievements:

- The VFR into IMC project involving 12 GA pilots taking part in flight simulator sessions has resulted in interesting and engaging Safety Promotion material.
- New Safety Promotion strategy developed under the banner of “Together4Safety” - The Sunny Swift series continues to provide monthly information on important GA safety issues in 24 languages.



# AOPA Luxembourg Actions 2020

## Enacting Flying Exemptions During Lockdown



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01.02.2021

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To : Direction de l'Aviation Civile  
Licensing department

Ms. Mirjam Huizer  
Ms. Carole Fleres

### COVID 19: Article 71(1) of Regulation (EU) 2018/1139 Exemption notification form, Issues to be included to cover the needs of European General Aviation

Dear Ms. Huizer and Ms. Fleres

As training or certifications sessions should become more difficult to carry out in times of the COVID19 Pandemic as we face it in Luxembourg and throughout Europe, all validity of certificates, approvals, validations may be temporarily extended for 4 months with the possibility for the NAA for further extension up to 9 months from their legal expiry. This should apply, not exhaustively, to:

- **FCL.025. Theoretical knowledge examination for the issue of licenses and ratings**
- **FCL.055 Language proficiency**
- **FCL.060 Recent Experience.** all the mentioned periods should be extended.
- **FCL.140.A LAPL Recency Requirements** and FCL.140.H LAPL(H) and SPL and BPL BFCL.160.(a)1

In Addition to the previously published Exemption notification form according to Article 71(1) of Regulation (EU) 2018/1139, covering **CPL, MPL, Flight Instructors and Examiners within** organizations, we also recommend to include these license holders **outside** of organizations:

Class ratings, type ratings and instrument ratings endorsed in Part-FCL commercial pilot licenses (CPL, MPL, ATPL) for operating aircraft representing those classes and types within and **without** an organization for which Annex III (Part-ORO) to Regulation (EU) No 965/2012 is applicable;

(i) Part-FCL instructor and examiner certificates the holders of which are involved in training and checking of holders of the class and type ratings specified in point 1(i) above.

- FCL.625 IR – Validity, revalidation and renewal
- FCL.740. Validity and renewal of class and type ratings, for Aeroplanes, Helicopters, Balloons and Airship
- FCL.815. Mountain rating
- FCL.940. FI Validity of Instructor certificate
- FCL.1025 FE Validity, revalidation and renewal of examiners certificates.
- FCL.626 IR, IR theoretical knowledge validity

MED.A.045 a) Validity, revalidation and renewal of medical certificates:

- 1 and 2: Class 1 Medicals, the extension needs to cover also license holders outside an organisation
- 3: Class 2 Medicals, the extension needs to cover also holders of non-commercial medical certificates.
- 4: LAPL Medical: the extension needs to cover also holders of a LAPL

#### Further areas that need to be covered:

Also **maintenance organizations** and their staff have an urgent need for an extension. But as we are not specialists in this domain, the relevant paragraphs still need to be identified.

The same problems apply for **Airworthiness Review Certificates (ARCs)**. One day after the expiration of an ARC, an aircraft must not be moved to a maintenance shop without a permission to fly, which makes the process very complicated. Routine maintenance like 100hr checks can still be enforced, but the annual ARC needs to be extended like the personal licenses.

Please contact us if further information is required.

Sincerely

Best Regards

Peter Sodermans  
President  
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*Sodermans*

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*R Krommes*



## Voluntary Action proposed to COVID-19 Task Force



Luxembourg, le 28 mars 2020

A l'attention du Covid-19 taskforce : [taskforce\\_covid@lih.lu](mailto:taskforce_covid@lih.lu)

A l'attention de la cellule logistique : [cellule.logistique@ms.etat.lu](mailto:cellule.logistique@ms.etat.lu)

Concerne : COVID-19, bénévolat pilotes

Mesdames, Messieurs,

Comme suite des mesures de confinement afin d'éviter la dissémination du CC des restrictions de vol ont été mises en vigueur au Grand-Duché de Luxembourg que dans certains pays limitrophes, s'appliquant notamment à tous vols de forr de loisir, à l'exception des vols d'Etat, militaires, police, SAR.

Pourtant, le Luxembourg doit exploiter, en ces temps de crise sanitaire, toi ressources humaines et matérielles disponibles.

Dans ce contexte, nous nous permettons d'attirer votre attention sur la contributiv que peut apporter l'aviation générale du Luxembourg, en mettant bénévolo disposition sa flotte d'avions privés et d'aéroclubs, ainsi que ses infrastructures.

Du fait qu'il existe un réel besoin en masques de protection, gels désinfectants, de imprimantes 3D et de petit matériel médical ou autre, nos avions constituent le m transport le plus flexible et rapide qui existe pour assurer l'acheminement dudit m partir ou vers des aéroports secondaires civils ou militaires autrement moins fai accessibles.

Vu que la chaîne d'approvisionnement passe essentiellement par l'aéroport inter de Luxembourg, il serait concevable et logistiquement intéressant que le fret cri niveau temps transite directement des grands avions cargo vers leurs homologu petits afin de faire le dernier tronçon très rapidement. Cela serait possible en moi heure.

Il nous est ainsi possible de transporter tout matériel non encombrant d'une équivalente à +/- 300kg par avion. Nous avons la capacité, à travers les pilotes bê de transporter plus de 10 tonnes de matériel médical ou autre par jour dans un r 450 km autour du Grand-Duché de Luxembourg en moins de 2 heures, à partir n'importe quel aéroport civil ou militaire.

Les infrastructures et le personnel de nos associations et pilotes permettraient un suivi et un dispatching efficace et rapide de denrées rares permettant de sauver des vies.

Des procédures de désinfection des avions sont déjà en place et une mission pourrait commencer avec un préavis très court, pourvu que cela soit de la volonté de notre état et de nos voisins. La levée des restrictions de vol concernerait évidemment uniquement les vols visant à aider dans le cadre de cette pandémie.

Nos membres pilotes individuelles de nos associations disposant de licences de pilotage privées sont immédiatement disponibles pour établir des missions de bénévolat, sous réserve d'une météo adéquate, sont dès lors à votre service pour livrer tout matériel là où le besoin est crucial et vital.

Mesdames, Messieurs en espérant que l'aviation générale puisse apporter sa pierre à l'édifice en ces temps inédits, nous vous prions d'agréer nos sentiments les meilleurs.

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## Flying during Lockdown



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[@AOPALuxembourg](https://twitter.com/AOPALuxembourg)

Monsieur le Ministre de la Mobilité  
et des Travaux publics  
François Bausch  
4, place de l'Europe  
L-1499 Luxembourg

Luxembourg, le 27 avril 2020

**Objet :** Réouverture de l'espace aérien luxembourgeois pour les vols de l'aviation générale VFR et IFR

Monsieur le Ministre,

L'aviation générale et sportive luxembourgeoise se composant des pilotes, des aéroclubs, des écoles de pilotage et des propriétaires d'avion se permet de s'adresser à vous du fait des mesures de confinement mises en place pour limiter la propagation du COVID-19 dans l'intérêt de la population générale et en particulier des personnes les plus vulnérables.

Il est évident que les milieux de l'aviation, et plus particulièrement de l'aviation générale et sportive, soutiennent le gouvernement en ce qui concerne les mesures prises dans l'intérêt de la santé publique.

Comme vous le savez, nous avons même offert notre aide active à la « task force » mise en place.

Nous nous réjouissons par ailleurs que les mesures adoptées aient été, jusqu'à ce jour, d'une grande efficacité, de sorte que le recours à notre proposition d'aide n'a heureusement pas été nécessaire.

Néanmoins, une mise en balance régulière des libertés fondamentales des citoyens, d'une part, et des mesures pour combattre la pandémie, d'autre part, doit être permise et s'impose même au fur et à mesure de l'évolution de la situation, alors que les différentes mesures réglementaires exceptionnelles introduites pour parer à la pandémie, doivent non seulement se limiter à ce qui est indispensable et strictement nécessaire, mais encore doivent être adéquates et proportionnées au but poursuivi. Dans ce contexte, nous vous prions de bien vouloir nous informer sur le lien entre les mesures de confinement et l'exclusion sommaire des vols de l'aviation générale au Luxembourg.

La flotte de l'aviation générale et sportive est actuellement clouée au sol du fait de la fermeture de l'espace aérien luxembourgeois aux vols tant VFR que IFR, sauf quelques rares exceptions.

Les mesures prises par le gouvernement ont eu pour conséquence que la courbe des infections COVID-19 a pu être aplatie, de sorte qu'une situation comparable à celle malheureusement vécue par l'Italie a pu être évitée, permettant la mise en place d'une première phase de déconfinement.

Nous sommes d'avis que l'aviation générale et sportive, à l'instar de la pratique de la moto, est une activité de loisir en plein air, laquelle peut être pratiquée, soit seule à bord, soit en compagnie de personnes qui cohabitent, voire ensemble avec une seule autre personne dans le respect le plus absolu des gestes barrière et des mesures d'hygiène les plus strictes.

Ainsi, en Allemagne, l'exercice des sports aéronautiques a été autorisé à nouveau, notamment en Rhénanie-Palatinat.

Il convient aussi de ne pas perdre de vue que :

- pour les besoins du maintien de la navigabilité des aéronefs, les fabricants des moteurs les plus courants, p. ex. Lycoming et Continental, recommandent de voler au moins une heure en régime normal tous les 30 jours pour éviter la corrosion. Ces vols peuvent être effectués avec le pilote seul à bord et sont déjà autorisés en Belgique ;

- les écoles de pilotage LFTA, Heli Luxembourg, les aéroclubs Aéro-Sport, et Aviasport II doivent pouvoir, aussi vite que possible, reprendre les formations en cours, sous peine de perdre leur base économique, d'autant que les prédictes écoles, tout comme les aéroclubs, ont entretemps mis en place des moyens et procédures pour assurer une hygiène sans faille.

Nous nous permettons dès lors de vous demander de bien vouloir reconsidérer l'opportunité du maintien de la fermeture de l'espace aérien aux vols VFR et IFR, dits de loisir, de l'aviation générale et sportive et de réautoriser la pratique des sports aériens et de la formation de pilotes, sous condition du respect des gestes barrière et des mesures d'hygiène qui s'imposent.

Tout en restant à votre disposition pour toutes informations complémentaires, et dans l'espoir d'une réponse favorable à notre requête, nous vous prions d'agréer, Monsieur le Ministre, l'expression de notre considération distinguée.



Signé

Peter Sodermans  
AOPA Luxembourg asbl



Signé

Frank Mack  
Aéro-Sport asbl



Signé

Bill Erpelding  
Aviasport II asbl



Signé

Marc Rasquin  
LFTA asbl



Signé

Marc Chevènement  
Heli Luxembourg

**Copie:** Monsieur Pierre Jaeger, Directeur de l'Aviation Civile

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