AOPA LUXEMBOURG

YEARBOOK 2022/2023

Image by Ed Dockendorf - Alpi Aviation

AOPA LUXEMBOURG YEARBOOK 2022/2023

President's Corner 2023

Dear pilots, plane owners, and aviation enthusiasts,

In 2022, we saw a return to normal after the challenging years of the COVID-19 pandemic. It was great to see that flight schools were fully booked, as more and more people were able to take to the skies again.

One of the key initiatives that AOPA Luxembourg has been working on, is reducing carbon emissions in our flying. We were thrilled to receive public endorsement from the Deputy Prime Minister and Minister of Mobility, Francois Bausch, for our efforts to create a more sustainable aviation industry. We also presented our plans to the other AOPA sections in Europe, highlighting the potential for Luxembourg to become a leader in aerospace research and development.

Despite this progress, we have noticed that there are still a number of gaps in the industry in Luxembourg. While we are seeing a number of exciting new initiatives emerging in the EU, such as drones, autonomous drone operations, and electric-powered aeroplanes, these developments have yet to take hold in Luxembourg. To address this, AOPA Luxembourg is advocating the creation of an "Aeropark Industrial Zone" with an adjacent airstrip for non-commercial General Aviation. This would provide the infrastructure needed to support innovation and growth in the industry.

In August 2022, we organized a study trip for our members to visit the production lines of several innovative European aircraft manufacturers. This gave our members the opportunity to learn more about the potential of ultralights (ULs) and to better understand the latest developments in aircraft technology. We believe that the draft regulation of Luxembourg, which was passed on July 8th, 2022, will provide a framework for the growth of this segment of the aviation industry.

Again we have organised our traditional NAV Refresher Fly-Out, Mountain Flying Training in Annecy, as well as the AOPA Rally. We missed out on our Safety Seminar in 2022, but it is back in 2023.

Collaboration in IAOPA has restarted again. The first after-COVID Regional Meeting took place in Bad Homburg Germany. Some of the issues at hand are EASA Drone Regulations and the replacement of AVGAS LL100. The next meetings will take place in London and later in October in Luxembourg.

Overall, 2022 was a year of progress and growth for AOPA Luxembourg. We are excited to continue working towards a more sustainable and innovative General Aviation in Luxembourg. Thanks to all who continue to help us developing General Aviation in Luxembourg.

I wish you all the best in 2023, turn into reality your flying projects, stay tuned to AOPA Luxembourg and enjoy reading this fifth edition of the AOPA Luxembourg Yearbook.

Peter Sodermans
President

Peter.Sodermans@aopa.lu

Marina Parlingova
Secretary-General

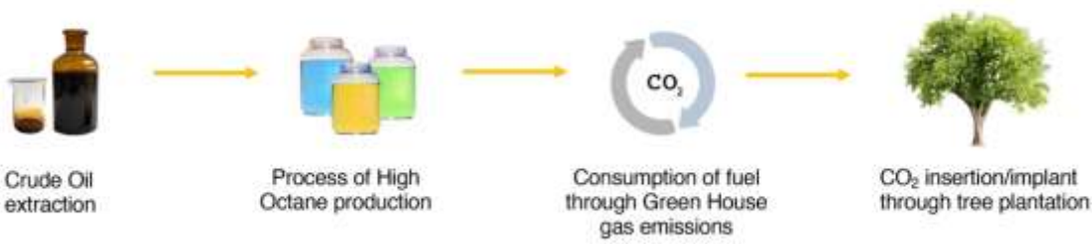
Marina.Paralingova@aopa.lu

Offsetting CO_2 Emissions for General Aviation

By Shahriar Agaajani

AOPA Luxembourg has decided to take a proactive approach in shaping the future and promoting sustainable development by implementing a carbon strategy.

At the General Assembly in March 2022, this idea was first presented. We proposed a new way of looking at the General Aviation and how it could be changed for the better. A more sustainable approach, that could be implemented on a global scale. This idea was met with enthusiasm and support from many of the attendees, and has since been developed further and implemented in AOPA's activities in 2022.



A new approach for reducing and neutralization carbon footprint related to General Aviation.

This has been fully supported by Mr. Francois Bausch, Deputy Prime Minister and Minister for Mobility and Public Works of the Government of Luxembourg, He is a strong advocate to keep going in this direction. He believes that this is the best path for us to take and encourages us to keep the heading. We can achieve our objectives if we remain dedicated and determined. He inspires us to keep pushing forward and not to give up.

With his support, we can confidently move forward and make progress towards our goals.

We are excited to see the positive impact this will have on our environment and we can confidently move forward and make progress towards our goals.Furthermore, this concept was also presented at the IAOPA Regional Assembly in October 2022 in Bad Homburg, where members from all over the world gathered to discuss the latest research and developments in the field of General Aviation.

Fifteen countries were present, and the vast majority of them expressed their enthusiasm for the project, indicating that they are willing to follow in the footsteps of Luxembourg. We are grateful for the warm reception of the project and the eagerness of the countries to embrace it.

We are pleased to announce that due to the overwhelmingly positive feedback we have received, the Aircraft Owners and Pilots Association Luxembourg will be fully implementing a carbon neutral approach in all of its activities, and beyond. This approach will benefit all members, aircraft owners and pilots, by reducing the environmental impact of their activities. We are confident that this

initiative will have a positive effect on the environment and we are excited to begin implementing it systematically, based on flight hours and real fuel consumption.

The total compensation amount per member, which will be validated at the next General Assembly, will go to an NGO called Graine de Vie (www.grainedevie.org) which is dedicated to protection, afforestation and reforestation. The carbon offsetting is ensured by planting trees in large-scale projects whose nurseries an plantations are managed by Graine de Vie.

The main nursery of Graine de Vie in Madagascar is located in the north in Diego Suarez, and is a haven for a variety of species of flora and fauna. It is home to a wide range of trees, shrubs, and flowers, as well as a variety of birds, reptiles, and amphibians. The nursery is managed by a dedicated team of staff who work to ensure the development of the planted trees and habitats and their protection. Additionally, the nursery provides educational opportunities to local communities in the area, helping to raise awareness of the importance of conservation. The Diego Suarez nursery is a vital part of Madagascar's biodiversity and a great example of how conservation efforts can be successful.

Finally, you will receive an AOPA sticker which you can stick on the window of your aircraft, vehicle, logbook,…

During the assembly, all relevant information will be assessed and any discrepancies or errors will be addressed. This will ensure that the decisions made are in the best interests of everyone involved.

We are looking forward to getting started!

AOPA LUXEMBOURG
CARBON NEUTRAL FLYING 2022

Digital AOPA Luxembourg

Are you aware of AOPA Luxembourg's presence on the Web and in social media?
Scan the QR code with your smartphone to get there!

AOPA Luxembourgs's Website: https://www.aopa.lu

AOPA Luxembourg on Twitter:
https://twitter.com/aopaluxembourg/

AOPA Luxembourg on Facebook:
https://www.facebook.com/AOPAluxembourg/

AOPA Luxembourg on Instagram:
https://www.instagram.com/aopaluxembourg/

AOPA Luxembourg on YouTube:
https://www.youtube.com/channel/UCIJ1gtLj9pZCnKlNNUYHjcQ

AOPA Luxembourg Calendar 2023

Subject to changes, Here is the tentative event schedule for 2023:

Date	Event	Organiser
04.02.2023	AOPA Safety Seminar	AOPA
19./22.04.2023	AERO 2023 Friedrichshafen	AOPA, Aéroplume
01.05.2023	Season Opening	Aéroplume
18.-22.05.2023	Fly-Out Innsbruck	Aéro-Sport/YPL/AOPA
27./28.05.2023	Visit La Ferté Alais	Aéroplume
10.06.2023	NAV Refresher (CH/FR)	AOPA
24./25.06.2023	Fly-Out tbd	Aéroplume
19./20.08.2023	Fly-Out tbd	Aéroplume
July/August 2023	Summer Fly-Out tbd	AOPA
09./10.09.2023	Mountain Flying Annecy	AOPA
September	AOPA Rally	AOPA
09/2023	Charles Laedrach Rally	Aéro-Sport
10/2023	IAOPA Regional Meeting in Luxembourg	AOPA

Luxembourg Holidays 2023

Sunday-Monday 09.-10.04.2023	Easter (*Paques*)
Monday 01.05.2023	Labour Day (*fête du travail*)
Tuesday 09.05.2023	Europe Day (*Journée de l'Europe*)
Thursday 18.05.2023	Ascension Day (*l'Ascension*)
Sunday-Monday 28.-29.05. 2023	Pentecost Holiday (*congé de la Pentecôte*)
Friday 23.06.2023	National Holiday
Saturday 15.07. - Thursday 14.09.2023	Summer vacation (*vacances d'été*)
Tuesday 15.08.2023	Assumption Day (*Assomption*)
Wednesday 01.11.2023	All Saints *(Toussaint)*

AOPA Luxembourg Position Paper Presented to the Direction de l'Aviation Civile

Innovation in Aviation – a Draft for Luxembourg

Opportunities in Aerospace for Luxembourg

- Luxembourg has it all to champion a leading role in aerospace research and development and establishes industries in the country.
- We see a bunch of new initiatives emerging in the EU (drones, autonomous drone operations, embedding satellite communication links in aviation, developments around electric-powered aeroplanes, autonomous air taxis, emerging UL manufacturers, new carbon technologies, software management) emerge EU wide, but…not in Luxembourg
- Belgium and Germany show successful synergies between universities, start-up companies and General Aviation Actors. Here are two examples of such aeronautical innovation hubs, which pilots drive:
  - Droneport in St Truiden – Belgium (https://droneport.eu/). Airfield synergies are created by joining infrastructure for air traffic, drone operations with training facilities and incubators for start-ups in the drone/aviation industry.
  - Innovation Factory at the Aachen-Merzbrück Research-Airport (https://rwth-if.com/aktuelles/silent-air-taxi-forscher-und-forscherinnen-der-rwth-aachen-university-und-fh-aachen-zeigen-den-weg-zum-leisen-fliegen/). Created by the University of Aachen and the state of North-Rhine-Westphalia, this hub incorporates infrastructure for air traffic, drone and airplane testing and incubators for aviation start-ups like air taxis and electric propulsion.
- A PPP "Aeropark industrial zone" with an airstrip is a suitable model for Luxembourg to develop.

Mobility Innovation

- Mobility and its pillars of transport are at the very centre of our socio-economic fabric. Innovation in technology and methodologies (e.g., redefining efficiencies in travel) is essential to develop mobility further.
- Brand new technology is to transform the mobility system is creating solid opportunities for the Luxembourg economy, e.g. unmanned aircraft; artificial intelligence; biometrics; robotics; blockchain; alternative fuels and electric aircraft.
- However, Luxembourg has been unable to attract so far many of these new actors as the infrastructure is not there. One can not conduct experiments with a flying taxi or an UAV at Luxembourg Airport. The military test fields in the north of the country are not suited.

AEROSPACE R & D

Luxembourg is ambitious in the aerospace r&d and encourages start-up industries. The SnT e.g. hosts an innovative UAV lab. They are, however limited in deploying models together with the industry, as Luxembourg is missing a proper infrastructure

Creating a focal point with a suitable and adequate new infrastructure and airfield for aviation, aerospace research and development, testing, and production would join the national ambition for the arising business areas in the aerospace sector. Opportunities are abounded and can only be outlined as follows:

- CO2 reduction and fuel/energy efficiency in aeroplanes
- Silent propulsion engines
- Alternative propulsion engines
- Air traffic management with unattended vehicles
- Autonomous aeroplanes
- Cyber-Defense and security applications
- Associated training and services

As shown in so many cases abroad, these new technologies are driven by the University, the Research community and highly skilled people of the aviation industry. Such an action drives innovation. General Aviation is therefore ideally positioned to support innovation and its potential impact on new mobility. Our Pilot and Plane Owner community likes to join and contribute to this innovation movement.

The key cornerstone missing is the infrastructure of a combination of a focal point and an airstrip.

WHAT CAN WE ACHIEVE - EUROPEAN AVIATION SOVEREIGNITY

- Pre-Corona increase for commercial traffic of more than 10% per year at Luxembourg Airport shows that rather sooner than later, General Aviation becomes marginalised with slots, waiting and holding times and further pressure on space, especially since there is only one single runway available.
- The present all-in-one model at Lux-Airport is at risk for non-commercial General Aviation. The current situation around Luxembourg Airport for General Aviation shows that time has come to move on. To achieve innovation around aviation with the introduction of new development models, not only the space but the whole environment is unavailable or existing at Luxembourg-Airport.
- The key cornerstone of a General Aviation airfield in Luxembourg is the missing infrastructure link. A combination of a focal point and an airstrip. For all the reasons mentioned in this document, AOPA Luxembourg advocates the creation of an aeropark Industrial Zone with an adjacent airstrip for non-commercial General Aviation in Luxembourg.

AN AEROPARK INDUSTRIAL ZONE WITH A GA AIRSTRIP

- Pre-Corona increase for commercial traffic of more than 10% per year at Luxembourg Airport shows that rather sooner than later, General Aviation becomes marginalised with slots, waiting and holding times and further pressure on space, especially since there is only one single runway available.

- The present all-in-one model at Lux-Airport is at risk for non-commercial General Aviation. The current situation around Luxembourg Airport for General Aviation shows that time has come to move on. To achieve innovation around aviation with the introduction of new development models, not only the space but the whole environment is unavailable or existing at Luxembourg-Airport.
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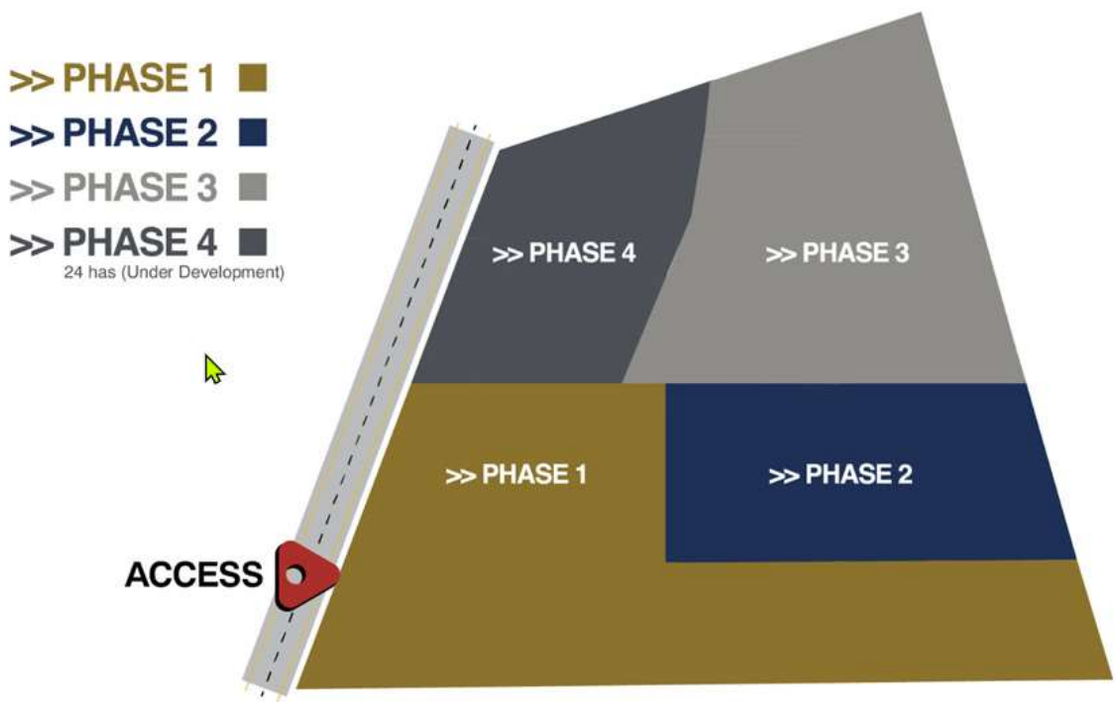


- An aeropark industrial zone in Luxembourg will boost the Aerotech sector. AOPA Luxembourg calls upon the Government, the University, investors, stakeholders and interested parties to come together and bring an innovation project around innovation in aviation to life, hereby responding to an opportunity in aerospace around mobility innovation and aerospace R&D. An Aeropark industrial zone with an adjacent airstrip is a suitable model for Luxembourg to develop
- Active support from the public and private stakeholders is needed to create such an aviation innovation hub consisting of an aeropark Industrial zone and airstrip in Luxembourg.
-

AOPA Luxembourg invites the Government, the University, investors and interested parties to come together and bring this innovation project around aviation to life.

AOPA Luxembourg Ordinary General Assembly 2022

By Reinhard Krommes

After the electronic General Assembly in 2021, our ordinary General Assembly took place again at Namur's on the 26.03.2022. 30 members were present and we received 5 proxies. The members voted by acclamation y to approve the accounts, the budget and the outgoing board's discharge. Jean-Claude Frank and Marc Jacoby were confirmed as external auditors for 2022/2023.

Peter Sodermans, as the only candidate, was re-elected for President and the board candidates were confirmed by acclamation.

Again, we thanked all members who contributed to our organisations and the defence GA interests.

The General Assembly was followed by a presentation by Alizée CARDINAL, member of the Association Française des Femmes Pilotes (AFFP) and laureate of the Bourse Professionnelle AFFP on the AFFP - How to become professional pilot at 30 starting from Zero.

Below is the composition of the current AOPA Luxembourg Board.

Executive Committee 2022

Name	Function	E-mail
Peter Sodermans	President	peter.sodermans@aopa.lu
	BOARD:	
Nicolas Bannasch	Vice-President & legal affairs	nicolas.bannasch@aopa.lu
Chris Berens-Scott	Vice-President & UL Affairs	chris.berens-scott@aopa.lu
Shahriar Agaajani	Treasurer	shahriar.agaajani@aopa.lu
Marina Paralingova	Secretary General & Events	marina.paralingova@aoap.lu
Bernard Frechen	Event coordinator	bernard.frechen@aopa.lu
Mikhael Kornev	Member Benefits, Long Range Rally	mike.kornev@aopa.lu
Reinhard Krommes	Publications	reinhard.krommes@aopa.lu
Guy Zenner	Digital innovation team	guy.zenner@aopa.lu
	CO-OPTED:	
Marco Felten	Finance and member management	marco.felten@aopa.lu
Jean Birgen	Event coordinator, communication	jean.birgen@aopa.lu

The general email address is info@aopa.lu which is received by all the executive committee members.

147th IAOPA Regional Meeting

29.-30. 10. 2022 Organized By AOPA Germany In Bad Homburg

For the first time since the outbreak of the Covid-19 pandemic, a regional IAOPA meeting (nr 147) of all the European AOPA sections was held. The two-day meeting took place in Bad Homburg, Germany, and was attended by representatives from various countries, including Luxembourg, who was represented by Shah Agaajani and Peter Sodermans.

The absence of face-to-face meetings for the past three years has taken its toll on the IAOPA organisation. During this time, some European AOPA sections have become inactive, and there is work to be done to ensure that every European country has a thriving AOPA section once again. The meeting aimed to address this issue, and discuss ways to reactivate inactive sections and support the growth of new ones.

The meeting also focused on other important matters such as addressing the challenges facing general aviation, and discussing the current status and future of lead-free Avgas alternatives.

REPORT FROM IAOPA HEADQUARTERS

Jim Coon, the successor to Craig Spence, represented AOPA headquarters in the United States for the first time at an IAOPA meeting, passing on best wishes from AOPA President Mark Baker. He found it interesting to observe the challenges facing European general aviation, noting similarities and differences with those in the United States. He highlighted that the most pressing issue internationally is Avgas and that AOPA works with the FAA, fuel producers, and GA stakeholders to address it. Coon mentioned that Covid-19 has had a positive impact on general aviation in the United States, with more flying, flight schools at capacity, and increased interest in GA. He stated that IAOPA

makes it more effective for all of us to tackle the same problems. Coon is personally involved in medical issues and standards, stating that he is there to learn and build relationships. AOPA has 300,000 members in the United States, and they need to fight to protect everything they have.

AVGAS IN THE USA

In September 2022, GAMI's Avgas 100 UL received approval from the FAA for use in all aircraft engines previously certified for Avgas 100 LL, marking a step towards a worldwide supply of lead-free Avgas. However, the goal has not yet been fully achieved. In Europe, discussions are ongoing between the petroleum industry, regulators and AOPA to approve fuel from the US, evaluate lead-free additives, and establish a logistics and distribution structure. The petroleum industry is also seeking authorization to continue producing Avgas 100 LL for a transition period beyond the May 2025 deadline. Despite positive developments, it is unlikely that a safe supply of lead-free Avgas alternatives will be available by 2025, with industry experts estimating a timeframe of 7 years. This aligns with plans in the US, where the target date for conversion is 2030. Efforts are being made to bring new Avgas to market.

AOPA FRANCE VISION ON AVGAS

AOPA France believes that at least two new fuels will be available on the market, with some manufacturers having more desirable formulas than others. They are working to develop and market these formulas, with the goal that all aircraft using Avgas will be able to use the new Avgas on any engine. Engine manufacturers have no influence on the process, and the focus is on obtaining STC fuel for $100. Fuel producers are limited in their production capabilities and Gami fuel, known for their fuel injectors, is not mass produced. Gami's G100UL fuel remains the only unleaded Avgas in the world used on high performance, high compression engines. It is important to note that the transition to new fuels will take time and must be miscible with Avgas. They also discussed the topic of electric flying and batteries.

AOPA LUXEMBOURG NEUTRALISES ITS CARBON FOOTPRINT

AOPA Luxembourg, represented by Shahriar Agaajani, presented a video at the IAOPA meeting showcasing their initiative to reduce CO^2 emissions caused by their flights. The initiative includes a collaboration with Graine de vie, which involves calculating the carbon impact of flights organised by AOPA Luxembourg. By tracking the emissions of individual flights, AOPA Luxembourg now takes into account the environmental impact in terms of CO2. The partnership makes it possible for AOPA Luxembourg to contribute financially, on a voluntary basis, to reforestation campaigns in the eastern region of Madagascar. Graine de Vie supplied more than 80,000 seeds for the reforestation of 40 hectares in Mahanoro Vatomandry, which will neutralise the carbon impact of flights organised by AOPA Luxembourg.

AOPA Luxembourg also stressed the importance of raising awareness among its members and the general public about the environmental impact of aviation and the steps that can be taken to reduce it. The video presentation was well-received by the other AOPA sections, and AOPA Luxembourg invited other AOPA sections to develop similar initiatives in their own countries. They emphasised the importance of working together to tackle the environmental impact of aviation and to advocate for sustainable solutions. They also encouraged other AOPA sections to reach out to their respective governments for support in implementing these initiatives. AOPA Luxembourg's initiative serves as an example of how organizations can take action to reduce their environmental footprint and promote sustainable aviation.

The President of AOPA Luxembourg, Peter Sodermans, explained: “This new initiative will not only neutralise the carbon impact of its motor-powered flight activities with light aircraft but also actively

participate in the education, protection of forests and biodiversity.” Shahriar Agaajani, Member of the AOPA Luxembourg board, developed the initiative to quantify the environmental impact due to general aviation, to record all the emissions caused accurately and to neutralise the carbon impact of AOPA members.

AOPA Luxembourg and Graine de vie are pleased to have obtained support for this new initiative from Mr. Francois Bausch, Deputy Prime Minister and Minister of Mobility and Public Works of the Government of Luxembourg. Minister Bausch explained in a video: “**I welcome the awareness and initiative adopted by AOPA concerning the assessment and voluntary offsetting of CO2 emissions from general aviation. Among private flights, it is still rare to take carbon effects into account. In this sense, I fully support the green and proactive spirit of AOPA.**

EASA UPDATES

At the recent IAOPA meeting, a wide array of updates from EASA were shared with the attendees by Neil Wilcock of AOPA UK.

On November 2, 2021, the Flight Examiners' Manual was published on the EASA website. This manual includes 15 documents covering all licenses, ratings, and certificates, and explains the contents of the Aircrew Regulation. It also provides standardisation and best practice guidance to Examiners.

Additionally, the Easy Access Rules (EAR) for SERA was published on November 4th, 2021 and is also available on the EASA website. The EAR for Aircrew will be published in February 2022.

Another important update was the EU-USA Bilateral Agreement, which was applied from June 20th, 2022, with the exception of non-EU EASA Member States. More information about this agreement can be found on the EASA website.

The IAOPA meeting discussed the recent introduction of new IFR operational rules for General Aviation (GA) by the Part NCO. These updates include the introduction of final reserve fuel requirements, with the Altitude Minimum Control (AltMoC) now permitted for final reserve fuel definition. Additionally, there are new ICAO approach definitions, and a simplified ‘approach ban’ rule that allows descent below the Final Approach Fix (FAF) or 1000 ft to the IAM (Instrument Approach Minimums) if RVR (Runway Visual Range) is at least 550 m. The met planning requirements for an alternate aerodrome have also become more stringent. The AMC (Acceptable Means of Compliance) establishes responsibilities for IFR departures and arrivals at aerodromes without published IAPs and confirms that such operations are permitted.

The Continuous Descent Final Approach (2D IAM) may be used in the same manner as a decision height for a 3D approach. Furthermore, a GNSS (Global Navigation Satellite System) approach may now be planned at both the destination and alternate aerodromes under specified conditions. Additionally, waypoint substitution using GNSS instead of conventional navaids is now permitted under specified conditions. Lastly, an altimeter check before take off is now a mandatory requirement.

EASA FCL TOPICS

EASA also shared updates on NPA 2020-14, which focuses on ‘lighter and better Part FCL requirements for general aviation’. The comment response deadline for this proposal was March 31st, 2021, and IAOPA submitted 40 comments, mostly in support of the proposals. A focused consultation will take place on June 20th-23rd, 2022, and a decision is expected in 2023.

Also, an update on RMT 0194 was shared with the attendees. This proposal aims to modernise and simplify the European pilot licensing and training system, as well as improve the supply of competent

flight instructors. A NPA (Notice of Proposed Amendment) is expected in 2023, an Opinion is expected in 2023, and a Decision is expected in 2024.

Regarding the UK and EU issues, it was noted that EU residents who held UK-issued PPL flying MS-registered aircraft under Article 12.4 derogation must now have converted to EASA Part FCL PPL. Additionally, the General Validation for EU Part FCL holders flying UK-registered aircraft will end on December 31st, 2022. The UK-issued LAPL is now valid only in UK airspace. UK Part FCL holders who SOLI'd to an EASA MS may now hold a UK-issued Part FCL license as well as an EASA issued Part FCL license. It was also noted that the Basic Instrument Rating is not valid in UK airspace and mutual recognition of EU and UK licenses is unlikely.

More FCL topics were discussed, including the RMT 0194 proposal. TRAFI has requested support for reduced Theoretical Knowledge proposals for PPL/FI, and both EASA and the UK CAA have voiced their support for the proposal at the next ICAO Personnel Licensing and Training Panel meeting. IAOPA is also expected to state formal support for EASA and UK CAA to ICAO PL&TP.

Another topic discussed was NPA 2020 14, which is expected to bring about changes such as allowing Night Rating training to be given during PPL courses, granting credit for LAPL students who transfer to PPL courses, and possible restrictions on TMG pilots who are not qualified under Part SFCL. Additionally, there were discussions about the introduction of partial loss of power training for SEP/TMG initial and refresher training, and the revalidation of Helicopter Type Ratings (up to 3175 kg MTOM) by experience.

Finally, DGAC also requested IAOPA's support in their proposal to delete the requirement of 30 hours of PIC on SEP/TMG before applying for an Aerobatic Rating. IAOPA has always opposed FCL 800 (1) and strongly supports DGAC's proposal.

LUXEMBOURG WILL BE HOSTING IAOPA IN 2023

At this 147th Regional meeting of IAOPA, it was agreed that Luxembourg would reconnect with a tradition of the past (*for the first time since many years – era of Marcel Felten*) and host and organise the 149th regional meeting of IAOPA in the third quarter of 2023.

The meeting will be a great opportunity for the European AOPA sections to come together in Luxembourg and discuss important matters related to general aviation, as well as to exchange ideas and best practices.

It will also provide a platform for AOPA members from different countries to network and build relationships.

The AOPA Luxembourg team announced to be excited to have been selected to host the 149th IAOPA meeting in Luxembourg and is committed to making the event a success. They will develop a plan ans start preparations for the meeting, including the selection of a suitable venue, and the coordination of logistics. The 149th regional meeting of IAOPA in Luxembourg will be a significant event for the general aviation community and is eagerly anticipated by the AOPA members.

NATO Ambassadors Present Flags to US Air Force at Spangdahlem Airbase

First Visit of Private Airplanes into US Airbase Spangdahlem

, By Peter Sodermans, Photos by Chronicle.lu

In the early days of the invasion in Ukraine, private pilot airfields were treacherously attacked, as we learned from our AOPA colleagues in Ukraine, who reported that their small planes were suddenly destroyed. The dreams of private pilots and small plane owners in Ukraine (and so many other people) were shattered. The year 2022 proved to be a brutal awakening for Europeans, as it showed that peace is never guaranteed.

Following the initiative of the Embassy of the Czech Republic in Luxembourg, the American Chamber of Commerce, and Aviasport II, a historic flight from Luxembourg to the Spangdahlem Air Base near Bitburg in Germany was organized on June 3rd, 2022. Nine Luxembourg-based ambassadors and senior officials from Luxembourg boarded a fleet of Luxembourg Cessnas, Cirrus and Pipers. A group of 35 individuals participated in this flight.

The purpose of this visit was to stress the importance of strengthened military cooperation between NATO countries. As a representative of AOPA Luxembourg, I was invited to provide a plane and join this event. I booked a Cessna Skylane at Aéro-Sport to join this historic flight fleet. I had the Polish Ambassador Piotr Wojtczak sitting in the co-pilot seat and an SES official in the backseat of our Cessna while flying to Spangdahlem air base, near Bitburg, Germany. (See attached picture). A large group of ambassadors from NATO countries joined our fleet, all in small planes. The visit was highly symbolic due to the current political situation in Europe caused by the Russian Putin regime's invasion of Ukraine earlier in 2022. The visit aimed to learn about the Spangdahlem military base and its ongoing mission to defend our territories, as well as to explore the base's facilities and exchange with the wing personnel. This historic flight was set up as a collective sign of respect and appreciation for the USAF's contributions to joint NATO operations.

Pierre Jaeger, Director of the Aviation Civile of Luxembourg, gave us the early morning briefing, followed by speeches from the organizers. Bill Erpelding of Aviasport did great volunteering work in preparation for this event to coordinate practical items. He stressed that approval from the Pentagon was needed to clear all the individuals participating in entering this USAF Military base with our planes. This visit was a first-of-its-kind, as it was apparently the first time that a Luxembourg fleet had been given approval to fly into Spangdahlem Air Base.

The weather seemed fine for a smooth VFR flight in the morning, so we took off with nine small planes as a collective sign of respect and appreciation for the US contribution to joint NATO operations in Europe.

The flight to Spangdahlem Air Base only took less than half an hour and went smoothly. Upon landing, I was impressed with the text written on the tower of this 52nd Fighter Wing "Seek, Attack, Destroy The visit to the tower was impressive. They explained the measures that were developed to avoid General Aviation traffic when performing their fighter jet missions. Amazingly enough, we learned that some gliders can be problematic to identify.

Something that truly impressed me was the observation of the takeoff (almost vertical) of a number of F-16s and F-35s after clearing the runway. Having been a Belgian Air Cadet in my early youth, seeing these kinds of planes fly made me think that if I were 18 again, I would consider trying to fly these planes. They are truly impressive planes, but also very noisy.

Then, there was another official photo taken in front of four planes, from left to right in the front row: F-35 Lightning II, F-16 Viper, EA-18 Growler, and in the back row: KC-135 air re-fueller. Afterwards, the group boarded buses and headed to the next stop, the Air Park. The Air Park is a small outdoor museum that features half a dozen aircraft, including an F-15 (as seen in the Top Gun

films) and an F-105 Thunderbird (used in Vietnam). The group was also informed that the 9-11 memorial at the Air Park had been funded by approximately €25k raised by the local community.

Colonel Leslie Hauck, commander of the 52nd Fighter Wing, then gave a mission briefing, emphasizing the wing's mission as well as the importance of airmen and the community. He explained how the base had demonstrated its strategic importance in January, when Russia was building up a military presence on the border with Ukraine, which contradicted previous concerns of it potentially being closed down (with the squadron moved to Italy). He also mentioned that the 52nd Fighter Wing is spread across different countries, with some squadrons located in the Netherlands, among other places.

He recalled the day after first arriving when their airmen were involved in helping nearby towns during the devastating summer floods of the summer of 2021. They were also involved in the evacuation of Afghanistan, with airmen on rotation at the nearby Ramstein air base. He emphasised the community spirit around the Eiffel region since the 1950s and referenced the history at the Air Park that the group had just visited. He also talked about the new school that was opened on the base a couple of years ago.

The highlight of the event was the formal presentation of flags from NATO ambassadors based in Luxembourg, to the leadership of the 52nd Fighter Wing of the United States Air Force (USAF) at Spangdahlem. This was a collective sign of respect and appreciation for the USAF's contributions to joint NATO operations. Several participants expressed appreciation to the wing's personnel for their dedication and sacrifices, as this powerful airbase just north of Luxembourg is there to allow us as European citizens to live in peace and freedom.

Lunch at the golf club followed, at which Paul Schonenberg spoke briefly regarding what he described as a “labour of love”, referring to building bridges in the community which is what this event was about. He talked about the quality of the personnel in the air force, including the officer corps which he described as exceptional. He thanked everyone for doing their job, and in the right way.

After lunch, at the 726 Air Mobility Squadron, Chief Master Sgt. Christopher Link, 726 AMS Senior Enlisted Leader, presented a brief overview of what the 150-strong squadron does. Colonel Hauck

then presided over the formal, symbolic presentation of flags from the NATO ambassadors present, also from the NPSA in Capellen, and he in turn presented symbolic keys from the Flight Wing to the ambassadors.

The weather department of the airbase informed us that a thunderstorm was building up on our way back to Luxembourg, so we shortened our tour with another half hour flight back to Luxembourg.

AOPA NavRefresher 2022

By Bernard Frechen

After the NavRefresher 2020 and 2021 could not take place due to the corona pandemic, it was finally again time to go on 11 June 2022. As in previous years, the interest was great, 22 aircraft and 49 people took part. We appreciated that more ULM participated again. The route led from Luxembourg to Midden Zeeland (EHMZ) and to Genk Zwartenberg (EBZW).

The weather was excellent, so that the departure could take place as planned and all participants arrived between 11:00 and 12:00 in Midden Zeeland. Since a multi-day event of the Dutch Aeroclub took place on this day in Midden Zeeland, many aircraft were flying into EHMZ when we arrived, so that the approach was a certain challenge.

In Midden Zeeland the lunch break had been prepared. The tables were reserved in the restaurant, so there were no delays, also thanks to the perfect service, and we could enjoy our lunch within the planned time frame. All participants could start around 14:00 hours for the onward flight to EBZW.

Along the Ooster Schelde the course led east to Nijmegen and from there further south via Venlo to EBZW. Between 15:00 and 15:30 all participants arrived in Genk. Our Nav Refresher organiser Bernard Frechen handed over a gift to our member Prof. Bjorn Di-Paolo, secretary of the Royal Aeroclub Limburgse Vleugels, who facilitated the landing and welcoming of the AOPA Luxembourg fleet at the Airfield of Genk-Zwartberg (EBZW). After a one-hour break and another PIC change, we passed north of Liege via Verviers back to Luxembourg.

In the same way as in the past, we concluded the NavRefresher successfully at the Aéro-Sport bar by a friendly "debriefing" with cold drinks and finger food.

AOPA Rally 2022

By Reinhard Krommes

Back to the routine, we were able to organise the 2022 AOPA Rally for Saturday 17th of September. Bernard Frechen and Marco Felten put everything into place to get started. 10 teams, pilot and navigator lined up for our well known competition items for a possible total 3.500 points including a bonus for student pilot crew members participating.

- Flight preparation; on time
- Navigation; accuracy of flight time
- Observation; identification of photos
- Precision landing
- Precision taxiing
- Aviation Knowledge Questions

The navigation was split into two legs, in between was the precision landing at Trier airfield. Timing was checked by GPS data loggers. Along the 90 NM navigation course, photos had to be located. As a special exercise, a square was to be flown on the way to Vianden. The routing went from TANGO to the east in Germany then to Trier for the landing competition. It continued to Vianden and back to ELLX via MERSA.

The weather was abysmal with low clouds and rain showers . Flying across the Hunsrück was a challenge. Marina and Reinhard were eagerly waiting at EDRT in the rain to judge the planes' touch and goes.

We closed the competition by 16:00h, The scores were announced and the crews were honoured. Experienced or not, all did a remarkable job. Here is the list:

Place	Registration	A/C Type	Pilot	Co-Pilot	Total
1	LX-AIF	PA28	AREND Olivier	PAU Yannick	**2.675,0**
2	LX-AIE	C172	ENGLEBERT Christophe	NUSSBAUM Alain	**2.537,5**
3	LX-AID	C172	ZEIDLER Sascha	METTLER Denis	**2.320,0**
4	LX-AIF	PA28	GREINER Audrey	GUSENBURGER Tom	**1.852,5**
5	LX-JTB	A11	MACK Frank	MACK-SAVET Florence	**1.785,0**
6	F-AZMX	O19	ELSEN Eugene	HAMES Jeanne	**1.395,0**
7	LX-AIC	C172	POCKREITER Michelle	KIRSCH Christian	**1.165,0**
8	LX-AIL	CH7A	NIELSEN Jan	MENENDEZ Cristina	**1.152,1**
9	LX-AIB	PA28	JACOBY Jean-Claude	BALDAUFF Laurence	**1.120,0**
10	LX-FAC	PA18	FELTES Goy	---	**1.092,5**

Landing and taking off at ELLX with an Ultralight

By C.B.-S

THE CHALLENGE

I fly an Aeropool Dynamic WT9 which is based and registered in France as an Ultralight aircraft and was willing to take part in the "2022 AOPA Luxembourg Nav refresher" to be held on the 11th of June 2022.

§ 5.3 (specific traffic regulations) of ELLX AIP document clearly states : "*ULM flights are prohibited except with a special permission from the CAA*".

https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Next/html/eAIP/EB-AD-2.ELLX-en-GB.html

Therefore I applied to the DAC (Direction de l'Aviation Civile) for a PPR on the 13th of May 2022.

On the 23rd May after sending a reminder, I spoke on the telephone to the person in charge of my request and the next day received an email asking for the following documents:

"*For the aircraft:*

- *An extract from the aircraft flight manual showing that the aircraft can maintain 90KTS downwind*
- *Proof that the aircraft is equipped with a radio (8.33kHz channel spacing) and a transponder*
- *For the crew:*
- *A certificate of competence in aeronautical radiotelephony in English issued by a recognised organisation (the mention on the licence is sufficient)*
- *Proof of your ability to integrate into aerodrome traffic at an airport frequented by HEAVY wake turbulence category aircraft (a PPL SEP licence is sufficient)*
- *Proof of recent experience (less than 3 months) at a controlled aerodrome (copy of the relevant pages of your logbook)".*

On the 7th of June upon delivery of the documents I was granted permission to land and takeoff twice at Luxembourg Findel Airport on the 11th June 2022 and a request to mention the said authorization in the flight plan application form.

So on 11th June 2022 after flying a leap of 15 minutes (LF5422-REMIK-SIERRA) I was probably the first woman for a while to land an ultralight aircraft at ELLX.

Landing fees parking fees at P5 as well as access badges were kindly arranged by Aerosport where the AOPA Nav refresher participants were meeting.

WHAT CAN WE CONCLUDE ?

- PPR by CAA?

Unlike many other major airports where PPR is mandatory for ultralight aircraft, it is not the tower but the Luxembourg National authority that delivers the authorization. On the face of it, one could be discouraged by fear of bureaucracy in any other country, but Luxembourg DAC reacted promptly and effectively.

- 90KTS downwind?

Why 90? Fine for my aircraft, and yes I can understand we don't want traffic to be held up, but if I were to fly on an non-ultralight airplane this would not be requested, and I'm not sure all the ELLX based aircraft are capable of this performance.

- Ability to integrate into aerodrome traffic at an airport frequented by HEAVY wake turbulence category aircraft (or a PPL SEP)? .

I have not heard of this before and to my knowledge such a document does not exist and is not required in France for ultralight pilots. This may make sense at ELLX with so much cargo traffic by B747 and B777.

What does exist in France is the certificate delivered by an instructor that certifies "the ability to integrate into the traffic of aerodromes for which instrument departure or approach procedures are published." https://ffplum.fr/la-federation/instructeurs/arrete-regles-integration-aerodrome but this concerns radiotelephony skills.

What could prove this? a certificate from an instructor ? a log book? Where else in the region can an ultralight fly to meet HEAVY traffic and obtain proof of this ability?

- Proof of recent experience (less than 3 months) at a controlled aerodrome? (copy of the relevant pages of your logbook)

Although this happened not to be a problem for me, I do consider this request a bit tough especially as a valid PPL holder.

In any case, there is room for improvement in the future: Maybe DAC in the future will simplify the procedure for PPR requests regarding “high performance” ultralight aircraft ? Maybe the procedure will be made more transparent? Maybe PPL holders will be trusted to fly on ultralight aircraft? Maybe a temporary permit could be delivered?

Visits to Belgium with an ULM

Cerfontaine & Saint Hubert

By C.B.-S

To fly a foreign registered ULM in Belgium it is necessary to hold a permission to fly over Belgian territory delivered from the Belgian Civil Aviation Authority, it can be permanent for certain approved aircraft, or temporary (up to 30 days per Year).

Since I hold such a permission, I thought I’d make the most of it and was able to fly to Genk-Zwartberg EDZW with the BeNeLux AOPA nav refresher (see related article).

On 18th of June 2022 the RSAB (Réseau Sport de l'Air Belgique), the amateur aircraft construction federation of Belgium organized a fly in meeting at Cerfontaine airfield – EBCF, so that's how I got this destination.

PPR application is to be done online on the airfield website where AIP and all useful information is available.

At EBCF there are two parallel grass runways, 2L/30R is recommended for motorized aircraft (RWY 12L right-hand circuit 798m x 20m), the other one being for gliders.

We set out in the sunny morning for a flight short of 45 minutes from Micheville over some very pretty landscape of woods and valleys.

Upon arrival, we were greeted on the radio by ATC which was animated by a very jolly man, welcoming and joking with the pilots. He was actually so entertaining that we spent the day on site listening-in to and laughing with ATC on a portable handset!

The pretty grass field with a slight slope was not difficult to find and once we vacated RSAB volunteers ushered us to our parking space.

At destination, the heat wave was hitting very hard. Luckily, we found shade and refreshments as well as good company, although many a participant had last minute cancelled because of the baking weather.

The French RSA was also present with a stand as well as “Safesky”: a free anti-collision application, “Aces” : aviation propeller balancing systems and “Airmaster”: a variable pitch propeller

demonstrator. Most of the aircraft participating were home built and their owners proud to answer any questions.

After lunch from a food truck and picking up some Belgian beers to enjoy back home, we set off expecting a somewhat longer take-off roll and smaller rate of climb from the scorching sunbathed grass runway, but the Dynamic showed nothing dramatic.

Our ATC friend playfully said funny things and teased us with Belgian humor as we took off and we were surprised by the lack of anticipated hot air turbulence in the afternoon flight home over the forests.

In Belgium, my favorite regular destination to fly to is Saint Hubert- EBSH, some 25 minutes flight from Micheville, weather permitting, you have a beautiful view even from the ground.

The Dawning of a New Era

By Peter Sodermans

AOPA Luxembourg organised a study trip through Europe in August 2022, where we became acquainted with the top segment of the so-called Ultralights, which are impacted by this new regulation. This segment of General Aviation is no longer characterised only by adventurous-looking hang gliders. In the meantime, full-fledged, fully streamlined aircraft made of composite materials have been added. Today, these are hardly distinguishable from "real" aeroplanes.

Based upon what we learned and discussed last summer, we shared our comments and remarks with DAC Luxembourg.

THE EASA "OPT-OUT" ARRANGEMENT

There's a revolution in the European aviation world ongoing. In July 2018, the European EASA level decided that national member states would have the option to define a whole series of ULM regulations by themselves, taking into account the specific approach of individual countries. Under this so-called "opt-out" arrangement, the Czech Republic and Germany were the first countries to request this "opt-out" from EASA legislation. This EASA "opt-out" initiative created pure innovation in these countries and a whole new category of ultralight aircraft with a 600 kg MTOM emerged in no time.

This new opening did not go unnoticed and more than 11 countries have since notified EASA they like to using this new opening for creating more flexible national legislation.

Also our government decided in July 2022 to build upon on this EASA "opt-out" arrangement. DAC uses this opening to modernise our national regulation for ultralights.

However, there are significant differences between the different legislative initiatives in each country. In order to have the full picture, AOPA Luxembourg organised a study trip for its members in

August 2022. During this study trip which we visited the production lines of several innovative European aircraft manufacturers in Eastern Europe and exchanged ideas with users.

We left with three planes on a European tour and a mixed delegation of "classic" private pilots and "UL" pilots to visit VL3, Shark, and Blackwing. The world of UL is new territory for many "classic" private pilots. We are quite curious, as we see that thanks to this initiative all kind of new European made planes emerge, which are better equipped than larger aircraft. They come with hyper modern avionics, new materials, new kind of lights, retractable landing gears, autopilot, safety parachute, innovative propellors, etc… All of this takes its toll on weight. The maximum mass (MTOM) for ultralight aircraft was previously 450 kg plus 22.5 kg for the entire parachute rescue system. Thanks to this EASA “opt-out”, the market evolves rapidly towards 600 kg MTOM. Our French neighbours are the only ones doing things differently and they only increased the MTOM of the microlights to 525kg. Too bad at first glance.

On a study trip with AOPA Luxembourg

On August 15th 2022 , we departed from Luxembourg Airport with three aircraft (a Cessna 210, a Diamond 40, and a Flight Design) towards the east of the Czech Republic, to the airport of Vysoke Myto. Here we were greeted by the JMB Aircraft team.

The VL3 from JMB Aircraft: a very modern production line

In 2007, Belgian brothers Jean-Marie and Jean-Baptiste Buisset became the exclusive distributor of the Czech Aveko, the former producer of the VL3, for France and Belgium. These young Belgian aviation brothers proved to be very successful commercially. Their team sold more than 85% of the VL3 aircraft produced by Aveko. In 2012, the young Belgians took over AVEKO and thus JMB Aircraft was born. As a result, the design of the VL3 was improved and refined to gain more speed.

The production line of the VL3 in the Czech Republic is very professional. Nowadays, several VL3s are delivered on a weekly basis. About 500 of these beautiful and modern aircraft are already flying. The

production capacity has significantly increased, and the workforce has also doubled from 80 to 160 employees in a short period, with their Belgian management.

The VL3 team is strong in marketing and community building. They have developed an excellent online configuration app for these VL3 devices. Meanwhile, their planes are also luxuriously finished—literally custom-designed with all the trimmings. For years, only the reliable Rotax 912 with 100HP was available for the VL3. However, following the new "opt-out" legislation that allowed a higher (600 kg) weight on the VL3, Jean-Marie Guisset's team also started fitting the injection Rotax 915 on the VL3. These turbocharged Rotax 915 injection engines with 142 HP gave a new dimension to the VL3. A Turbine engine version has also been added this year to the VL3 line.

Unbeatable Speeds: The Evolution of Ultralight Aircraft

The latest generation of the VL3 delivers higher cruising speeds than we are accustomed to with the majority of Piper's and Cessna's that we have been flying for years. During the test flights we conducted in the Czech Republic with the VL3 at 9500 feet, we achieved an "Indicated Air Speed" of 152 knots and a True Air Speed of 179 knots without any issues. Unfortunately, the test model was not equipped with an oxygen installation, so we were unable to fly to Flight Level 180 where JMB Aircraft promises a speed of almost 200 knots TAS. The flying experience with this VL3 was truly impressive for all participants on the study trip. Climbing out at 2000 feet per minute is incredibly powerful, and the view from the low-wing plane is simply breath-taking.

Fuel Efficiency in Microlight Aircraft: A Closer Look

The consumption of these aircraft is noteworthy. They run on regular car petrol or unleaded UL91, but they can also be refuelled with AVGAS, although this is avoided as much as possible due to the higher cost and shorter maintenance intervals. During our test flight, we observed that at 9500 feet with an Indicated Air Speed (IAS) of 85kts (True Air Speed (TAS) of 96kts) the fuel consumption was 10.8 litres of automotive gasoline. At an IAS of 106 kts (TAS 125kts) the consumption was 14 litres per hour. At an IAS of 125kts (TAS 147kts) the consumption remained at 21 litres per hour. As we

increased our speed to 140kts (TAS 165 Kts), the consumption rose sharply to 27 litres per hour. Finally, at 150 kts IAS (TAS 179 kts), the consumption increased exponentially to 38 litres per hour, consistently at 9500 feet. With this higher cruising speed, the cooling rose to 111 degrees Celsius. All in all, this is a very decent performance, especially when these numbers are converted to gallons per hour.

A Commercial Success for Microlight Aircrafts

The noise level produced by these Rotax engines is significantly lower than that of a Lycoming or Continental, which is quite remarkable and environmentally friendly. However, when compared to the familiar hum of a 6-cylinder engine of a Cessna 182, the sound produced by the Rotax is more akin to a lawnmower. Nevertheless, this did not detract from the excitement of the flight. Our AOPA delegation was, therefore, not surprised that the VL3 has been a solid commercial success. Currently, the order book is mainly filled with orders for this new VL3 with Rotax 915, as more and more European countries are now adapting their legislation to allow for these 600kg devices. However, due to their success, the waiting times have now risen to almost two years.

The Dark Side of Microlight Flying: Safety Concerns with the VL3

There is also a darker side to the VL3, which we addressed with the JMB team. Between 2008 and this summer of 2022, there have been a number of fatal accidents involving the VL3, in which as many as 30 people lost their lives. Although most fatal accidents (22) occurred with the older Aveko models, 8 people also lost their lives with the models produced by JMB. This is quite a high number for the 500 units produced. JMB has responded appropriately in a self-regulating way: The maximum non-exceeding speed (VNE) has been reduced from 164 to 140 knots for the older VL3s built by Aveko. Furthermore, JMB now mandates mandatory training for buyers before they receive the keys to their newly purchased VL3. Additionally, one could question whether the UL training is adequate for such a high-quality and complex device. Perhaps some sort of rating within the UL class could help improve safety.

Shark : the Top Gun of the UL

We continued our AOPA Luxembourg study trip towards Slovakia. After a short morning flight, our delegation arrived at the Senica airport in Slovakia for an introduction to the Shark ultralight. It was particularly sympathetic that the Benelux distributor of Extended Airworks , Evert Cornet, had welcomed us coming all the way from Teuge. The inspirer and owner of Shark, Vlad Pekar, proudly told us the story of the young Belgian lady who, *at the age of 19* , flew all alone around the world in 155 days (from August 18, 2021 to January 20, 2022), out of Kortrijk-Wevelgem, Belgium, in her " FlyZolo" Shark.. She established a double "Guinness" world record" with this remarkable achievement: on the one hand, she was the youngest person to travel the world solo with a UL and the youngest woman to travel the world solo by plane.

A few days after our visit in Senica , her younger brother Mack Rutherford , who is barely 17, would set a new world record as the youngest person to travel the world by air solo (men) The Shark has received a fair amount of media attention due to this unique performances. We couldn't believe our luck when it turned out that it was the " FlyZolo" plane from Zarah Rutherford was on site in Senica and that we could fly a test flight with it. A highlight of this AOPA study tour.

The first impression of the Shark is that it is a very sturdy plane; it doesn't feel like an "ultralight" at all. It radiates solidity. Here too, a more than decent production line with full workshops. Once again: a solid commercial success, even though Shark 's approach is entirely different from its Czech neighbor. Here we have a two-seater where you sit behind each other. That's a whole different experience.

THE SHARK TEST FLIGHT

The concept of "fighter pilot experience" (albeit from a private pilot point of view) immediately came to mind as soon as we took off with the "Fly Zolo" Shark. This aircraft has incredible manoeuvrability. Unseen. The Shark flies with the highly reliable Rotax 912 ULS carburator engine. The aircraft made of composite feels very solid from the first moment. The Shark is perfectly equipped to quickly, safely and comfortably make long overland flights. Pure enjoyment at 150 knots with an average consumption of about 15 litres of unleaded petrol. Quite economical. We noticed that the wings were tiny, increasing the military fighter feeling. It is equipped with a variable pitch propeller, and a retractable gear, which places it at the level of a complex aircraft.

The Shark has absolutely nothing to do with the first-generation Ultralights. The interior is comfortable and modern. We found that you are also comfortable in the Shark , which is necessary if you want to fly around the world with it. During our test flight, the Shark appeared to score very well. The manoeuvrability was enormous, an experience we had never experienced before. This tandem plane has a beautiful glass cockpit. Unlike the VL3, where the G3X Touch is opted for as avionics , the Shark test aircraft also offers Dynon 's highly intuitive pilot interface with touchscreen controls. In addition, our conversation shows that the Shark can also be equipped with classic analogue instruments on simple request. Particularly useful is that the Shark is equipped for flying in turbulent conditions with a set of rigid, tactile controls for use.

THE FUTURE OF ULTRALIGHT: THE VISION OF THE SHARK TEAM

During our conversations with the Shark team, it was evident that this European aircraft manufacturer is already looking ahead to the future. Despite the current commercial success of the Shark, the team is already focused on designing new and highly environment-friendly aircraft. The focus is on "personal aviation" and it is exciting to see that there is a real European renaissance in the world of aircraft manufacturers. Aviation sovereignty. This is a testament to the fact that a European flexible legislative framework can work well and bring innovation to the sometimes over-regulated aviation industry. The Shark team is making an effort to make flying more accessible, sustainable and efficient for individual. The future of microlight planes looks bright with companies like Shark leading the way.

The Shark team is fully committed to creating aircraft that are not only high-performing but also environmentally friendly. They envision a future where personal aviation is more accessible and sustainable. They are focusing on developing aircraft that are designed with advanced technologies, materials, and aerodynamics that will help to reduce emissions and noise pollution. The team is also exploring the use of alternative fuels such as biofuels and electric power to make flying even more eco-friendly.

The Shark team is also looking to introduce new features such as advanced avionics, autonomous flight systems, and connectivity technologies that will enhance the flying experience for pilots and passengers. These technologies will not only make flying safer but also more efficient, convenient and enjoyable.

It is exciting to see that there is a real European renaissance in the world of aircraft manufacturers, and the Shark team is at the forefront of this movement. The Shark team is taking advantage of the European flexible legislative framework to innovate and push the boundaries of what is possible in the world of microlight aircraft. They are creating new possibilities for personal aviation, making it more accessible, sustainable and enjoyable for everyone.

ENJOYING CROATIA AND SLOVENIA ON OUR AOPA STUDY TRIP

On our AOPA study trip, we took a break in Croatia to enjoy the beautiful scenery and culture while also taking advantage of the opportunity to fly our aircraft. We landed briefly at Pula Airport before continuing on to the General Aviation airport in Medulin, where we were able to secure a hangar for our three planes. We spent a few days in a lovely Airbnb near the Roman Amphitheater in Pula, enjoying in the company of our fellow AOPA members and engaging in meaningful conversations.

As we prepared to depart Medulin, we made sure to avoid a severe thunderstorm zone that had caused damage in Corsica the day before. After a customs stop in Pula, we flew to Portoroz in Slovenia, a top destination for private pilots. The flight path was picturesque

and Portoroz airport offers all the amenities a general aviation airport should have. Overall, our stay in Croatia was a perfect balance of relaxation and aviation.

CORSICA: INTRODUCTION TO THE BLACKWING

After a beautiful flight over the Adriatic Sea, the Italian mainland, and the Bay of Genoa, our AOPA delegation landed in Propriano, in western Corsica. Here, we had an appointment with a Luxembourg owner of a Blackwing, Claude Kisch. During the two days, we exchanged ideas and extensively tested his aircraft, with Claude sharing his experiences as a user with our group. The Swedish Blackwing is designed by a former SAAB Aerospace engineer, Niklas Anderberg. We noticed this in every aspect of this beautiful aircraft, a jewel of an airplane. The Blackwing comes in two engine versions, one with a

Rotax 912 injection engine (600RG) and the second with the Rotax 915 (635RG) and a 141 HP Rotax 915 injection engine. These aircraft are built in Eslov, in southern Sweden. The plane looks very sleek with its beautiful winglets. We learned that all parts are made by hand in-house. Blackwing uses Textreme prepreg carbon fiber, resulting in a 15% higher strength up to 90 degrees Celsius. The conversations showed that this prepreg carbon fiber is the lightest and most robust in its class. In any case, the carbon fiber feels very sturdy. Blackwing is an engineer-driven company, that much is immediately apparent.

The Blackwing is equipped with the BRS parachute system, like most high-end ultralights in its class, significantly increasing safety in case of emergency. Although you have to dare to pull the parachute, we hear that it is stressed hard when the aircraft is handed over to the buyer. Our test flights with the 600RG with the Rotax 912 engine were hugely inspiring from the very first sight of the Blackwing. A step is built into the wing (flaps 45 degrees) so that it is easy to get into the cabin. It is immediately noticeable that the cabin is exceptionally spacious. At 121 cm, it is 19 cm wider than a Cessna 172. It is very comfortable, an absolute requirement for flying long distances. With an anti-explosive tank of 140 liters of petrol and an average consumption of 15 liters of petrol per hour at 150 knots IAS, this version of the Blackwing will get you quite far. This aircraft is quite economical - interesting in this inflation era.

TEST FLIGHT WITH THE BW600RG

During the briefing before taking off with the Blackwing in Corsica, we discussed the ultramodern Garmin G3X touch system that indicates a host of engine functions. Later, we were in the air after a short takeoff of less than 300 meters at the airport of Propriano in Corsica. We climbed at lightning speed, reaching 1500 feet per minute. Cool! In no time, we reached a cruising speed of 150 knots. It all felt very smooth. There was a lot of thermal activity in the lower air layer, but turbulence was not noticeable.

Our pilot, Claude, then put the aircraft in an "unusual" position to simulate a loss of control of the plane, for example, if you accidentally fly into a cloud. A simple press of the level button on the autopilot (GMC 507) activated the leveling function, and in one second, the aircraft was back in its normal flight position. Beautiful!

Furthermore, the new "smart glide" function of the G3X Touch was also demonstrated. This safety aid assists pilots in emergency engine power loss by automating tasks to reduce the pilot's workload. We tested it out, and it worked wonderfully by adjusting the plane's pitch for the best glide rate while navigating it to a suitable landing airport. This latest technology dramatically increases the feeling of safety.

We heard that the top version of the Blackwing, with Rotax 915, brings very high performance. Earlier this year, designer Niklas Anderberg reached no less than 212 knots (393.4 km/h) on a 15 km circuit at Flight Level 180 with oxygen onboard. In cruising speed, the BW635RG quickly reaches 185 knots. A strong story that makes our hearts race.

Our pilot, Claude, also does essential maintenance on his Blackwing himself. He mainly uses his Blackwing to fly economically from Luxembourg to the South of France. A beautiful story.

Blackwing Sweden is now planning to open a factory and increase their production dramatically. We see the creation of tremendous Swedish export success, just like Abba, Volvo, Ikea and Saab. European aviation sovereignty at its best !

LIMITATIONS OF ULTRALIGHTS

However, the story of ultralights also has its limitations. For example, VFR flying at night and IFR flying are not allowed in most countries, a very clear limitation. The story of "Useful Load" is also essential. For example, Blackwing told us that their version with the 915 Rotax has a useful load of 230kg. They offer a fuel tank of 140 liters. If you fill it up to make a long journey, you end up with a density (density mass) of about 0.7 kg per dm^3, which is 98 kg. So you have 132 kg left for the two

people on board and their luggage. Many pilots must adhere to strict guidelines to stay within the standards. If you are alone on board or if you are not filling up with a full fuel, then that is not a problem. But there's no need to seek the limits. With their BW 600RG is (100hp Rotax 912iS), one has considerably more usefull load.

DEBRIEFING IN CORSICA

While enjoying the summer sun in Corsica, we had an extensive debriefing about the aircraft we were allowed to discover for two more days.

Already 11 countries of the European Union have taken advantage of EASA "Opt -out" regulation, which allowing ultralights with more power and higher weight. Moreover, a whole series of additional countries (Belgium, Italy , ..) are also planning legislative initiatives in this sense.

So in most countries, we are moving towards UL's direction of 600kg MTOM. But there are still some crucial differences. On the one hand, the French have subscribed to the "opt -out", but only with a 500kg MTOM (or 525kg with parachute). On the other hand, a medical examination is no longer applicable for French licenses, which also unique and compensates for their weight limitations

The Germans were the first to endorse the 600kg MTOM, but the autopilot is not allowed there, which is incomprehensible (and a wrong approach). Most of the EU countries allow the autopilot, which makes lots of sense as it increases safety in flight.

Different legislations in each country create a series of legal complications for cross-border flying about which the last word has yet to be said. For example, can you land in France with a 600 kg UL registered in Germany is the most straightforward question ? New procedures emerge to make it happen, but it feels pre-Schengen. Legally there is a lot of work to do.

Furthermore, many airports have restrictions that make flying with a UL more difficult. In Namur - Temploux , Belgium , ULs are systematically refused. An AOPA inquiry by our VP Chris Scott, revealed that an (outdated) municipal ordinance still applies here.

A whole series of requirements are also set at Luxembourg Airport before a UL can even land there. Upon inquiry by AOPA, it appeared that a UL pilot, for example, needs sends a copy of the manual of the aircraft showing that the UL can maintain a wind speed of 90 knots. Further the pilot needs to prove that one has an 8.33Khz equipped radio and a transponder with Mode -S on board;

And the pilot needs to prove that one has the English language proficiency certificate.

On top, the pilot needs to provide evidence that they are capable of integrating into an area frequented by aircraft of the category "heavy wake turbulence". Finally, the pilot needs to prove that she/he has flown at a controlled airport during the last three months by submitting his logbook

A BEATING HEART

Microlight aircraft, also known as ultralights, have been making waves in the aviation industry due to their high-quality design and impressive performance capabilities. Despite their limitations, these aircraft have become a commercial success in Europe, contributing to the sovereignty of European aviation.

One example of a popular microlight aircraft is the VL3, which has been praised for its sleek design and impressive performance capabilities. The Shark and the Blackwing are also highly regarded microlight aircraft that have received positive feedback from pilots. These high-quality microlight aircraft have been said to bring the world of classic general aviation and ultralights closer together, making overland flying more enjoyable, safe and affordable.

However, these aircraft come with a hefty price tag, with a full option microlight aircraft costing anywhere between €200,000 and €350,000 plus VAT. Despite this high cost, many pilots believe that the quality and performance of these aircraft are well worth the investment.

Overall, it is clear that microlight aircraft are becoming an increasingly important part of the aviation industry, with high-performance ultralights like the VL3, Shark and Blackwing leading the way. These aircraft are not only fun and pleasant to fly, but also offer new opportunities for safe and affordable overland flying, making them an exciting new chapter in general aviation.

LUXEMBOURG DRAFT REGLEMENTATION CONCERNS

The bar is set very high that way and we shared our concerns with DAC

Residents of Luxembourg who own ultralight aircraft (ULM) are primarily concentrated in the areas of Sterpenich, Zoufftgen, Micheville, and Bitburg. However, despite this high concentration of ULM ownership, less than 10% of Luxembourg residents have chosen to register their UL under the Luxembourg flag.

The main reason for this low registration rate is the current legal framework for ULMs in Luxembourg, which is not as attractive as that of other jurisdictions. The draft regulation for ULMs in Luxembourg again has several shortcomings, as it does not take into account all UL categories defined by the European Aviation Safety Agency (EASA).

In particular, gyrocopters, ultralight helicopters, and ultralight airships are not able to be registered in Luxembourg under the current draft regulation.

Additionally, the draft regulation's proposed a maximum takeoff mass (MTOM) of 500+ kg in combination with stringent medical requirements that will position Luxembourg as an outsider within the EU when it comes to UL legislation.

This has caused significant dissatisfaction among our member ULM pilots, as it means that European ultralights of 600 kg MTOM will be authorised to overfly Luxembourg, but residents of Luxembourg will not be able to register their ULM with an MTOM of 600 kg in their own country.

Overall, it is likely that the new Luxembourg UL legislation will not be considered attractive by pilots and ULM owners in the country. This could lead to a continued low registration rate and a lack of interest in ULMs in Luxembourg.

Mountain Flying in Annecy 2022

By Shahriar Agaajani

Although she was unable to participate, AOPA Secretary General Marina Paralingova organised our annual mountain flying event to Annecy from 26th to 28th August 2022. With a stopover for some in LSZQ Bressancourt, we soon reached the mountains.

This year's flyout to Annecy was a truly amazing experience. The weather was perfect for mountain flying, providing us with picturesque views and clear skies. It was a privilege to have the opportunity to fly with D-EEXI, the Van's RV-6. Its light weight and strong structure made it a pleasure to fly at amazing speeds. Overall, I was very impressed with the whole experience, and I am so grateful for the opportunity.

We were delighted to depart from ELLX at 0925LT and make our approach into one of the most unique and challenging airfields in existence, the Altiport Courchevel LFLJ. We were so pleased to have made it no later than 1120LT for a smooth landing.

Once we had arrived, we were thankful for the wonderful privilege of being able to land at Courchevel and enjoyed the beautiful view before paying the landing taxes and extending the license to land there for another 6 months. It was truly an amazing experience, and we are so glad we had the opportunity to do it.

Once we had arrived, we were thankful for the wonderful privilege of being able to land at Courchevel and enjoyed the beautiful view before paying the landing taxes and extending the license to land there for another 6 months. It was truly an amazing experience, and we are so glad we had the opportunity to do it.

We had a great time departing from LFLJ and heading to Albertville LFKA for lunch at the Piper Pub. A special experience, as we had a direct view of the runway and the aircrafts taking off and landing. It was an amazing sight to behold, and we were so glad we were able to make it out there!

After lunch, we were all excited to jump into our airplane and fly to our final destination - Annecy LFLP. The anticipation in the air was palpable and we all couldn't wait to get there. Everyone was in high spirits as we took off, and the journey was a short but enjoyable one. We were all looking forward to the new adventures that we were about to embark on.

We had a great time meeting the other participants at the local Bistrot and enjoying our afternoon there. Later, we hopped in our rented van and drove to a local restaurant for a delicious dinner. It was a wonderful evening, and we had a fantastic meal!The day after was a great one! Everyone had a blast either together or individually, and in the afternoon, we drove to the beautiful Lac d'Annecy.

The sky was a bright cloudy blue and the lake was a stunning turquoise - it was the perfect backdrop for a fun day of speedboating! What a great day it was!

In the evening, after having a raclette, we had the best time of the trip. We gathered around a coffee and the pilots shared their captivating flying experiences and stories. It was truly an amazing experience to listen to those stories and we felt so lucky to be able to be a part of it. The atmosphere was filled with joy and laughter.

We invite you to join us in 2023 for another incredible edition of Mountain Flyout.

This event was created in partnership with ASBL Graine de Vie, and we are proud to announce that all the equivalent CO2 emissions were neutralized through tree plantation.

We look forward to seeing you there for an unforgettable experience!

From the Past:
Inauguration of the AVIALUX Hangar in 1996

Browsing with our friend Jean Ries through his many articles and statements, we found this address he held at the occasion of the inauguration of the AVIALUX Hangar on the 19th of May 1996. You may replace the names of the personalities by the present ones, but nearly all the issues referred to are present in our minds today. We lost for example the "Klenge Hangar" bur gained the aviation Museum in Mondorf. It reminds us the uphill struggles GA has to pursue all the time:

Dimanche, 19 mai 1996

Madame la Ministre des Transports,

Monsieur le Ministre de l'Economie,

Madame la Députée,

Cher Monsieur Krieps,

Monsieur le Bourgmestre,

Monsieur le Président de la Fédération Aéronautique,

Mesdames, Messieurs,

Eole, Dieu des vents, nous fait tous les honneurs ce matin. Je suis particulièrement heureux de pouvoir vous souhaiter la bienvenue aujourd'hui, car cette cérémonie marque Un tournant décisif dans l'histoire de notre humble association.

En effet, AVIALUX a été créée en 1935 et se nommait à cette époque le Club de vol à voile de la vallée de Kayl.

En 1937, il se nomme alors Cercle de vol à voile du Grand-Duché de Luxembourg et se base sur le terrain de Esch/Alzette.

C'est en 1954 que notre association prendra le nom d'AVIALUX et s'installera définitivement sur le terrain de l'aéroport Findel, où nous nous trouvons aujourd'hui.

AVIALUX devient ainsi un des fondateurs de notre aéroport à vocation internationale. Il est d'autant plus incompréhensible qu'aujourd'hui l'aviation générale se trouve confrontée à une série de handicaps administratifs tels que l'impossibilité d'avoir plus d'un avion dans le circuit, alors qu'un aéroport comme le nôtre devrait pouvoir contrôler avec légèreté entre 15 et 20 avions en même temps Notre association n'est pas seulement un club au sens propre du terme, mais également une école de pilotage qui forme une dizaine de pilotes par an. Depuis son existence AVIALUX aura formé plus de 200 pilotes et aura ainsi bien méritée sa place dans l'histoire aéronautique de notre pays.

En parlant histoire, l'année culturelle vient de passer et l'idée d'un musée aéronautique est en train de prendre naissance. En effet, notre association s'est fixé comme but prochain d'avoir un petit musée pour partager avec d'autres les plaisirs de l'aviation et surtout sauvegarder notre patrimoine aéronautique qui, malgré le fait que nous n'avons jamais eu de force aérienne et malgré les nombreuses entraves au développement de cette activité sur le territoire national, reste tout de même considérable.

Je me permets ici de vous soumettre la réflexion d'utiliser l'ancien hangar du parking 6 ci-dessus pour mettre à l'abri justement ce patrimoine aéronautique. Si l'Administration de l'aéroport en avait besoin à d'autres fins, il reste néanmoins des centaines d'hectares de l'autre côté de la piste qui ne demandent qu'à être valorisés. Si déjà nous interdisons le développement économique de l'aéroport par l'interdiction des vols de nuit (je me permets d'ouvrir une autre parenthèse en soulignant que DHL, qui s'était intéressé au site de Luxembourg, a créé 3000 emplois à Bruxelles et Federal Express 2700 à Paris, ce qui équivaut au nombre de chômeurs inscrits à Luxembourg), qu'au moins l'initiative d'un musée soit ouvertement supportée par tous.

Il existe l'opinion fausse chez certains que l'aviation générale est un groupuscule de privilégiés qui se pavanent avec leurs machines infernales comme avec des jouets. Cette opinion est non seulement erronée mais également dangereuse. l'aviation est non seulement un moyen de transport, mais également un sport. Dans les deux cas, son exercice implique un écolage sérieux, une discipline sans relâche et une précision minutieuse. l'aviation générale et ses activités annexes comptent aujourd'hui plus de 2 500 pilotes au Luxembourg. La très grande majorité se compose de citoyens absolument normaux, fonctionnaires, employés, ouvriers qui pour- suivent à grands frais cette passion qu'est la formidable conquête du ciel. l'aviation, le parachutisme, ULM, ballons, etc... exercent donc une fonction sociale importante en offrant à des jeunes la possibilité de se consacrer à une activité qui demande d'énormes efforts personnels.

Je reviens à l'histoire de notre association. Elle connaîtra dans les années d'après la guerre ses hauts et ses bas comme toute association sans but lucratif. Mais le grand drame qui frappera

AVIALUX interviendra dans la nuit du 23 décembre 1988, deux jours avant Noël: un vandale handicapé mental et fou furieux saccagera 13 avions dans le hangar ci-dessus, dont les 2 aéronefs, soit toute la flotte d'AVIALUX. AVIALUX se retrouve avec 3 mio de dettes, un gouffre financier pour ses quelque 50 membres.

Une nouvelle équipe se réunit pour reconstruire en quelques années ce qui avait été détruit en une nuit. Ainsi, aujourd'hui, 8 ans plus tard, nous pouvons inaugurer cet investissement de 7 millions.

Parallèlement, je me permets dès à présent d'annoncer qu'AVIALUX a décidé de renouveler sa flotte. Nous aurons donc non seulement un hangar neuf, mais également de nouvelles montures. AVIALUX aura investi en un an près de 16 mio de nos francs, ceci grâce au dynamisme de ses 60 membres aujourd'hui et à une gestion opérationnelle et financière des plus rigoureuses.

De ces Flux 16 mio près de Flux 2 mio auront été versés au Trésor public sous la forme de TVA, ceci n'incluant pas le triste chapitre des taxes d'atterrissage pour un montant de Flux 187 000 ni les Flux 525 000 d'accises sur l'essence. Le Grand- Duché de Luxembourg peut se vanter d'avoir l'essence pour automobiles le meilleur marché d'Europe et l'essence d'aviation la plus chère d'Europe… allez comprendre.

Si nous comprenons, Madame la Ministre des Transports, que par souci d'égalité européenne, les avions basés à Luxembourg doivent également contribuer une taxe, n'y aurait-il par contre pas moyen de rembourser ces énormes frais aux associations justement sans but lucratif pas le biais d'un subside. Est-il normal que l'essence d'avion coûte aussi cher? Votre administration vient de changer le monopole d'une compagnie aérienne.

Quelle est la différence? La société d'aviation a même fermé la pompe et livre l'essence par camion, comme en brousse. Des conditions quelquefois africaines prévalent sur le terrain.

En guise de conclusion, je ne voudrais pas manquer de remercier un grand ami de l'aviation luxembourgeoise, Monsieur Robert Goebbels, Ministre de l'Économie qui, en fait, alors qu'il était encore Ministre des Transports nous a accordé les autorisations nécessaires pour la construction de ce hangar. Monsieur le Ministre, tout le mérite vous revient! Il a certainement plus que mérité nos applaudissements.

Je voudrais également remercier Madame la Ministre des Transports, qui nous à fait le grand honneur de sa présence. Je sais que nous tous pilotes, nous avons encore un petit bout de chemin à parcourir pour la convaincre non seulement du plaisir mais également de l'utilité de l'aviation générale.

Je reste cependant persuadé que par son charme et sa grâce elle saura nous aider à résoudre maints problèmes. le voudrais saisir cette occasion pour saluer un autre grand de l'aviation, Monsieur Emile Krieps, que je ne dois plus présenter. Monsieur Krieps est, je crois, le seul ministre à avoir sauté en parachute.

Mes remerciements vont également vers Monsieur Jean Birgen, Président de la Fédération Aéronautique, pour son infatigable combat pour les choses aéronautiques et son brillant succès à réunir derrière lui tous les pilotes de notre pays. Monsieur Gilles Meyer, directeur de l'aéroport, tous les amis de l'aviation, merci pour votre attention.

EASA and General Aviation

Report on the GA Committee and GA Technical Body meeting

By IAOPA

On December 5 and 6, 2022, the members of the two EASA General Aviation advisory bodies met at EASA headquarters in Cologne for a joint working meeting. These were the GA.COM (Committee), consisting of representatives of the aviation associations, and the GA.TeB (Technical Body), consisting of representatives of the member states. It was gratifying to see that for the first time a larger number of members participated on site, about half of the total of more than 70 participants were still connected online.

In terms of content, there were many exciting topics on the agenda:

The **definition of Complex-Aircraft** needs to be revised in the coming months. This definition determines whether an aircraft is operated under Parts NCO or NCC regulations. An important point here will be whether the type of propulsion - piston engine, turboprop or jet - should be the determining factor for classification, because many new innovative propulsion concepts are either already on the market or are expected soon in larger numbers.

It would also be important to clarify who **the "operator" of an aircraft** is. There is still no clear definition here: from the point of view of the European legislator, the operator can either be the pilot, a passenger of a charter aircraft, or the operator can also correspond to the term of the owner. As a result, some companies declare their passengers to be operators without them understanding what risks they are actually taking. It would be advantageous here to have a clear demarcation and clear explanation of the operator/keeper role as distinct from the role of the pilots: The holder is responsible for maintenance and insurance etc., the pilot for the safe execution of the flights themselves. Of course, the holder may continue to be a pilot as well in personal union.

The **regulations for the training of maintenance personnel** are also to be revised, as personnel bottlenecks are already becoming apparent here. On the one hand, training is too lengthy; it takes more than seven years before a technician is allowed to work independently. On the other hand, there is too much compartmentalization, with a distinction being made between avionics/airframe/engine and fixed-wing aircraft/helicopter. In the automotive sector, there have long been mechatronics engineers who have mastered both mechanics and electronics. This is because there are hardly any parts in modern motor vehicles that do not also contain electronic components. This is, of course, also increasingly the case with aircraft, so an adaptation of the training of specialist personnel is urgently needed.

The switch to **unleaded avgas** is also an urgent issue for EASA. The various legislative initiatives to phase out lead in Europe and the U.S. were presented, as were various industry initiatives to offer clean Avgas 100 Unleaded. The phase-out of Avgas 100LL by 2030 agreed in the US will certainly have an impact on policy decisions in Europe.

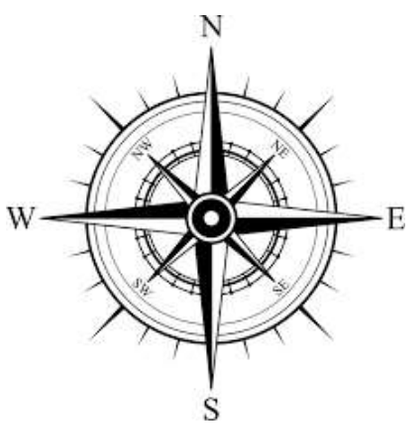
Another topic was how to deal with a **GPS failure**. Especially for GA IFR aircraft this is a potential problem, because unlike airlines they do not have alternative systems on board to continue surface navigation (like DME/DME, inertial navigation). However, this issue is not new, it has been discussed since the large-scale introduction of GPS in aviation about 20 years ago. The big takeaway is that none of the feared large-scale GPS failures have occurred since the discussions began. Moreover, many smartphones can now already access Galileo and Glonass, for a transitional period continue to support navigation apps despite GPS failure. Secondly, the number of GA aircraft flying at the same time and dependent on GPS is relatively small, so in an emergency it would certainly be possible for air traffic controllers to steer a small number of GA aircraft using radar vectors to an airfield with conventional ILS procedures.

The new ICAO standards on **firefighting and rescue services** were also presented, which EASA is also expected to implement on a 1:1 basis at the airfields under its jurisdiction. It was felt to be not conducive to safety that some member states want to release their own regulations for airfields in their area of responsibility, which differ from those of EASA to varying degrees.

The **recognition of type ratings from third countries**, especially from the USA, was also discussed. Since June 2022, European licenses and ratings have also been required in Europe for the operation of aircraft from third countries, but these are difficult or impossible to obtain for some aircraft. With Article 3 of EU Regulation 2020/273, the European legislator has created the possibility for national authorities to recognize foreign type ratings, as long as only aircraft from the license-issuing country are flown with them. EASA intends to address this issue.
Once again, the constructive climate of discussion in this committee was very positive. It was certainly also critical, but always aimed at achieving a solution and consensus. This summer, Michael Erb (IAOPA) and Julian Scarfe (Europe Air Sports) were re-elected as Chairman and Vice-Chairman of the General Aviation Committee for 48 months.
Following the retirement of Dominique Roland and Boudewijn Deuss, the new EASA contacts for GA are the two active GA pilots Alain Leroy and Vladimir Foltin.

Which North is better?

By IAOPA



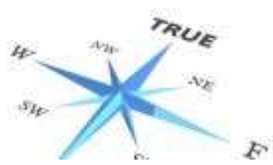
Sometimes when topics land on your desk, you don't really know what to do with them at first. Are they relevant to our members, what is there to do? Through **our IAOPA representative at ICAO Frank Hofmann** (the one with the success with the corrections to the rescue and firefighting service), news reached us that several states, led by Canada, have approached ICAO where the increasingly accelerated migration of the magnetic poles is a concern. These states want to move away from navigating with reference to the magnetic North pole and instead navigate with reference to the geographic North pole, which so far in Canada has only been done in the far North.

By way of background, when observations began in the 19th century, the Magnetic North Pole moved Northward from its position in Canada at about 70°N at a rate of 10 to 15 kilometers per year, but since 1990 the rate has been about 55 kilometers per year from the North Pole toward Siberia. This means that VORs and runways set to magnetic North must be readjusted more and more rapidly according to the current declination, especially in Northern countries. For runways, this is done by hand, using many buckets of paint to repaint the numbers. Also on approach sheets, all courses are given in terms of magnetic North and have to be corrected in the databases and on paper charts.

In Central Europe this is not a big problem, because the declination (or variation) is 1-3 degrees, depending on the location, with an annual change of about 5-10 arc minutes. That is one degree change in 6-12 years. On Spitsbergen the situation is different: There you have a variation of 11° E, with a change of up to 25 arc minutes per year, so one degree change in a little more than two years.

In the maritime sector, people worldwide have long since switched to Magnetic North / "True North", should we now do the same in aviation?

For us, it is important to carry out an impact assessment, i.e. an analysis of the effects. What would change in flight procedures, does training have to be changed and retrained, is there a need for expensive avionics retrofits? That's where you have to look at each area of aviation separately:



- According to EASA, the large airliners can convert their navigation to magnetic North quite easily with their flight management systems; for some regional airliners, the situation is still different.
- In General Aviation under VFR, the problem is also manageable: because even today, the vast majority of pilots simply fly along the magenta line between waypoints on the GPS. If the current course over ground corresponds to the desired track, one arrives exactly. However, the declination must still be included in the navigation when navigating with the compass.
- It could be problematic in general aviation under IFR if the navigators cannot be changed over without problems. We are currently working with our international colleagues at IAOPA to gain an overview of this issue, which will then lead to a coordinated statement at ICAO. Can you think of any aspects of this topic that are important? Please write to us at info@aopa.de and mention the keyword "True North". We will gladly take up your suggestions and incorporate them into our statement!

Unleaded AVGAS Coming Soon in Europe?

On April 8, 2022 the European Commission issued Regulation (EC) No. 1272/2008, which addresses among other things the substance tetraethyl lead, which is contained in AVGAS 100LL. There is great fear among many that this regulation will ban Avgas 100LL in the short term.

First of all, we would like to make it clear that AOPA is critical of the continued use of Avgas 100LL. There is no question that the additive tetraethyl lead (TEL) is toxic. It is not for nothing that it was banned as an additive in automotive fuels over 40 years ago. Our task now is to manage the transition from leaded avgas to its unleaded successor in such a way that there is as trouble-free a transition as possible as soon as possible.

Approximately 30% of the aircraft in the fleet still require AVGAS 100LL, and they would be hard hit by a ban on the fuel.

Another critical factor is that TEL is now produced by only one manufacturer for the global market. If it were to fail, for whatever reason, then suddenly the supply of Avgas 100LL would no longer be guaranteed.

In summary: For health reasons and also for economic reasons, Avgas 100LL must indeed disappear.

Finally, in the USA AVGAS 100UL was approved by the FAA via STC for all aircraft engines since September 1st, 2022.

The lead-free avgas of the manufacturer **GAMI** with 100 octane has been approved by the FAA for all aircraft engines. So far, this fuel has been approved for just over 600 aircraft engines, all of which, however, had no turbochargers. However, Now, AVGAS G100 UL can be used in all engines after obtaining a Supplemental Type Certificate. This explicitly includes the critical large turbocharged piston engines from Continental and Lycoming, for which no lead-free fuel was previously available.

The FAA approval of the AVGAS G100UL was already announced to us by GAMI during the AERO Friedrichshafen for May this year. However, there were still delays, as the FAA headquarters apparently wanted to check the documents of its responsible department again in principle. Evil tongues claim that GAMI's friendly competition has put a lot of pressure on the FAA. Until now, it has been the FAA's declared goal to find a fuel in a taxpayer-funded project called "PAFI" that can be used as a 1:1 replacement for AVGAS 100LL even without STC, and for which no patent fees have to be paid. U.S. fuel manufacturers have focused and relied on this, but the PAFI process has not produced the desired result for decades.

The fact that the oil industry is now being overtaken by a new competitor from zero has soured it. In a U.S. House of Representatives hearing on July 28 on "How Leaded Aviation Fuel Poisons American Children," GAMI also explained frustration that FAA approval was being delayed for no apparent reason, which the Environmental Protection Agency officials present did not like at all. Five weeks later, the FAA delivered and granted approval.

However, as we all know, there is still a long way to go from obtaining approval to market launch. In any case, it is positive that there is now an approved avgas for all aircraft engines that does not require the globally banned additive tetraethyl lead (TEL). This eliminates the apocalyptic scenario for our industry, in which a large part of our fleet will run out of fuel in a few years following a possible ban on the TEL additive.

What's next? We know that GAMI is associated with several fuel manufacturers who want to include the GAMI G100UL in their offerings. Unfortunately, it is also to be expected that the price of G100UL will be higher than that of AVGAS 100LL. How high, nobody dares to say. Because the new additives used are significantly more expensive than the previously used TEL. The surcharge will also depend heavily on the quantities in which the fuel is produced and whether there will be other competitors.

IAOPA will continue to encourage all fuel manufacturers to pursue their own developments, also for Europe. IAOPA would like to see several fuels available that also work when mixed together.

AOPA Member Benefits

Being a member of AOPA Luxembourg provides significant benefits. First of all, the crew-member card gives various perks in the airports, such as discounts in duty free shops, restaurants and hotels (especially network hotels, located in the airport's vicinity). A number of airports and handling agents provide reduced landing and handling fees. These discounts may vary but are quite significant. For example, a handler in Pathos airport (Cyprus) has provided a 50% discount for AOPA members. As of late 2019 (pre-COVID), airports in Greece, Portugal and Lithuania were confirmed to have discounts in place for AOPA members. The availability of discounts may vary, one must ask prior to arranging a flight (e.g. while filing the PPR). It may take just one or two landings to offset the value of a year's membership!

Take advantage of your AOPA Luxembourg Crew Card

Typically, a member can get his AOPA discount during checkout by entering your national AOPA member number and your name as recorded by your national AOPA. Should one have any problems getting member number to validate, please contact national AOPA. They can help to verify it and if necessarily make sure it is active for the offer.

Furthermore, thanks to the IAOPA Global Membership benefits sharing program, since June 1, 2021, any member of participating IAOPA affiliate in Europe (including AOPA Luxembourg) has access to benefits negotiated by IAOPA.

IAOPA Global Benefits Available

- As a main benefit, the Flight Training digital magazine will be delivered electronically directly to email inbox each month free of charge (normally a $59 cost)
- Access to online safety and educational tools and resources on AOPA.org including Flight Training Premium content
- Travel discounts including hotels and car rental discounts via the web page https://www.aopa.org/membership/aopa-lifestyles-collection
- Exclusive savings on a variety of other products and services through AOPA Partner programs at https://www.aopa.org/membership/aopa-lifestyles-collection
- Access to other future programs and discounts made available through AOPA USA partners
- Jeppessen offers 15% discount on most products and services
- TopMeteo 4 weeks free of charge use of European Super Package, plus 50% discount on any subscription for the first year and 25-30% for the following year https://www.iaopa.eu/contentServlet/iaopa-europe-enews--march-2020
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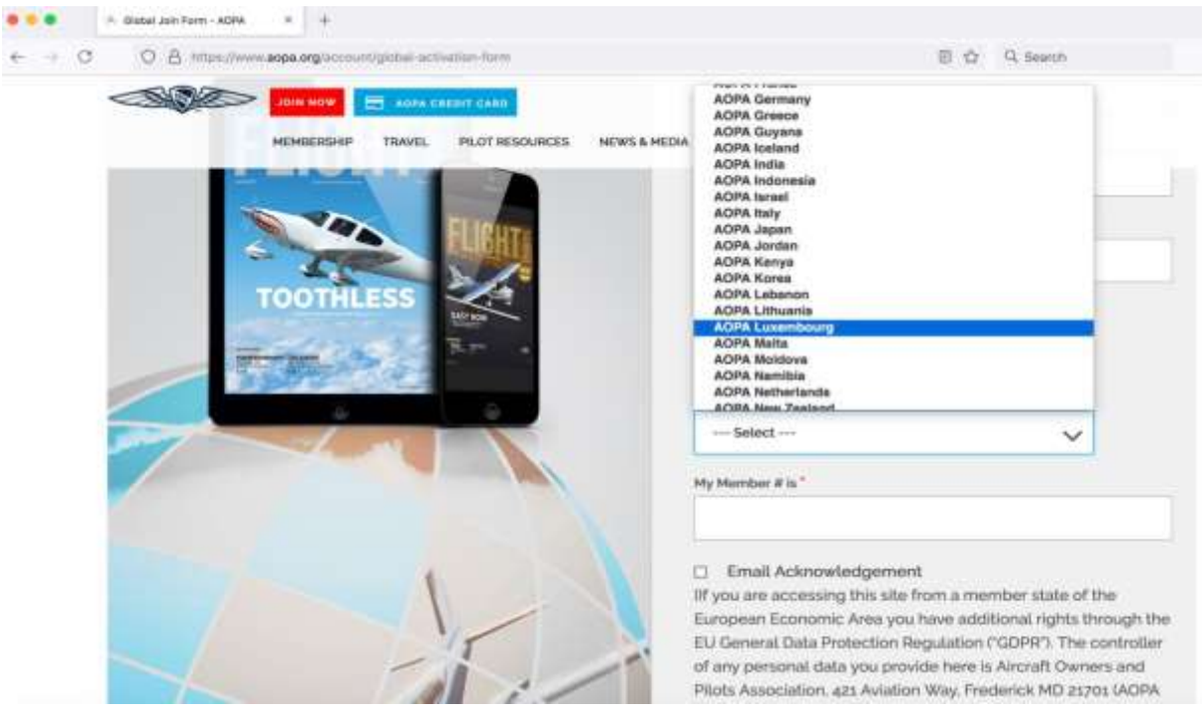
Directions to unlock the IAOPA Global membership benefits

In order to use IAOPA Global membership benefits, a member of AOPA Luxembourg has to activate his account on the AOPA.ORG website.

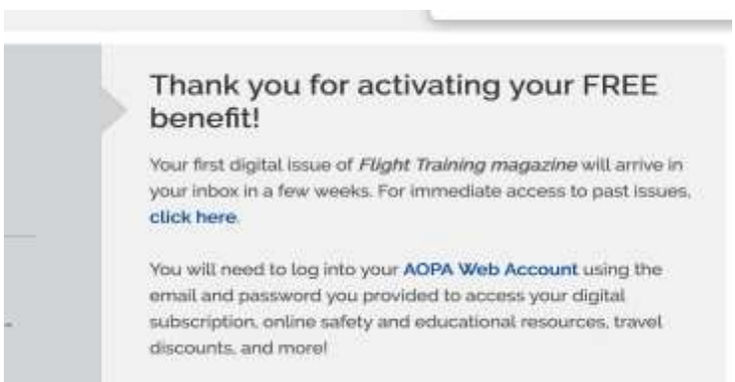
1. Open the AOPA.ORG website registration link for IAOPA members: https://www.aopa.org/account/global-activation-form

2. Select “AOPA Luxembourg” in the dropdown menu and enter your AOPA Luxembourg card number in “My Member #” input field:

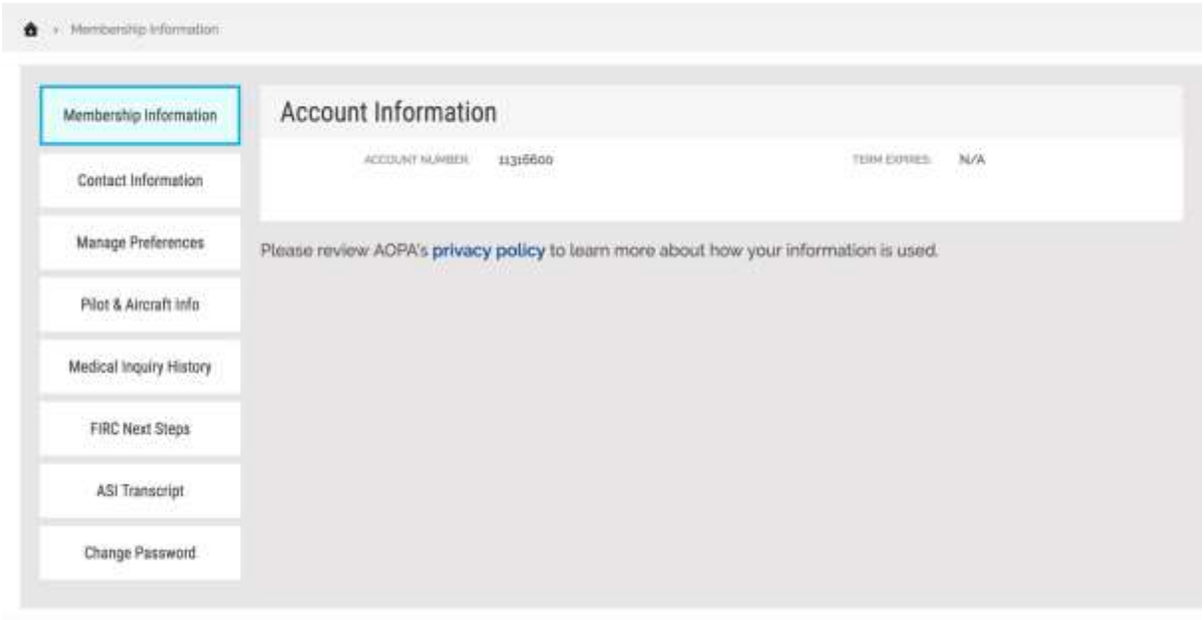


3. Provide further information including your e-mail address required to create the account and complete AOPA.ORG registration. No credit card payment is required.

4. You will receive a confirmation via e-mail.



5. Look up your AOPA.ORG global account number in the “Membership information” section of AOPA.ORG



6. This global account number must be provided upon request on AOPA.ORG partner websites in order to receive benefits.

AOPA Works for YOU

AOPA speaks up in your favour 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 2022 AOPA Luxembourg has brought forward and contributed important items with the Luxemburgish Administration:

- U-Space (Rulings for airspace for Drones (UAV)
- Noise abatement possibilities

- Parking space at ELLX
- Aviation Fuel availability
- Aerospace Hub in Luxembourg

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.

INTERNATIONAL COOPERATION

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

Current cooperation is on:

- U-Space (Rulings for airspace for Drones (UAV)
- Aviation Fuel
- Aviation Fuel

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

In Luxembourg, we are known as the non-profit organization AOPA Luxembourg asbl and we're aiming as well promoting your freedom to fly in Luxembourg and throughout Europe. 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, twin piston and turbine, microlights, gliders, airships, helicopters, and balloons.

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
- AOPA-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.

About AOPA and IAOPA

By Peter Sodermans

Our non-profit Luxembourg Pilots association is indeed the Luxembourg branch of AOPA, which was created in 1932 in the USA. 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.

Countries with an AOPA organisation

Now, it is an organisation with some 400,000 members worldwide. AOPA USA is the biggest one and 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. 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 This is the International council of AOPA which we are an active part of. There are some 79 IAOPA Member Organisations, a number which keeps 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. IAOPA-Europe is a group within IAOPA focussing on matters of European Interest.

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


LX-AIZ

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