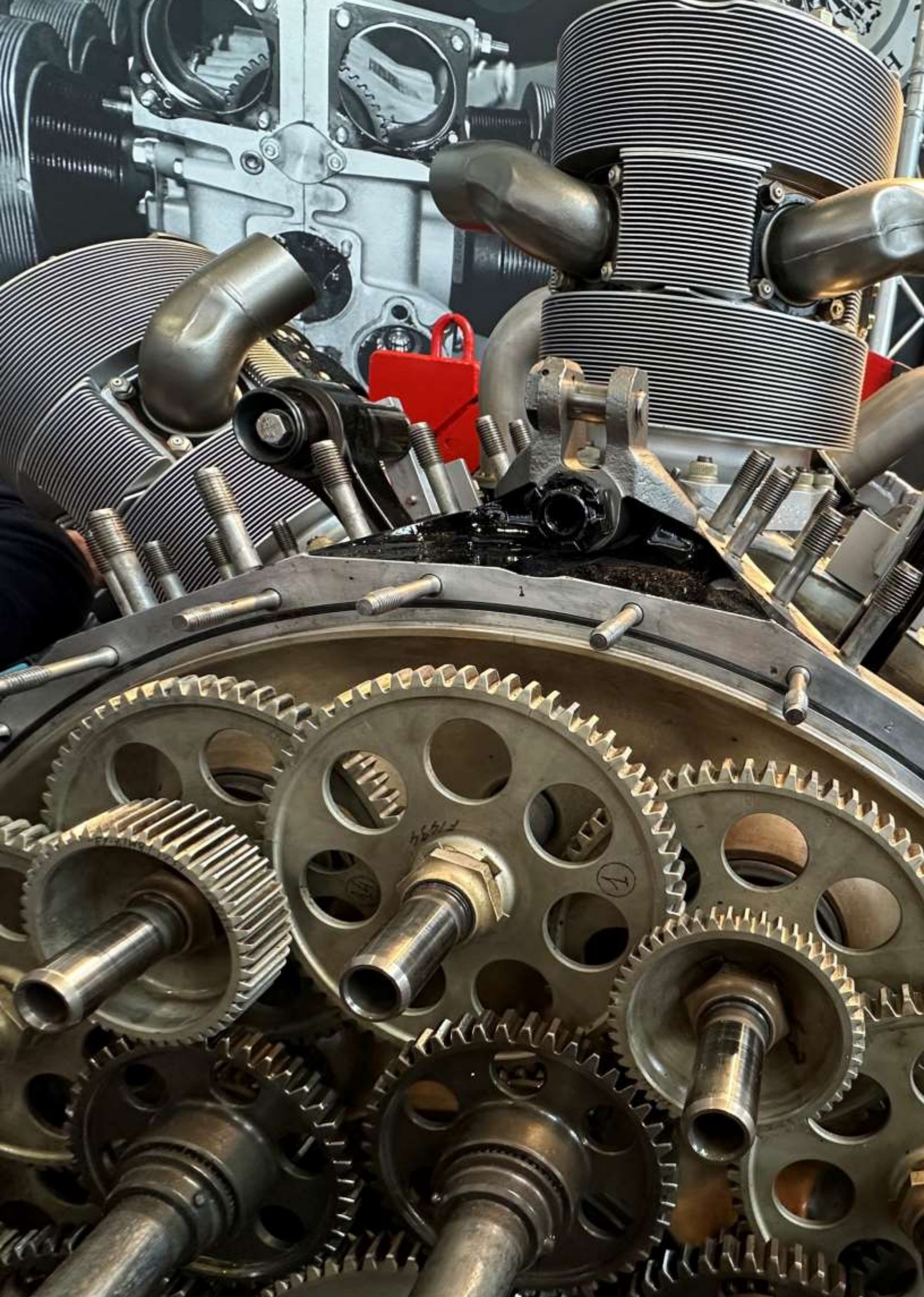
AOPA LUXEMBOURG

YEARBOOK 2024/2025



AOPA LUXEMBOURG YEARBOOK 2024/2025

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President's Corner 2025

Dear Members and Friends of AOPA Luxembourg,

As we turn the page to a new year, I find myself reflecting on what 2024 will be remembered for among the general aviation community in Luxembourg. If one word could sum it up, it might be "challenges." For many of us, the year was marked by uncooperative weather, a relentless pattern of rain, wind, and low clouds that seemed determined to keep us grounded. But as pilots, we know that flying teaches resilience. Bad weather sharpens our skills, tests our patience, and reminds us that blue skies are always worth the wait.

2024 was also a year of transitions. Our association saw a changing of generations, with a new wave of aviators stepping up to carry the torch. Their energy and fresh perspectives give me confidence in the future of private aviation in Luxembourg, even in these turbulent times. At the same time, we bid farewell to some long-standing members of our community, whose contributions and camaraderie have left a lasting impact. Their legacy reminds us why we gather under the AOPA banner: to support one another and safeguard the freedom to fly.

Yet, the times were not without their struggles. Private pilots operating out of Findel faced increasing challenges this year, from rising operational constraints to uncertainties about the airport's long-term priorities for general aviation. These troubled times remind us of the importance of a united voice advocating for fair access to our skies. AOPA Luxembourg has been tireless in representing your interests, and we will continue to work closely with airport authorities, regulators, and other stakeholders to ensure that general aviation has a secure place in Luxembourg's aviation ecosystem.

As we navigate these challenges, I am heartened by the passion, perseverance, and sense of community that define our membership. Together, we weather storms—both literal and metaphorical—and emerge stronger, more connected, and ready to embrace whatever the future holds.

Thank you for your continued support and engagement with AOPA Luxembourg. May 2025 bring clearer skies, smoother landings, and new adventures for us all.

Blue skies and tailwinds,

Peter Sodermans

President AOPA Luxembourg

Peter.Sodermans@aopa.lu

Camille Montaigu

C'est avec une profonde tristesse que nous avons appris le décès de Camille MONTAIGU.

Camille était bien plus qu'un membre de notre association. Son engagement infatigable, sa générosité et son désir de faire avancer nos projets communs ont influencé chacun d'entre nous. En tant qu'ancien Secrétaire Générale et membre du Conseil d'Administration, Camille a apporté des idées visionnaires, une expérience inestimable et une capacité unique à rassembler les gens sur la base de valeurs communes.

Camille a également laissé son empreinte avec succès en tant qu'ancien Secrétaire Général de la Fédération Aéronautique Luxembourgeoise, Président de l'Amicale des Vieilles Tiges et promoteur du Fligermusée de Mondorf.

Inséparable du "Knuewelek" LX-AIL, Camille était aussi un pilote exceptionnel dont les compétences et la passion pour l'aviation inspiraient respect et admiration. Que ce soit au ciel ou au sein de notre communauté, il a su exceller avec élégance et passion. Ne pas à oublier le travail pour son grand archive aéronautique d'exception.

Beaucoup se souviennent de sorties en avion, de visites de meeting aériennes et de soirées de pilotes communes.

Nos plus sincères condoléances à sa famille, à ses proches et à tous ceux qui ont eu la chance de le connaître. Son souvenir vivra parmi nous et son héritage restera gravé dans nos cœurs.

Camille, tu nous manqueras beaucoup !

Editor's Note

From the Editors

Over the past gosh knows how many years, Reinhard has been behind the periodic newsletters and the annual yearbook. He blushes, but he has a great knack for finding just the right photo to match the story and lay it all out engagingly. I have been lucky to work alongside him for the last two years – helping to make the newsletter and to assist with the yearbook. The entire board participates alongside.

As editors we get to document the many events, the attendees, the participants – we get to watch YOU – AOPA members - in action!

We hope that you will all enjoy reading this yearbook as much as we have enjoyed putting it together.

Can't wait to hear your stories for the next edition!

Cristina and Reinhard

AOPA Luxembourg Agenda 2025

A Vibrant Tapestry of Aviation Events

ALL EVENTS ARE SUBJECT TO CHANGE – STAY TUNED

Date	Event	Organiser
22.03.2025	AOPA Safety Seminar	AOPA
08.03.2025	AOPA General Assembly	AOPA
09.-12.04.2025	AERO 2025 Friedrichshafen	AOPA, Aéroplume
01.05.2025	Season Opening Fly-Out to LFAT	AOPA
09.-10.05.2025	IAOPA Regional Meeting	IAOPA
14.06.2025	NAV Refresher (ELLX-EHSE-LFYG-ELLX)	AOPA
06.2025	Champagne (Epernay)	AOPA
27.-29.06.2025	Château de Bournizeaux	AOPA
21.-27.07.2025	EAA Air Venture Oshkosh	
15.-17.08.2025	Schaffen-Diest EBDT Fly/Drive-In	
20.-21..09.2025	Air Days Useldange	

As we glide into another year, the AOPA Luxembourg's Yearbook and Agenda stands as a beacon of the organization's commitment to fostering a culture of safety, camaraderie, and skill in aviation. This year's lineup of events is carefully crafted to not only enhance the flying experience of our members but also to celebrate the enduring legacy and contributions of some of our most esteemed members.

A WINTER TRADITION: THE AOPA SAFETY SEMINAR

Date: Saturday, 22.March 2025

Organisation : Cristina Menendez and Guy Zenner

The AOPA Safety Seminar is a highlight of the winter season. This event is pivotal in promoting a culture of safety among our members. Every year, AOPA brings together a host of national and international speakers who delve into various facets of flying safety. This seminar is particularly significant as it prepares our pilots for the upcoming flying season, especially after a period of reduced flying activity in the winter. The event also includes a lunch, offering a warm, social setting for pilots and presenters to connect and share insights.

The Cornerstone Event: General Assembly

Date: Saturday, 08. March 2025

Organisation : Chris Scott

The General Assembly is more than just a yearly meeting; it's a gathering that embodies the spirit of AOPA Luxembourg. Members are presented with detailed activity reports, engage in discussions about the budget for the forthcoming year, and partake in the decision-making process regarding membership fees. The event will conclude with a reception, providing an ideal opportunity for members to mingle and commemorate this special occasion.

Embarking on the Season Opener: Fly-Out to Le Touquet (LFAT)

Date: Thursday, 01. May 2025

Organisation: Peter Sodermans

Continuing our tradition, AOPA Luxembourg kicks off the flying season on May 1st with a fly-out to Le Touquet (LFAT). Known for its General Aviation-friendly facilities, Le Touquet offers much to explore in May: mild weather, beautiful sandy beaches, vibrant markets, and charming cafés. It’s the perfect destination to enjoy the fresh spring air and experience the coastal charm of this iconic French town.

Should the weather in Le Touquet not cooperate but conditions out of Luxembourg remain suitable for VFR, we’ll adjust course and head to an alternate destination with better weather, ensuring our season opener is a success regardless of the skies.

IAOPA Regional Meeting

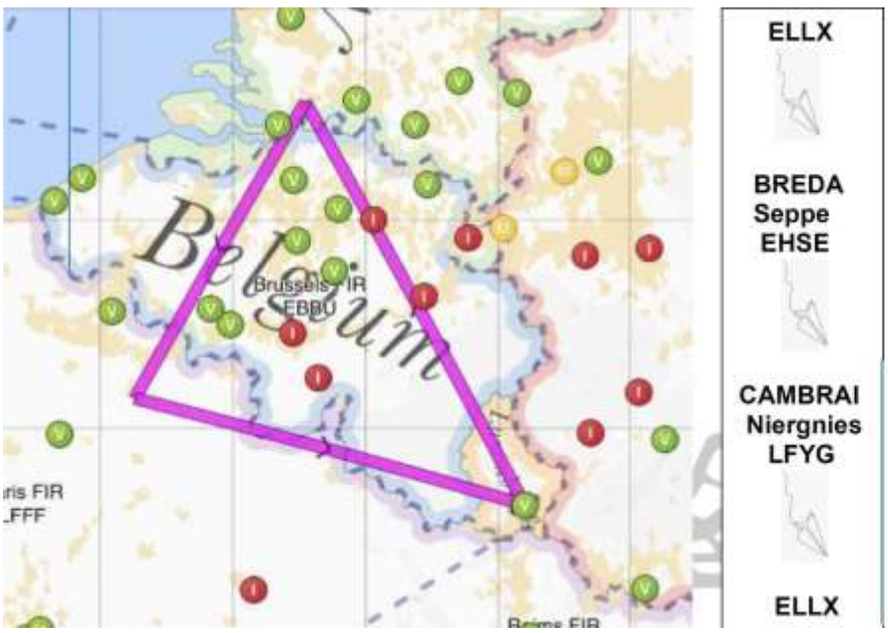
Date: 09.-10. May 2025

Organisation: IAOPA

On May 9–10, 2025, IAOPA Europe will convene its 151st Regional Meeting in The Hague, The Netherlands. This event, set in the political capital of the Netherlands, is a gathering for shaping the future of general aviation across Europe.

Please note: Participation in this event is exclusively reserved for the board members of European AOPA branches.

NAVIGATIONAL SKILLS IN PRACTICE: NAV REFRESHER FLY-OUT



Date : Saturday, 14 June 2025

Organisation: Etienne Haumont

This an annual favourite! An event much appreciated by many of AOPA Luxembourg's and neighbouring flying clubs' pilots, our yearly NavRefresher will be on Saturday, 14 June 2025.

This is a 3-legged cross border flight where each pilot flies one leg of the journey. One stop even includes lunch! What better way to spend a Saturday than in the skies with other pilots while refreshing your flying skills?! This is a great opportunity to brush up on flight preparation, weather planning and safety. On top of that this unique event is a great opportunity to meet other pilots and share our passion together. Don't miss out!

REVIVAL OF THE CHAMPAGNE WEEKEND

Date: tbd

Organisation: Chris Scott

After getting rained out last year, Chris Scott is crossing her fingers and putting together a fantastic plan for the cherished Champagne weekend, an event historically organized by Jean Birgen. This occasion was renowned for the exquisite champagnes offered by Claude Penot, turning AOPA members into his second-largest clientele. The event not only offers an opportunity to savour fine champagnes but also serves as a tribute to the legacies of Claude Penot and Jean Birgen.

A UNIQUE AOPA WEEKEND: DISCOVER THE ELEGANCE OF FLYING TO CHÂTEAU DE BOURNIZEAUX

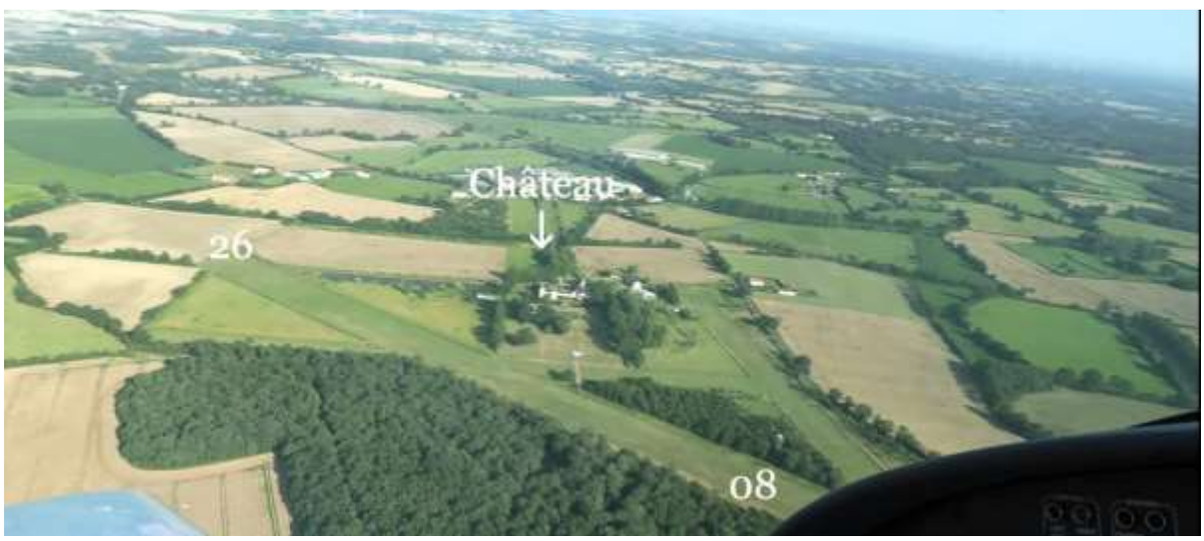
Date: 27.-29. June

Organisation Peter Sodermans

From Friday, June 27, to Sunday, June 29, an exceptional adventure awaits aviation enthusiasts as we embark on a luxurious weekend getaway to Château de Bournizeaux, a magnificent and stylish château located approximately 300 nautical miles from Luxembourg. Reserved exclusively for AOPA

members, this unforgettable retreat combines the thrill of flying with the charm of an elegant French countryside escape.

Nestled in the heart of picturesque surroundings south of the Loire, Château de Bournizeaux offers an unparalleled experience for pilots. The château boasts a private landing strip, making it an ideal destination for those who appreciate the unique blend of flying and fine living. Access to the airstrip is granted exclusively to guests staying at the château, ensuring a serene and exclusive environment.



Embracing Spontaneity: Impromptu Events in the AOPA Calendar

Dates to be defined

Impromptu Events

In addition to our carefully planned yearly events, AOPA Luxembourg is excited to introduce a new chapter of impromptu events for this year. These events are designed to bring an element of spontaneity and surprise, offering unique flying experiences to our members. These gatherings, organized short-notice, cater to the adventurous spirit of our pilots, providing opportunities to explore new destinations and create memorable experiences.

Luxembourg Holidays 2025

Sunday-Monday 20.04.-21.04.2025	**Easter (*Paques*)**
Thursday 01.05.2025	Labour Day (*fête du travail*)
Friday 09.05.2025	Europe Day (*Journée de l'Europe*)
Thursday 29.05.2025	Ascension Day (*l'Ascension*)
Sunday-Monday 08.-09.06. 2025	Pentecost Holiday (*congé de la Pentecôte*)
Monday 23.06.2025	National Holiday
Tuesday 15.07. - Sunday 14.09.2025	Summer vacation (*vacances d'été*)
Friday 15.08.2025	Assumption Day (*Assomption*)
Saturday 01.11.2025	All Saints *(Toussaint)*

AOPA Luxembourg Ordinary General Assembly 2024/25

By Reinhard Krommes

Our ordinary General Assembly took place on the 09.03.2024. The members voted by acclamation to approve the accounts, the budget and the outgoing board's discharge.

Jean-Claude Frank, Marco Jakoby et Marc Picard were named as external auditors for 2024/2025.

The Board of Directors consisted of xx members plus the President. one member, Nicolas Bannasch was outgoing and re-eligible. Two members, Shariar Agaajani and Bernard Frechen were outgoing and resigned.

Peter Sodermans, as the only candidate, was re-elected for President.

Daniel Schilz, Christophe Englebert stood for election as members of the board and were elected. Following the vote, 8 members of the board were re-elected.

Again, we thanked all members who contributed to AOPA work and the defence GA interests.

Jean (Jängi) Birgen, former President and long time Board member of AOPA Luxembourg was honoured by Peter Sodermans as honorary member of AOPA Luxembourg which was approved by acclamation.

Also present were Mrs and Mr Claude Penot. Claude is the former President of the French Fédération Aéronautique, host to many fly-outs to his private landing strip and our supplier of top champagne.

Reinhard Krommes recalled Jängi's commitment to aviation, lobbying tirelessly for the interests of General Aviation in Luxembourg and internationally.

Not to forget the many events Jängi had organised and co-organised, among others the Hans Gutmann Rallys, fly-outs into Russia, the Middle East and to the North Cape.

This year our invited speaker was Marc Tanz, Luxair Captain and GA pilot. He explained in detail the the ins-and outs on how to cross the Atlantic with a single engine light aircraft.

The General Assembly, as is customary, wrapped up with a cocktail reception.

Executive Committee 2024

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	Secretary General & UL Affairs & FAL	chris.berens-scott@aopa.lu
Marina Paralingova	Treasurer, Sustainability	marina.paralingova@aopa.lu
Patrick Bettendorf	Long Range Rallys	petz.bettendorf@aopa.lu
Etienne Haumont	Member benefits	etienne.haumont@aopa.lu
Guy Zenner	Digital innovation team	guy.zenner@aopa.lu
Daniel Schiltz	ATC Matter, Events	daniel.schiltz@aopa.lu *)
Christophe Englebert	Administration contacts, Air Cadets	christophe.englebert@aopa.lu *)
	CO-OPTED	
Marco Felten	Finance and member management	marco.felten@aopa.lu
Bernard Frechen	Event coordinator	bernard.frechen@aopa.lu
Reinhard Krommes	Publications	reinhard.krommes@aopa.lu
Cristina Menendez	Events, Publications	cristina.menendez@aopa.lu

*) New members of the board

General e-mail address for the board is info@aopa.lu
We work as volunteers and will do our utmost to reply to requests within 72 hours.

AOPA Safety Seminar 2024

By Cristina Menendez

Saturday, Feb 3rd was the annual AOPA Safety Seminar put together by Pascal Kremer. Every year it just gets better and better – the speakers, the topics, the ambiance! It was an amazing day sharing knowledge and experience. Thank you Pascal for your continued enthusiasm!

Jean-Claude Petesch from the DAC returned again this year to provide us with the Annual Safety Review – all the stats and figures at ELLX – always neatly presented and explained.

This year he stressed how important it is to report occurrences. 2022, the latest year of figures, was the first year ELLX had more than 3,000 reports of occurrences – it is great that people are reporting. To note that these are single events, since the DAC takes the time to merge reports submitted by various people for one event (ie: the pilot, tower and runway maintenance might each submit a report for a single event).

Occurrence report handling at the DAC changed in 2023 in order to comply with a standardized European format ERCS. This past fall, the DAC received new software too, ECCAIRS2. Reporting will become automated for operators while still manual for GA pilots via a portal. The website is: www.aviationreporting.eu

You can submit a report without creating a user however the advantage of creating a user is that you can see a listing of the reports you have submitted.

Within the system you can save and work on a draft that no one else has access to and when it's ready, you can submit it. Once the document is submitted you can no longer make changes to it and the DAC can see it.

Ralf Hubo from the Deutscher Aeroclub talked about flight safety at club level. He was with us to present their newest endeavor – flight safety training for clubs, launched this year. They can train club safety managers thus ensuring that safety is top of mind at club level. He also invited everyone to fly to his home airfield Marpingen EDRC for the upcoming events in 2024.

Roland Kaps-Becker from AOPA Switzerland, no stranger to our Safety Seminars, spoke about the impossible turn. He reminded us that engine failure at take-off is the most dangerous as we might still be quite low to the ground and risk loss of control. His message was clear – this is not a black or white issue – it all depends on your plane, on the weather conditions, on your own experience, on the configuration…..it all depends. He reminded us to practice in the safety of the simulator.

Wendell Lynch from EASA in Cologne turned our safety talks upside down, asking us to focus on the positives, on what we are doing right rather than highlighting the negatives, what we should avoid.

He pointed out that an estimated 0.069% of the EU population are GA Pilots based on licenses issued within the EU – that makes us an elite group of people. We should seek to master our craft, continuous training and learning, honing our skills and to do so mindfully, deliberately. He stressed the importance of knowing your equipment, being really familiar with it, so that if something goes wrong, you are not fumbling around with it.

He challenged us to not just accumulate flight hours but to fly with intention – even if you are flying a circuit, focus on something – like landing without flaps and work on that during your circuit practice. Pick something to work on actively and to feel it, improve on it.

He encouraged us to prepare and write out our own checklists, our own Standard Operating Procedures – to share these with other pilots.

Here’s a website he suggested to check out www.flysto.net for pilot stories and perspectives.

Jan Hendricks from DFS-FIS explained the role of Flight Information when contacted by pilots flying in marginal weather conditions. No matter the situation, FIS staff will always try to help the pilot make safe decisions and keep calm. He stated that VFR in IMC is always an emergency and they will to their utmost to assist. Most importantly, good flight preparation is key to avoid critical situations. He reminded us that the DFS has training videos on YouTube: DFS-VFR-Tutorials - YouTube.

Marc Frank from Luxair introduced us to their TEM process – Threat and Error Management. Threats are not a danger perse but increase operational complexity. If not properly handled and without any correction they may develop into something dangerous. Error tools to resist are systematic counter measures that are already present such as equipment, software, SOP's, checklists and Error tools to resolve are human skills that you bring to the situation such as knowledge and experience. He asked us to think about this:

- Threats come at the crew and require predicting the future
- Errors come from the crew and require dealing with the past
- Undesired aircraft states require managing the present

Thank you to everyone who helped organize this wonderful event! See you next year!

Looking forward to seeing you at the 2025 Safety Seminar on March 22nd

AOPA Member Benefits

By Etienne Haumont

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Your AOPA Luxembourg membership was €60 in 2023-24. Here are the many cash and other benefits you get access to thanks to this membership and the associated Crew Card.

Take Advantage Of Your AOPA Luxembourg Crew Card

Framework agreements do exist between airports and duty free shops, and the commercial and General Aviation community, which we benefit from through our Crew Card. It's not possible to list them all and we could notice that airport shops' staff don't have a same awareness about such possible benefits.

We have gathered the practical experience of several board members taking cash profit from their Crew Card. The following examples do not aim at giving a comprehensive view. Discount rules may vary with time and we cannot ensure you that what was experienced sofar will always be valid.

When flying on commercial flights :

- Luxembourg Airport : -35% on perfume, -30% on fashion, -20% on food, 0% on electronics subject to possible exceptions to be requested at counter.
- Frankfort Airport : -20% on Scoom food, -15% on Relay newspaper, -10% on Picard travel bags, Sunglass Hut's sunglasses, Heinemann duty free, Wempe luxury watches shop (except Tudor and limited series), Burberry's,
- Milan Malpensa Airport : -10% in certain shops
- Nice airport : Crew card accepted only if you wear an uniform
- USA : No AOPA benefits in airports' shops ; crews usually have their dedicated shop in the airports. San Francisco airport : -10% on DFS luxury watches

When flying on your own :

- Greece :Important discount on handling fees with a valid AOPA card. A summary will be made available on our website soon.
- Biarritz - : No discount on handling fees

The number of examples listed above demonstrates that, with the right reflex when travelling, your Crew Card really pays off !

Tip : In certain cases, if questioned about your airline when showing your Crew Card at a shop's counter, you may answer « General Aviation ». In any case, a gentle claim for a possible discount could always help.

In 2024, AOPA Luxembourg has tried to launch an initiative at the level of all European AOPA entities in order to gather and share information on cash benefits accessible through our respective Crew Cards. This didn't prove successful. Among the main reasons are the lack of structured information and the fact that the largest programmes that do exist (D, UK, CH…) do benefit to the respective countries' members only.

Some other benefits :

- We also remind that you are offered a yearly free 1 million chart (value : €23) as a member.
- RogersData (aeronautical charts and technical pens) have renewed their benefit in favour of AOPA Luxembourg's members. The discount code is available in your Member area on our website under a new Benefits page.

IAOPA Europe Benefits Program

IAOPA Europe gives you access to several benefits : 15% discount on most Jeppesen products and services (discount code in your Member area on our website), 15% on Top Meteo, 15% on Safesky. You also receive approximately every second month the IAOPA Europe e-news letter, which informs you about General Aviation in Europe. Some useful information about safety and links to aviation websites are also included.

The link below gives you access to the free registration to IAOPA Europe ::

https://www.iaopa.eu/

AOPA Global Benefits Program

As main IAOPA global benefits, you weekly receive on your mailbox the AOPA ePilot, which talks about top stories, technique and safety, health, technology … and eFlight Training, which talks about flight training and safety tips, technique …

The link below gives you access to the free registration to IAOPA and for AOPA Flight Training Magazine – digital edition and other US benefits :

https://www.aopa.org/account/global-activation-form

Non-Visible Benefits

The cost of our passion is a critical matter, and we aim at reducing such costs through benefits. There are cost savings that you cannot measure but that do exist because IAOPA Europe and countries' AOPAs are deeply involved in discussions with the many authorities that overview and regulate the airspace and flight activities. Among others, our actions help channelling the regulatory changes so that the extremely heavy commercial aviation constraints do not jeopardise our small airplanes, microlights, glider activities.

Your membership in AOPA Luxembourg helps strengthening our representativity and therefore keeping costs as much as possible under control.

We hope to have convinced your that, on top of the passionate experience you can live through your membership in AOPA Luxembourg, you also have a real and high cash return opportunity on your very moderate membership fee thanks to the many benefits you get access to. Don't miss out!

Don't let your pilot friends, who are not yet AOPA Luxembourg members, miss out either!

AOPA World Assembly 2024

Washington DC, USA 07.-09.05.2024

By IAOPA

At the Bi-Annual IAOPA World Assembly 2024. Among the many countries attending, AOPA Luxembourg was represented by Peter Sodermans and Etienne Haumont. Here's a snapshot of the discussions:

The IAOPA World Assembly serves as a vital platform for the global aviation community to converge, exchange insights, and discuss the latest challenges, opportunities, and developments impacting GA. It promotes a unified voice before international aviation authorities, demonstrating our shared mission to protect and promote our freedom to fly.

The 30th IAOPA World Assembly was held in Washington, DC and included remarks from FAA Administrator Michael Whitaker, IAOPA President Mark Baker, and EASA representative to the US, Ludovic Aron. Additionally, the World Assembly heard from GA industry leaders including National Business Aviation Association President Ed Bolen, National Air Transportation Association President Curt Castagna, and Vertical Aviation International President Jim Viola.

The following topics were among those addressed by industry leaders and experts during panel sessions throughout the event.

Session 1.2 - IAOPA's Class 2-R Proposal; Medical Standard for Private Pilot License, featuring Brent Blue, M.D., Senior Aviation Medical Examiner; Dr. Kate Manderson, Principal Medical Officer at Civil Aviation Safety Authority (CASA); and Brett Wyrick, D.O., M.P.H., Deputy Federal Air Surgeon at the Federal Aviation Administration (FAA).

Session 1.3 – Transition to an Unleaded Future for General Aviation, featuring George Braly, Head of Engineering at General Aviation Modifications, Inc. (GAMI); Curt Castagna, President of the National Air Transportation Association (NATA) and Eliminate Aviation Gasoline Lead Emissions (EAGLE) Industry Co-Chair; Chris D'Acosta, Chief Executive Officer at Swift Fuels; and Bruce DeCleene, Director of the Office of Senior Technical Experts at the Federal Aviation Administration (FAA).

Session 1.4 – Advancing General Aviation Safety, featuring David Boulter, Associate Administrator for Aviation Safety at the Federal Aviation Administration (FAA); Bruce Landsberg, Former Vice Chair of the National Transportation Safety Board (NTSB); and Jim Viola, President of Vertical Aviation International (VAI).

Session 1.5 – The Evolution of General Aviation: A Short and Long Range Look, featuring Brian Cable, Manager of the Policy & Innovation Division at the Federal Aviation Administration (FAA); Mark Giron, Group Manager of the General Aviation & Commercial Division at the Federal Aviation Administration (FAA); and Rian Johnson, Vice President/Chief Engineer at Van's Aircraft, Inc.

Session 2.1 – Navigating the ICAO Standards Process, featuring Melvin Cintron, Director of the Western Hemisphere at the Federal Aviation Administration (FAA); Frank Hofmann, Representative to ICAO at the International Council of Aircraft Owner and Pilot Associations (IAOPA); Miguel Marin, Deputy Director of the Capacity, Development, and Implementation Bureau at the International Civil Aviation Organization (ICAO); and Tim Shaver, Manager of the International Operations Branch at the Federal Aviation Administration (FAA).

Session 2.2 – The Future of Advanced Air Mobility, featuring Greg Bowles, Head of Government Affairs at Joby Aviation; Matt McCardle, Director of Global Regulatory Affairs and Strategy at Amazon Prime Air; Billy Nolen, Chief Safety Officer (Former Acting FAA Administrator) at Archer Aviation; and Robert Rose, Chief Executive Officer at Reliable Robotics.

Session 2.3 – Technology and Its Role in Advancing General Aviation, featuring Damush, Chief Executive Officer at uAvionix; Dan Lind, Senior Director of Aviation Sales & Marketing at Garmin International; and Ryan McBride, Head of Community at ForeFlight.

"This week was an opportunity for the global GA community to unify and strengthen its shared vision to protect the freedom to fly," said IAOPA President, Mark Baker. "The conversations this week have helped solidify our shared goals and reminded us of the importance of our continued collaboration." Several individuals were presented awards in recognition of their enduring commitment, leadership, and service to the international GA community. Distinguished Service awards were presented to Jaime Fabrega, vice president of IAOPA South America Region; Michael Erb, vice president of IAOPA Europe Region; and Hofmann, the IAOPA Representative to ICAO. Andrew Anderson, vice president of IAOPA Pacific Region, was presented with the first-ever Mark R. Baker International Leadership award.

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The coalition ended the week celebrating the history and achievement of the GA industry by watching the National Celebration of General Aviation D.C. Flyover on May 11.


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IAOPA Regional Meeting

Varna, Bulgaria 4.-6.10. 2024

By Gerrit Brand, secretary general IAOPA Europe

After the event in Luxembourg, the 150th IAOPA Regional Conference Europe took place in Varna, Bulgaria. AOPA Luxembourg was represented by Peter Sodermans, Marina Paralingova and Reinhard Krommes (observer).

Here are some of the main topics presented and discussed.

EASA GA Flightpath 2030+

Vladimir Foltin of EASA presents the European Safety Strategy for General Aviation, which is named GA Flightpath 2030+. Digitalization is an important element.. GA is the incubator for all kind of modern technologies. He speaks about improving safety, also about sustainability in the propulsion (electric, also e-fuels): Greener Faster.

Inclusiveness is important as well: Elderly people should continue to fly if health allows it, we also want more female pilots, in general a broader participation).

We want more freedom and responsibility for our operators instead of more and more rules: GA Declared compliance as default is the buzzword.

iConspicuity needs to become reality we want to see all aircraft electronically, and it needs to be U-Space compatible. Higher safety for low cost!

We need to reduce the risk of mid-air collisions and allow manned aircraft in U-space. Possible additional objectives (flight information service and search and rescue). Simple system design, providing interoperability & one link.

Fly direct. European Space Agency developed Guidelines for IFR-procedures, at around 2000 aerodromes where instrument procedures could be introduced.

Report from ICAO

Frank Hoffman (IAOPA-rep in ICAO) explained the way of working of ICAO and stressed the remarkable fact that IAOPA has had an official attendance seat for decades.

ICAO has proposed to change navigation from magnetic north to True North. Navigation with a magnetic compass is becoming less frequent. On northern latitudes true north navigation is easier. Nevertheless navigation with magnetic north as a backup still remains essential.

The representation of GA in ICAO is challenging because it is more focused on commercial aviation. IAOPA must persist in representing GA interests at ICAO. Any country that has GA is a free country. There is no GA in unfree countries. ICAO has a high turnover of people every year, replacing every year 90% of the people you just got to know to make a point. Those are often initially not interested and have their own political agenda. Their education and getting up to speed take valuable time. In ICAO's definition GA is everything except regulated airlines. To us it is private aviation. To most people it is just aviation. The specifics of “our” GA are difficult to get across.

Eastern Europe GAFOR development

BULATSA (Bulgarian Air Traffic Services Authority) together with Romania and Slovenia have implemented a GAFOR system comparable to that existing in Germany

We should unite and make sure that GAFOR is freely available everywhere. Something for AOPA to promote. Switzerland thinks it is a great tool despite differences between countries (Mountainous versus no mountains).

European Regional Report

Chairman Michael Erb notes that the main focus is indeed on EASA and on the restructuring of its Advisory Bodies, IAOPA is very well presented.

Important issues are the CPL theory requirement for Flight Instructors, an EASA initiative at ICAO got unfortunately stuck.

Part Information Security: Threat of an overburden for GA including ATOs, Maintenance if aircraft are above 2000kg, plus NCC and small aerodromes. We need self-declarations that small operators and not being system-relevant are not posing a risk to the system and out. Deadline is spring 2026.

Basic-IR-theory was apparently not properly regulated in FCL, although the EASA opinion was clear. EAS are jointly trying to have this fixed.

EASA´s initiative for a Part CAT light, what do we want to achieve for small commercial operators like sght-seeing operators?

The future of GA fuel

The big problem is the TEL (Tetraethyllead) in Avgas, we need to find unleaded alternatives. A European transition to unleaded Avgas is supported by ECHA, which recommends to prolong the transition period for leaded fuels until 2032. But the final decision of the European Commission is still pending.

Clemens Bollinger, aviation fuel provider, underlines that there is a fierce competition ongoing between Swift and GAMI (unleaded Avgas producers) . Swift has been trying to get European

validation from the U.S. STC since September (and finally gained it still in October 2024 right after the RM)

Cross-border flights with microlights

Peter Sodermans (LUX) and Daniel Affolter (CH): We see a huge growth in numbers of ULM, gradually taking over the vintage C172, P28A and the-likes. Flying an ULM is cheaper, and the modern glass-cockpits are more advanced than ever. Some countries have opted out on the EASA regulation for the under-600kg-type of ULM. However, this means that cross-border flying poses a problem as not all member states accept each other's nationally regulated ULM.

A resolution on mutual recognition was adopted at the World Assembly in Washington, and we repeat it here that all national AOPA should convince their CAA to recognize foreign ULM that are accepted under the foreign national law. Compare this with the "Cassis de Dijon Case of 1979".2. He advocates an industry standard. UL certification could remain at the national level, but on mutual recognition and internationally accepted standards.

ICAO language proficiency

IAOPA is advocating that PPL pilots should be exempted from LPE-exams and should strictly adhere to standardized R/T only. Meaning also that standard R/T must be accepted on all stations.

Ultralight Aviation

A Catalyst for European General Aviation

In October 2024, at the IAOPA Regional Meeting held in Varna, Bulgaria I had the privilege of presenting, a topic about the transformative developments in the ultralight (UL) aviation sector. Joined at the podium by Daniel Affolter, President of AOPA Switzerland, who shared practical examples from his experience, we explored the immense potential of UL aviation to drive innovation and sustainability within General Aviation (GA). As the IAOPA representative for ultralight aviation, I follow this topic closely, advocating for solutions that address the challenges and unlock the opportunities in this dynamic segment.

The EASA Opt-Out Framework: Empowering Member States

UL aviation has reached a turning point thanks to Regulation (EU) 2018/1139, which introduced the EASA opt-out framework. This regulation allows Member States to establish their own rules for aircraft under 600 kilograms, enabling them to tailor regulations to the specific needs of UL aviation while maintaining safety standards.

Today, 16 European countries have fully implemented the opt-out framework, with many others following suit. This widespread adoption underscores the appetite across Europe to embrace regulatory flexibility for UL aviation, unlocking innovation while preserving national sovereignty.

The opt-out framework is not merely a regulatory tool; it is a step toward European aviation sovereignty, enabling the emergence of a new generation of UL aircraft. These aircraft are designed, manufactured, and flown entirely within Europe, symbolizing the continent's leadership in sustainable aviation technology.

UL Limitations and Challenges

While the EASA opt-out has opened the door for innovation, the UL segment still faces limitations that hinder its full potential:

1. **Cross-Border Flying:**
   Unlike traditional GA , UL operations encounter a patchwork of national regulations. While most countries allow ULs to cross borders, some impose significant administrative burdens. For example:

- **Delays:** National aviation authorities – such as the French - can take weeks to respond to airspace access requests.
- **Licensing:** Some nations impose additional license or medical requirements.
- **Fees:** In Belgium, UL pilots must pay a fee just to fly across airspace, adding unnecessary costs.

2. **Infrastructure Deficits:**
   Many countries, including Luxembourg, lack dedicated airfields where UL pilots can freely operate, due to the closing of Medernach, making it difficult to foster a thriving UL community.

3. **Outdated Standards:**
   Regulations in some Member States still impose maximum take-off mass (MTOM) limits that no longer align with modern UL designs. For example, Luxembourg's abandoned draft regulation used the **525 kg MTOM limit** derived from restrictive French legislation, despite most of Europe moving toward 600+ kg standards.

Luxembourg's Lagging Position

Luxembourg has fallen behind in adopting the EASA opt-out framework. In 2022, the country drafted its own UL regulation, but it incorporated the **most restrictive elements of French legislation** and added **extra costs, unnecessary restrictions, and operational limitations**. AOPA Luxembourg raised these issues with the Direction de l'Aviation Civile (DAC), highlighting the detrimental impact on innovation and competitiveness.

Despite these warnings, DAC proceeded with the draft, which was eventually rejected by the Conseil d'État for its shortcomings. This rejection has left Luxembourg without a regulatory framework for ULs. Furthermore, the country lacks airfields where ULs can operate freely. DAC appears to be pursuing solutions at a slow pace, leaving Luxembourg out of step with its European neighbours. Noertrange would be perfectly suited for this low noise GA segment, but that's another story.

The Cassis de Dijon Principle: A Roadmap for Harmonization

One of the most effective tools for addressing regulatory fragmentation in UL aviation is the "Cassis de Dijon" principle. Established by the European Court of Justice in 1979, this principle ensures that goods legally produced and sold in one EU Member State can be sold freely across all others. Applying this principle to UL licenses, certifications, and operations would:

- Simplify cross-border flying by eliminating redundant licensing and medical requirements.
- Ensure that ULs legally flown in one country can operate seamlessly across the EU.
- Remove financial and administrative barriers that currently hinder pilots.

By advocating for the application of this principle, IAOPA seeks to create a unified regulatory environment that supports the growth of UL aviation in Europe.

Driving Change at the IAOPA World Assembly

Earlier this year, Etienne Haumont and I represented AOPA Luxembourg at the IAOPA World Assembly in Washington, D.C., where we drafted a resolution aimed at addressing the challenges facing UL aviation. This resolution was thoroughly discussed, debated, and ultimately passed with some modifications.

The resolution text, which now guides IAOPA's strategy for UL aviation, is as follows:

Resolution on UL Aircraft Regulation and Operations:

1. **Mutual Recognition of UL Licenses and Certifications:**
   IAOPA urges all Member States to adopt the principle of mutual recognition for UL licenses, medical certifications, and operating permissions. Inspired by the *Cassis de Dijon* ruling, this approach eliminates unnecessary barriers to cross-border operations.

4. **Streamlined Cross-Border Operations:**
   IAOPA calls for harmonized regulations to ensure that UL pilots can operate as freely as their GA counterparts. The resolution highlights the need to simplify the approval process for airspace access, with a focus on reducing delays and eliminating fees.

5. **Advancing Innovation and Sustainability:**
   IAOPA encourages Member States to adopt progressive regulations that embrace technological advancements, including modern engines, eco-friendly fuels, and advanced safety systems.

6. **Addressing National Gaps in Regulation:**
   IAOPA requests that Member States with outdated or absent UL regulations work closely with national AOPA organizations to align with EASA opt-out standards, ensuring a level playing field across Europe.

7. **Improved Access to Infrastructure:**
   The resolution stresses the need for dedicated UL airfields, especially in countries like Luxembourg, where such facilities are non-existent.

Innovation in UL Aviation: A New Era

Modern UL aircraft are transforming aviation with advancements such as:

- **Carbon Fiber Construction:** Lightweight yet robust materials, like those used by Blackwing, enable higher performance and fuel efficiency.
- **High-Performance Engines:** Fuel-injected engines, such as the Rotax 916, with a TBO of 2000 hours, offer reduced consumption and lower emissions.
- **Noise Reduction:** Innovations like e-props significantly reduce noise, benefiting both pilots and communities.
- **Enhanced Safety Features:** Ballistic recovery systems (BRS parachutes), smart glide functions, and leveling systems have become standard, ensuring a safer flying experience.

Any upside comes with a downside

This new segment within GA also comes with some downsides, which cannot be overlooked. Only two-seaters are currently allowed, making these planes unsuitable for group trips. However, there is hope on the horizon. The upcoming MOSAIC legislation in the USA is set to allow four-seaters within this segment, and it is likely only a matter of time before EASA creates a similar legal framework in Europe.

Another limitation is that flying must remain in VMC (Visual Meteorological Conditions), under VFR (Visual Flight Rules). While these planes are often well-equipped for IFR (Instrument Flight Rules), the legal framework does not yet permit it. Encouragingly, there are rumors that the French DGAC is exploring possible openings for IFR operations within this segment.

Night flying is another restriction. Currently, only ULs registered in Sweden are permitted to fly at night. Nevertheless, other countries are considering adopting similar allowances.

Finally, weight is a critical issue. These planes require careful planning when traveling with two people to stay within the MTOM (Maximum Take-Off Mass) limits. It is nearly impossible to fly legally with two adults, full suitcases, and fully topped-up tanks. While the planes are designed to handle such loads, strict adherence to weight limits is still mandatory.

Despite these limitations, flying in this new segment of General Aviation is immensely rewarding and great fun, offering pilots a unique experience.

IAOPA's Role: Shaping the Future of UL Aviation

With the recently passed resolution, IAOPA is now equipped with a clear roadmap to advocate for harmonized regulations, foster innovation, and promote mutual recognition of licenses. These steps are crucial to ensuring that UL aviation thrives as a driving force within GA.

We now have a concrete plan to move forward, but significant hurdles remain. This year, we mourned the loss of Jo Konrad of DULV, a strong ally and passionate advocate for this innovative segment of GA . His dedication and contributions will be deeply missed, but his vision continues to inspire IAOPA's ongoing efforts.

Looking Ahead: A Unified Vision for UL Aviation

UL aviation is no longer a niche; it is a vital and dynamic part of GA. By adopting the EASA opt-out framework, applying the Cassis de Dijon principle, and addressing cross-border challenges, Europe can lead the global UL revolution. However, Luxembourg must act quickly to address its regulatory and infrastructure gaps to avoid falling further behind.

With IAOPA's support and a collaborative vision, UL Aviation can continue to soar, ensuring that the freedom to fly remains innovative, sustainable, and accessible to all.

The full resolution is available on the [AOPA Luxembourg website: www.aopa.lu/2024/07/11/aopa-initiative-achieves-milestone-at-iaopa-world-assembly/](www.aopa.lu/2024/07/11/aopa-initiative-achieves-milestone-at-iaopa-world-assembly/).

Developments in the Air Cadets Initiative

AOPA facilitating Cross-Border Collaboration

By Peter Sodermans

AOPA Luxembourg is working diligently to establish a partnership with the Belgian Air Cadets that will allow young Luxembourgers to join their highly regarded aviation training program. This collaboration aims to integrate Luxembourg youth into a structured and resourceful glider pilot training framework.

The initiative is being developed in close coordination with the Luxembourg Army, Belgian military counterparts, and AOPA Luxembourg. Discussions are well underway to finalize the structure of this collaboration, with the goal of enabling the first group of Luxembourg cadets to travel to Belgium in September of 2025 for the selection process. If all goes as planned, the training program itself will begin in early 2026 and we'll have in the sumer of 2026 the first Luxembourg cadets making a solo flight on a glider !

This milestone would mark a significant step forward in Luxembourg's efforts to provide its youth with world-class training in aviation, while also fostering strong cross-border ties with Belgium.

International Air Cadet Delegation in Luxembourg was Successful

We've reported on the progress in last Year's yearbook. What happened since in 2024 ? Well, in July 2024, AOPA Luxembourg achieved a major milestone by hosting an international delegation of third-year Air Cadets, aged 18, from Belgium, Australia, the United Kingdom, France, and Germany. This event was made possible through the dedicated efforts of AOPA Luxembourg, with invaluable contributions from the Young Pilots under the leadership of

their President, Kany Touré, and AOPA board member Christophe Englebert, who also plays a vital role in DIMAS.

The two-day visit showcased Luxembourg's unique blend of cultural heritage and aviation expertise. Highlights included tours of the historic Vianden Castle and the Casemates du Bock, as well as hands-on aviation experiences at the Luxembourg Flight Training Academy (LFTA).

The delegation also enjoyed a flight simulation session organized by DIMAS Luxembourg and a lively barbecue hosted by the Young Pilots at Aéro-Sport. This combination of cultural exploration and aviation activities fostered a sense of international camaraderie among the cadets and highlighted Luxembourg's growing presence in the global aviation community. The event was widely regarded as a resounding success, strengthening ties with international partners and showcasing the potential of future collaboration.

Invitation to the Wings Parade in Beauvechain

On October 16, 2024, AOPA Luxembourg was honored to be invited to the Belgian Air Cadets' annual Wings Parade at the Beauvechain airfield. This prestigious event celebrated the accomplishments of 50 cadets, aged 15-16, who completed their rigorous glider pilot training.

AOPA Luxembourg was represented by President Peter Sodermans, Young Pilots President Kany Touré, AOPA board member Christophe Englebert, Czech Ambassador Vladimir Bärtl, Lt. Colonel Claude Robinet, and DIMAS leader Marc

Rasquin. The delegation braved poor weather conditions, which prevented them from flying to Beauvechain, and traveled by car to show their support for the cadets' achievements.

A highlight of the day was AOPA Luxembourg receiving a Certificate of Appreciation, presented by Lt. General Aviator Guido Vanhecke, President of the Royal Belgian Air Cadets. The award recognized AOPA Luxembourg's sponsorship of the first international Air Cadet delegation to Belgium and Luxembourg, underscoring the organization's commitment to fostering aviation opportunities for young people.

LOOKING AHEAD

The recent integration of the Belgian Air Cadets into the Belgian Army structure represents a significant shift, providing enhanced stability and increased resources for the program. The integration will facilitate the renewal of the glider fleet and ensure the program's sustainability for years to come.

As Luxembourg continues its discussions with Belgian counterparts, the goal remains to provide five young Luxembourgers annually with access to this unique training program. The first Luxembourg cadets are expected to join the program in Q3 2025 for selection, with formal training beginning in Q2 2026.This joint Belgian-Luxembourg Air Cadets program will provide participants with more than just technical aviation skills—it will offer a transformative experience, fostering discipline, teamwork, and international collaboration. AOPA Luxembourg is proud to have kick started this process and play a key role in this initiative and is committed to supporting its success – especially with the promotion of the program towards.

AOPA flyout to Midden Zeeland

By Carine Bentz

On May 1st, the skies above Luxembourg were clear, offering perfect weather for a VFR flight from Luxembourg Airport (ELLX) to Midden Zeeland Airfield (EHMZ), crossing over picturesque landscapes and landmarks. Departing early in the morning, the sun was already casting its golden glow across the rolling hills and vast fields below.

After takeoff, the flight path took us westward toward Namur, a historic Belgian city situated along the Meuse River. Flying over the city, the ancient citadel stood prominently atop its hill, offering a stunning contrast against the winding river and lush green countryside. The hues of spring added a touch of vibrancy to the view, making for a truly scenic leg of the journey – unfortunately Belga Raadar didn't want us to take too many pictures.

Continuing northwest, the next waypoint was the iconic Breskens lighthouse, located on the southern coast of the Netherlands. As the coast came into view, the calm waters of the North Sea stretched into the horizon. The lighthouse, standing tall against the coastline, was a welcome sight, marking the final approach toward the Dutch airspace.

Flying over the coast, the terrain became flatter, and the land stretched out in a patchwork of fields – but without tulips - and wind farms. After landing, we swapped our wings for wheels and set off on a scenic bike ride toward Veere, a charming town on the Dutch coast. The route meandered through idyllic countryside, with the sea breeze and the fresh scent of spring guiding us to our destination.

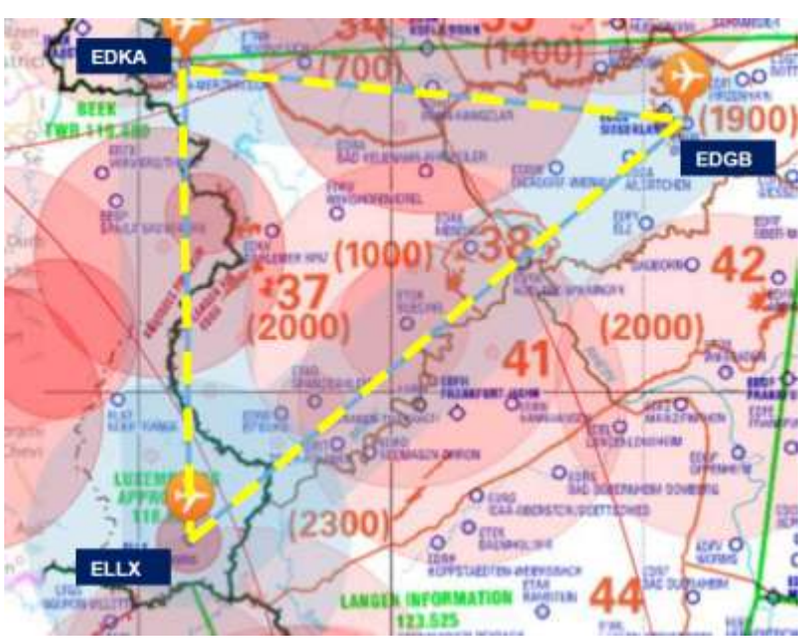
In Veere, we stopped for a well-deserved lunch by the harbour, savouring local delicacies and soaking in the peaceful atmosphere of this historic town.

The combination of the flight and bike ride made for a truly memorable day, blending adventure with relaxation in the heart of Europe.

By Etienne Haumont

The NavRefresher - 2024 edition was prepared jointly by Bernard Frechen and myself. Bernard was greatly missed on the day! ~~Unfortunately, Bernard's unavailability didn't allow him to participate to that very nice event.~~ I'm very grateful to him for his training and ~~his~~ advice during this process ~~for an exercise~~ which~~that~~ was completely new to me.

30 pilots on 14 aircrafts ~~did~~ participated, including ~~of which~~ 7 Ultra-Lights. We benefited from fantastic~~great~~ weather conditions, that made the flights as well as the lunch great experience.



This year's triangle was Luxembourg – Aachen – Breitscheid – Luxembourg : 270 NM for estimated 2:40 hours.

We had solid ~~a good~~ attendance at the important pre-flight briefing~~.~~, ~~,~~ Thanks to the ~~and the~~ preparatory flight I made earlier, this allowed me to provide the pilots with additional detailed ~~good~~ information.

We had good participation at the ~~T~~he morning briefing ~~was also well attended~~. The weather briefing was presented by Christophe Englebert, who took this opportunity to present the Windy App. This was really appreciated by the pilots who were not familiar with it~~didn't know it.~~, ~~and w~~We plan to do~~make~~ something similar for the 2025 NavRefresher. Aachen is a nice asphalt strip, ~~which~~ offering good premises and a tasty~~good~~ restaurant, the Albatros that we highly~~can~~ recommend. All participants ~~took time to~~ enjoyed the lunch in a very friendly ambiance.

Breitscheid take-off requires ~~some~~ special attention~~care~~ since there ~~you have of~~are many ~~bunch of~~ windmills in the left hand circuit.

Everybody came back safely and the debriefing was as successful as the flights, with many participants who enjoyed the finger food provided by ~~, thanks to~~ Marco and Christophe.

The NavRefresher is AOPA's flight flagship event, for the opportunity it offers to all pilots to refresh and practice their skills, and for the friendship shared between all of us. See you all, and more, next year!

Here we are: ~~T~~the NavRefresher organiser student and his instructor. Many thanks Bernard !

New Air-to Air Frequencies

IAOPA Europe Advocates Dedicated GA Communication Channels Across Europe

By Peter Sodermans

In a significant step forward for General Aviation (GA) in Europe, two frequencies, 123.065 MHz and 123.135 MHz, have been officially reserved for GA air-to-air communication across the continent. This initiative marks a substantial achievement in streamlining communication and enhancing safety within the GA community.

Belgium and Luxembourg Fast Movers

Belgium and Luxembourg are among the first batch of countries to implement this new framework. Both nations have authorized the use of these channels within their airspace, from ground level up to FL150. These frequencies are formally documented in the Aeronautical Information Publication (AIP) ENR 1.2, Section 1.9, providing a clear legal basis for their use. This progressive move not only facilitates better communication among GA pilots but also aligns with broader European aviation policy to optimize frequency management for safety and operational efficiency.

Seamless Cross-Border Communication

These two channels are allocated Europe-wide and coordinated by each State within the EUR 8.33 kHz implementation area. This coordination ensures that GA pilots can engage in seamless cross-border air-to-air communication without the need to retune to other channels when transitioning between countries.

Transition from 123.45 MHz

Historically, 123.45 MHz was informally used by Luxembourg GA pilots for air-to-air communication, despite not being officially designated for such purposes. This frequency has since been reallocated for other uses, and **GA pilots are now explicitly prohibited from using 123.45 MHz** The adoption of the new dedicated channels ensures compliance with international frequency regulations.

IAOPA Europe's Persistent Advocacy

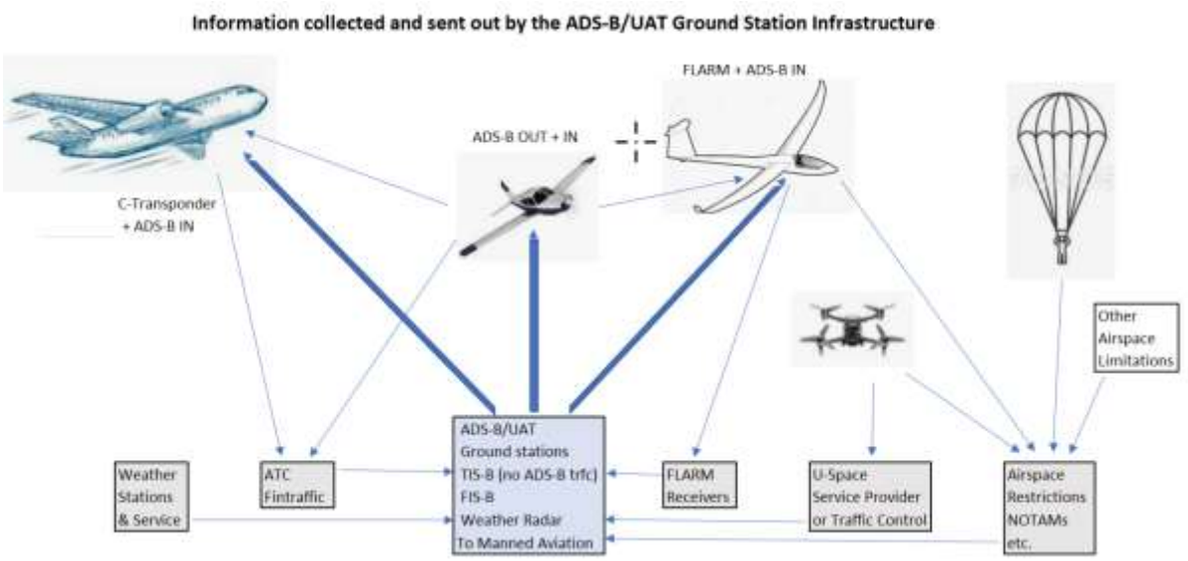
The establishment of these common air-to-air channels is a direct result of IAOPA Europe's active and tireless advocacy for the General Aviation community to have its own dedicated frequencies on a European-wide basis. In collaboration with Eurocontrol and national frequency managers, IAOPA Europe has been at the forefront of efforts to secure these frequencies for GA pilots. The organization's persistence in engaging with regulatory bodies and stakeholders has been pivotal in achieving this landmark decision.

The ADS-B UAT978 Ground Stations Initiative

Pioneering Safety in European Skies

By Peter Sodermans, IAOPA

The European aviation landscape is rapidly evolving, with an increasing number of aircraft sharing the skies, from general aviation planes to ultralights and drones. To address this growing complexity, AOPA Luxembourg, in collaboration with IAOPA and other European stakeholders, is actively supporting the deployment of ADS-B UAT978 ground stations. These systems represent a transformative step forward in enhancing safety and situational awareness for pilots, particularly in crowded low-altitude airspace.



WHAT IS THIS ALL ABOUT ?

The results indicate a reduction in relevant accident rates from 40 to 60 percent for ADS-B In equipped aircraft.

UNDERSTANDING ADS-B AND UAT978

ADS-B (Automatic Dependent Surveillance–Broadcast) technology has been a game-changer for aviation safety, providing precise, real-time information about aircraft positions. While ADS-B Out ensures aircraft are visible to air traffic controllers and other equipped aircraft, ADS-B In further empowers pilots by delivering traffic and weather updates directly to their cockpit displays.

The UAT978 (Universal Access Transceiver) frequency offers additional advantages, particularly for general aviation. Used extensively in the United States, this technology not only broadcasts traffic data but also includes Flight Information Services (FIS-B), such as:

- **Weather updates** (METARs, TAFs, radar images)
- **Airspace information** (restrictions, temporary flight areas)
- **Traffic data** integrated from various sources like FLARM and Open Glider Network

These features make UAT978 an invaluable tool for enhancing safety and situational awareness, especially in mixed-traffic environments.

PROGRESS IN EUROPE

The journey toward implementing ADS-B UAT978 ground stations in Europe has gained significant momentum over the past two years. A dedicated workgroup was formed at the IAOPA Regional Meeting in London in May 2023, setting the stage for collaboration among key players in the aviation community. Here are the highlights of our progress so far:

- **Stakeholder Engagement**: Active discussions with regulators, airfield operators, and technology providers have been instrumental. At the Luxembourg Regional Meeting in October 2023, more stakeholders committed to this initiative, including Norway's Civil Aviation Authority (CAA), Finland's XAMK, and companies like SafeSky and Flyk. Avionix has been added to the list of stakeholders.
- **Pilot Installations**: By April 2024, the first operational systems were installed in Elverum (Norway), Pyhtää and Mikkeli (Finland), and Oulu (Finland). These systems demonstrated the feasibility and immediate benefits of UAT978 technology in real-world scenarios.

- **Comprehensive Features**: These ground stations are equipped to transmit traffic data, weather updates, and airspace information. They also integrate drone traffic tracking, making them essential for safely managing mixed-traffic airfields and urban areas with high drone activity.
- **Cost-Effectiveness**: With installation costs ranging from €6,000 to €7,500 per station, UAT978 systems offer a highly affordable safety enhancement for airfield operators. Discussions are underway to establish modest annual service fees to sustain operations.

The Role of AOPA Luxembourg

Recognizing the critical importance of this initiative, AOPA Luxembourg has made the deployment of ADS-B UAT978 ground stations a strategic priority. In 2025, we plan to engage Luxembourg authorities to:

- **Advocate for Regulatory Support**: Ensure compatibility between UAT978 systems and existing European standards, addressing regulatory concerns such as those raised by Austria regarding TIS-B broadcasts.
- **Promote Adoption**: Highlight the safety benefits to airfield operators and general aviation pilots, emphasizing the reduction in mid-air collision risks and the improved accessibility of real-time flight information.
- **Seek Funding Opportunities**: Explore avenues for governmental or EU funding to expand the network of ground stations across Luxembourg and neighbouring regions.

Benefits for Pilots and Airfields

The widespread adoption of ADS-B UAT978 ground stations will bring tangible benefits to the aviation community, including:

8. **Enhanced Safety**: By making all aircraft and drones visible to each other, these systems significantly reduce the risk of mid-air collisions, even in non-radar coverage areas.

9. **Weather Awareness**: Near real-time updates on weather conditions allow pilots to make informed decisions, enhancing flight safety and efficiency.

10. **Airspace Management**: Clear information on restricted or activated airspaces helps avoid unintended incursions, reducing the risk of regulatory violations.

11. **Cost Savings**: Affordable installation and operation costs make UAT978 systems accessible to a wide range of airfields, from major airports to small general aviation hubs.

Overcoming Challenges

While progress has been steady, challenges remain. Resistance from some stakeholders and regulatory hurdles have slowed the adoption of UAT978 in certain regions. For example, concerns about frequency interference with TACAN and DME systems in Europe need to be addressed through coordinated efforts and technical adjustments.

Educating the broader aviation community about the benefits of ADS-B UAT978 is also essential. Many operators are unaware of the system's capabilities and its proven track record in the United States, where it has dramatically improved safety and situational awareness.

Looking Ahead

As we move into 2025, AOPA Luxembourg is committed to driving this initiative forward. By collaborating with IAOPA, national authorities, and industry stakeholders, we aim to:

- Expand the network of UAT978 ground stations across Europe, ensuring comprehensive coverage for general aviation.
- Advocate for interoperability with existing systems, creating a seamless safety net for all airspace users.
- Support research and development to address technical challenges and enhance system performance.

Your Role in the Initiative

We encourage all AOPA Luxembourg members to support this initiative by:

- **Engaging with Local Airfields**: Advocate for the installation of UAT978 systems at your home airfields.
- **Spreading Awareness**: Share information about the benefits of ADS-B and UAT978 with fellow pilots and aviation enthusiasts.
- **Providing Feedback**: Share your experiences and insights to help us refine our approach and address the needs of the general aviation community.

In closing, we would like to extend our gratitude to the pioneers who have made this progress possible, which are JP Kinos of AOPA Finland (left) and Emmanuel Davidsson (right). Their dedication ensures that European general aviation remains safe, efficient, and innovative.

Together, let's make our skies safer for everyone.

And then there is ADS-L

The European Union Aviation Safety Agency (EASA) has introduced Automatic Dependent Surveillance–Light (ADS-L) as a component of its electronic conspicuity framework, particularly within U-space airspace designated for unmanned aircraft systems (UAS). ADS-L is designed to enhance the visibility of manned aircraft to UAS operators, thereby promoting safer integration of manned and unmanned aircraft operations.

It operates over the license-free SRD-860 frequency band, allowing for low-power transmissions compatible with affordable, non-certified devices. This approach aims to make electronic conspicuity more accessible, especially for general aviation and rotorcraft.

ADS-L represents EASA's initiative to enhance electronic conspicuity in European U-space airspace, offering a cost-effective solution for integrating manned and unmanned aircraft operations. However, its focus on air-to-ground transmission and regional implementation may present limitations compared to more established systems like ADS-B.

If this topic interests you or you have more information to share on this topic, please speak to a committee member of AOPA Luxembourg.

Aerobatics

Interview with Cyrial Talon

By Marina Paralingova with editor redaction

Aerobatics is one of the extreme sports consisting of the practice of flying manoeuvrers involving aircraft attitudes that are not used in conventional passenger-carrying flights.

Training is mandatory for professional pilots as this is the moment when you learn how to recover your aircraft from unusual attitudes, including high nose up and down, bank greater than 125°, spins etc, all making you a better and safer pilot.

We usually associate aerobatics with aerial meetings and shows. If you want to feel even more free exploring the sky by performing beautiful and unexpected manoeuvres you also need military discipline!

The largest aerobatic events are the World Championships held every two years and the Continental Championships, held on the off years.

The Grand Duchy of Luxembourg is greatly represented in this sport at the World level by the Luxembourg Aerobatic Association and its president Cyrial Talon.

During the European championship held in Italy in 2023, team Luxembourg nearly got a podium place, coming in fourth while Cyrial himself got 14th at an individual level.

We had the great opportunity to interview him:

- ***Can you please tell us a bit more about yourself?***

I have always been flying, starting off as my father's co-pilot and following with the PPL, which I got aged 17. I never really thought about being a professional pilot as I wanted to have the freedom to fly whenever and not when obligated. Therefore, I studied in Namur to become a pharmacist. I have many great memories of this time when I was young. For example a time when I flew from the Alps directly to university.

- ***How did you start aerobatics?***

Aerobatics has always been a goal for me. At the beginning it took a while to start because it was hard to find an aircraft.

However, when I decided to become an FI for Aerosport, this training was compulsory and once I started, I never stopped! This is a real passion for me, but also really important in order to continue. to improve and to be a safer pilot.

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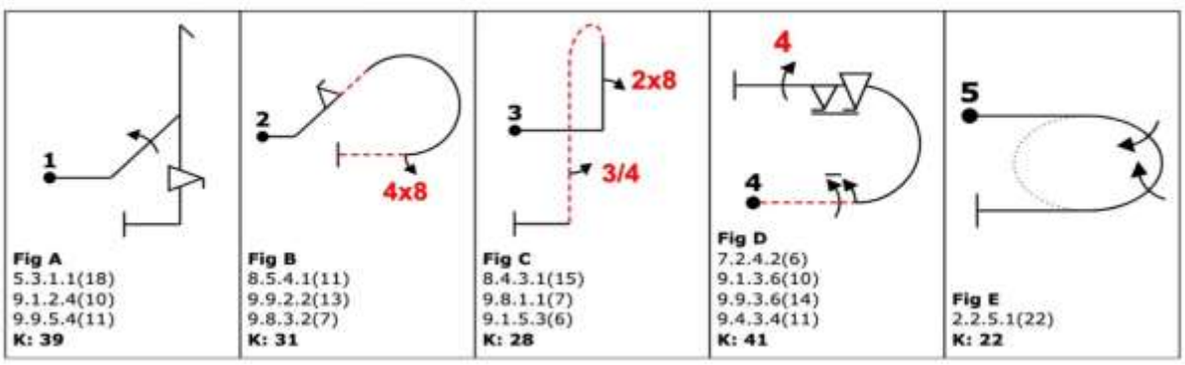

Fig A
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9.9.5.4(11)
K: 39

Fig B
8.5.4.1(11)
9.9.2.2(13)
9.8.3.2(7)
K: 31

Fig C
8.4.3.1(15)
9.8.1.1(7)
9.1.5.3(6)
K: 28

Fig D
7.2.4.2(6)
9.1.3.6(10)
9.9.3.6(14)
9.4.3.4(11)
K: 41

Fig E
2.2.5.1(22)
K: 22

- ***Why aerobatics?***

I like the challenge. As already mentioned, for me this is the only way to fly well, but also to push yourself and continuously improve. For me, the competition is evidence. I would also like to highlight that I refuse to train pilots if they are not willing to compete as the aerobatics are dangerous and you must follow strict rules which are easily forgotten outside of the competition world.

- ***How did you learn?***

I am still learning with every flight!

Once I got my aerobatics rating, I flew with the Belgian team. We had trainings with Nicolas Ivanov, a trainer I really appreciate.

However, the person who really impressed me is Coco Bessière. I would really like to fly with him again. He absolutely knew every program, each manoeuvre and trick.

- ***How about championships?***

Concerning championships, I think I've improved. I've changed my style which increased precision. However, 2023 was difficult, because I received the aircraft only in June while training usually takes place during spring. What always helps me is to have a buddy to race, to challenge me.

This year we had also the opportunity to participate to the German and Benelux championships, where we had a podium finish!

- ***Why is it important for you to be a member of the FAL?***

Firstly, it's important to have someone behind you. At competition level, aerobatics needs to be outlined and regulated like any other sport. Via FAL, we also have financial support in addition to that from the ministry of sport.

For sure, sometimes it is difficult as we must do everything and not only fly. We really miss having a trainer available. We cannot compare to the capacity of the French team - they even have a physiotherapist and a mental trainer available. Having said that, we are grateful of the financing we do receive.

I remember, in 2019, we were able to share the trainer, Nicolas Ivanov, with the Swiss team. We have a good relationship with them and that year's championship was great.

I would like to add that I am also a delegate at CIVA (the FAI aerobatics commission).

- ***What would you recommend to people who would like to start aerobatics?***

Only one word: Compete! Otherwise it can be very dangerous, especially at the beginning. To illustrate that, when Red Bull was doing the races, you could only register if you were a competitor at an unlimited level (there are 5 acknowledged (FAI/CIVA) levels in aerobatics: Basic, Sportsman, Intermediate, Advanced, Unlimited).

- ***We are sure, you have a lot of anecdotes to tell us, can you share one?***

With Yatim (another pilot I am training), one time after a training session, we performed a great landing on the grass strip. As taxied we heard a strange sound, and it was difficult to continue to move - we had lost the tail wheel!

Sometimes, it all goes by so fast. Flying at an 'unlimited' experience level means you can go as low as 100m and at a speed of 400km/h. If you have any kind of issue, it may be difficult to recover. One time, I felt something in the commands just before starting my program. A hole was created in my wing by one part which broke away. I am glad, that day I decided to stay on land instead of performing my program.

The freestyle program is usually at the end of the competitions and this is the most fun part. Here we are free to perform the program we wish with a lot of smoke (additional certified tanks are added in order to create the smoke). This year, I was still thinking about what I would do just a few minutes before my time slot. In the end, another competitor was asking me for advice, even though he had had personal training especially for the freestyle program. For me, the secret of freestyle is to improvise and not practice it beforehand.

Many thanks for answering our questions Cyrial – wishing you blue skies ahead!

ULM Flight to Reykjavik

By Petz Bettendorf

Iceland was high on my list of ‘interesting destinations to fly to’ due to its unique landscape and the allure of flying over new territories. It seemed like an intriguing and rewarding challenge for an ultralight pilot. After my tour in Turkey earlier this year, I decided to plan a trip to Iceland in July. Although it wasn’t initially on my agenda for this year, the idea gained momentum as I delved into the planning.

Planning and Preparation

Weather-wise, the window for a daytime Visual Flight Rules (VFR) trip to Iceland is limited to the summer months, typically between May and August. Outside of this period, the weather becomes significantly less accommodating, with a higher likelihood of strong winds, increased precipitation (leading to more clouds), colder temperatures, and a lack of daylight. However, during the summer months, Iceland experiences almost continuous daylight or twilight, making it an ideal time for such an adventure.

After coordinating schedules, we determined that the outbound journey could commence after July 18th. Initially, I hoped to depart on Saturday, July 20th, as I was tied up with work until Thursday afternoon. However, the weather ultimately dictated the departure date.

Before setting out, I had to secure the necessary permissions and documentation. Flying to Iceland in an ultralight aircraft requires meticulous paperwork. For example, permission from the UK was required to overfly its territory. Additionally, we sought approval from Denmark to fly to Greenland for a few days, which I thought would be an incredible experience. Unfortunately, Denmark denied our request, citing controls, time constraints, and the general principle that ultralights typically do not receive permission. We plan to revisit this next year. As a result, Reykjavík became the final destination for this trip.

Other essential arrangements included:

- Overflight and Landing Permissions:
  Permission to overfly countries, which involved submitting paperwork such as BvL (airworthiness certificate), BvI (insurance), pilot’s license, and flight details.
- Customs Documentation:
- Submitting a General Declaration (Gendec) for departing the EU.
- Filing a General Aviation Report (GAR) for landing in the UK.

- Airport Approvals:
- Many UK airports require Prior Permission Required (PPR) requests at least 24 hours in advance.
- Ground Handling in Reykjavík:
  Arranging a handler for assistance with parking, customs, and other logistical support upon arrival. We used ACE Handling in Reykjavík, which also provided an option to store the aircraft in a hangar for a fee. Given Iceland's unpredictable weather, this was a worthwhile choice.

Departure and Initial Flights

After closely monitoring weather forecasts, we decided to depart on Friday, July 19th. My journey began at EDRB Bitburg, with the first leg heading to Seppe EHSE for outbound customs clearance. Along with the usual equipment, I packed additional safety gear, including a life raft, emergency lights, and spare tires. I also collected a dry suit, which is mandatory for over-ocean flights.

I planned to depart at 7:00 AM on Friday. Customs clearance at Seppe was straightforward, involving only a passport check. However, they hadn't received the Gendec, so I presented my copy. This seems to be a common issue; as a tip, sending the Gendec to the airport service in advance can help streamline the process.

The first leg of the journey to Stornoway (EGPO) in Scotland was smooth. After a brief stop, the plan was to continue from EGPO to Reykjavík.

Navigating UK Airspace

Flying over the North Sea was straightforward. However, navigating UK airspace presented some unexpected challenges. Unlike other countries, where coordinating with approach control suffices for traversing controlled airspace, the UK required additional communication. Both en route and on the return journey, I was repeatedly instructed by 'London Information' or 'Scottish Information' to avoid controlled areas. Even when flying below controlled airspace, such as beneath Edinburgh's Class D

airspace at 2,500 feet, I had to contact approach and confirm multiple times that I would not enter controlled airspace. This level of caution was unlike anything I'd experienced elsewhere.

In the UK, you are often assigned a specific transponder code (e.g., 1177) and later instructed to "squawk conspicuity," the local equivalent of "squawk VFR" (7000). While air traffic control was professional and clear, these additional steps were something to keep in mind for future flights.

Arrival in Reykjavík and Exploring Iceland

Reykjavík greeted us with its characteristic hilly terrain and breathtaking landscapes.

Two other planes accompanied me: a Risen and a Robin DR400. As the Robin is slower, I coordinated with them during the flight using the frequency 123.065 (which has replaced 123.450). After clearing customs in Stornoway and donning my dry suit and life vest, we set off for Reykjavík. The four-hour flight across the ocean was uneventful, and soon, the Icelandic coast came into view. Flying along the coast towards Reykjavík, we passed a stunning island before finally landing at our destination.

During our stay, we were fortunate to enjoy favourable weather. Highlights included the Golden Circle tour, featuring a crater, a waterfall, and geysers. Additionally, I took a local flight with a pilot to see volcanoes, glaciers, and picturesque valleys. Iceland's natural beauty was truly awe-inspiring.

The Return Journey

The return flight posed its own challenges. Departing Reykjavík required careful manoeuvring under VFR conditions amid clouds and rain. Once airborne, conditions improved significantly. Benefiting from a 30-knot tailwind, we opted to bypass Stornoway and land in Inverness (EGPE) instead. Stornoway, while functional, offered little in terms of activities, making Inverness a more appealing stopover.

En route, we encountered an unexpected requirement from air traffic control to reroute, as we lacked an HF radio. This detour added approximately 55 nautical miles to our journey. Despite the deviation, the flight from Reykjavík to Inverness covered 1,250 km and consumed only 60 litres of fuel, thanks to economical flying.

Final Legs and Lessons Learned

The next day, we continued south through the UK, eventually stopping in Peterborough for the night. Filing the necessary Gendec forms and coordinating with local air traffic control were routine by this point. The final leg to the Netherlands was smooth, with clear radio communication facilitated by London Information, Amsterdam Information, and Dutch MIL. Descending below 3,500 feet near the Dutch coast ensured compliance with Class A airspace restrictions.

This journey to Iceland was an incredible experience, combining meticulous planning, navigation challenges, and the sheer joy of flying over stunning landscapes. I look forward to attempting the Greenland leg next year and exploring even more of the North Atlantic region.

Wellness Roundup

By Cristina Menendez

We feel pilot wellbeing, mental and physical health is so important we are willing to say it twice! In case you missed any of the info or links from this year's newsletters – here they are again. The QR codes take you directly to the link online.

See what Navy Seal Mark Divine, has to say about 'box breathing' - a type of pranayama, breathing technique, used in yoga	Read about the importance of staying mentally fit as a pilot
Whatever you are feeling, know that you are not alone. To speak with someone anonymously, SOS Detresse is available at +352 45 45 45 daily from 11am to 11pm (Fri and Sat till 3am) in Luxembourgish, French and German - plus English on Wednesdays	Mindfulness practices like yoga and meditation can help pilots stay sharp. Read what Larry M. Diamond, PharmD, CFII has to say about it, shared from the AOPA.org website
The Chambre des Salariés has a work-related stress hotline available at +352 27 49 42 22 Mon-Fri 8am-2pm or via email at: stressberodung@cls.lu to speak with someone anonymously. This service allows 5 free consultations.	Check out Mayday-SA's website! Look under the sections Articles or Resources for material. While they are based in South Africa and the hotlines etc. might not be of use to us here in Luxembourg, the message certainly is!
If you are looking for a local hotline or someone to speak with locally - you can reach out to the Gesond Leiwen section of the Luxembourg Ligue Medico-Sociale.	

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GENERAL MEETING

From Propellers to Peaks:

A Love Letter to the Skies of the North

Flying north has always been a dream of mine—the rough wilderness, endless forests, and lakes that shimmer like mirrors from above. This year, that dream finally took shape, powered by a sleek new machine: my Blackwing 600RG. Not a Lycoming, not a Continental, but a Rotax-powered rocket that redefined how I experience the skies. My first stop? A homecoming of sorts—to Landskrona, Southern Sweden, where Blackwing just opened their new factory.

The Dream That Took Flight

This year, receiving my new plane wasn't just about ownership—it was about freedom. The freedom to head north, where nature remains raw and untamed, and where pilots like me find solace in the skies. Ever since I first soloed in a glider back in 1979, the call of the wilderness has been part of me. Owning this new kind of plane opened up possibilities I'd been dreaming of for years.

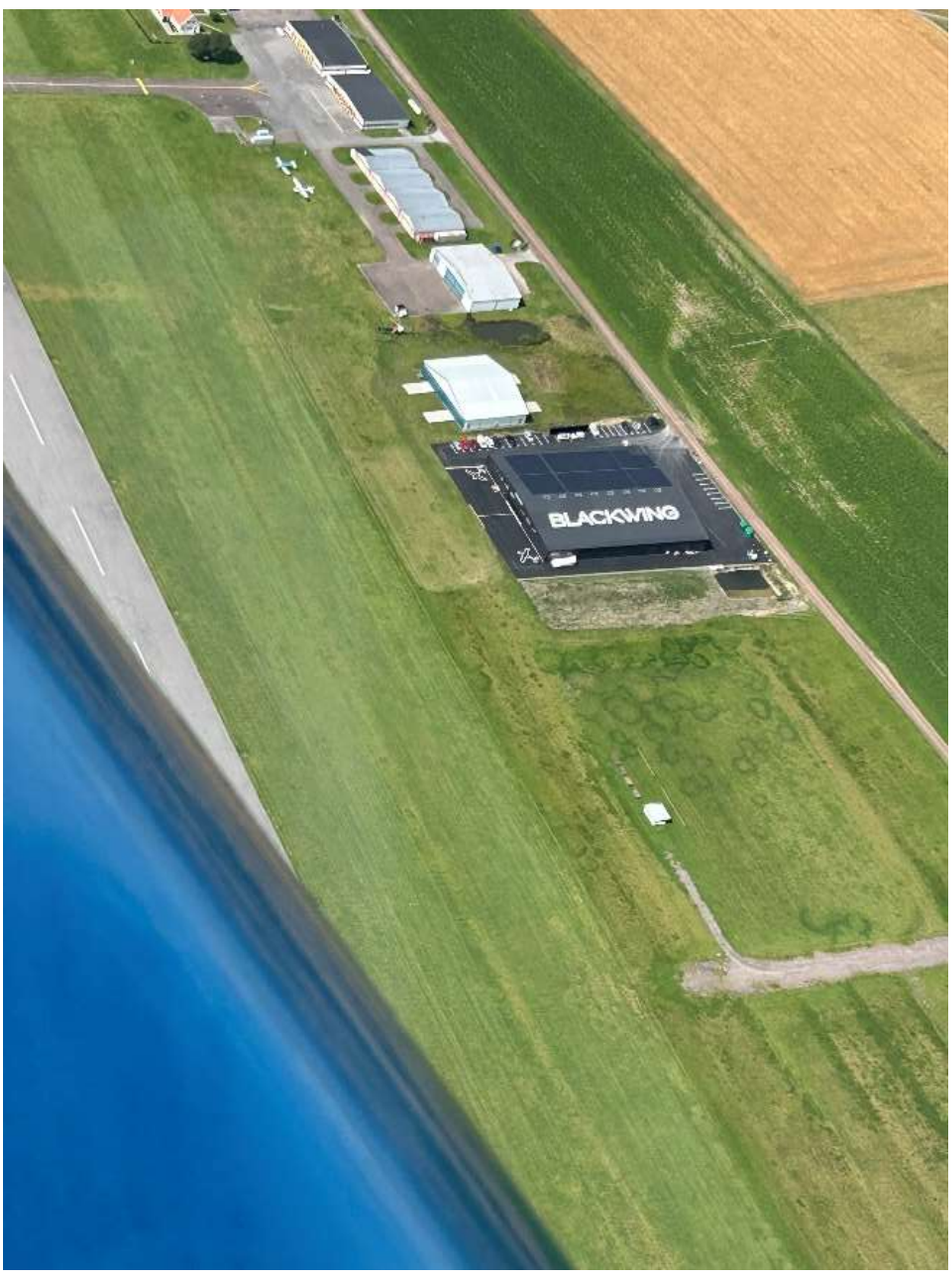
But freedom comes with a new kind of thrill. I've spent decades flying Cessnas and Mooneys, their Lycoming and Continental engines familiar and steady. Climbing into the Blackwing 600RG—a sleek, carbon-fiber speed machine powered by a modern Rotax engine—was like trading in a beloved classic car for a finely tuned sports car. It was quieter, smoother, faster, and fuel-efficient. It didn't just get me there—it made the journey fun.

The Route: A Journey Through Northern Majesty

The map says it all—a loop through some of Europe's most stunning landscapes. Starting from my home base, I crossed Germany and headed into southern Sweden, climbing steadily further north into the heart of Scandinavia. From Sweden's rugged Lapland to the endless lakes of Finland, and down over the Baltic states where I made a landing just one mile from the Russian enclave of Kaliningrad—this trip wasn't just flying; it was discovery.

Here's a look at some of the unforgettable moments along the way:

Stop 1: Landskrona, Sweden—A Blackwing Homecoming



Flying into Landskrona, the airfield felt like a reunion. This is where it all began in 2022 — the birthplace of my Blackwing. The team at the newly opened factory welcomed me warmly, eager to see the plane in its element. Walking through their facility, I marvelled at how far aviation has come. Each curve of the plane, each piece of carbon fibre, and the hum of the Rotax engine was a clear showcase to European innovation.

"Flying the Blackwing back to its roots wasn't just symbolic—it felt like honouring the machine that would carry me into the wild."

Stop 2: Sweden's Lapland—The Edge of the World

After a flawless first leg into Sweden, my confidence soared as I turned the nose northward toward Lapland. My destination? Gargnäs—a remote airfield that sounded more like a legend than a real place. Years ago, a former President of AOPA Sweden, Lars Hjelmberg, had told me about it with a glimmer in his eye: *"You can fish for salmon directly from the runway."*

That sentence had lived rent-free in my mind for years. It was one of those stories that pull at a pilot's imagination—a place where wilderness, aviation, and adventure collide. I had to see it for myself.

A Late Start and a Race Against the Sun

The day had started leisurely in Landskrona, where I visited Blackwing's new factory. Time slipped by in the excitement of seeing where my sleek new aircraft was born and meeting the team behind it. It wasn't until **late in the afternoon** that we finally departed, and by then, I knew we were up against the clock.

With Sweden stretching north like an endless canvas of forests and lakes, I pushed the Blackwing to its limits, cruising at **full speed** toward our next stop. The Rotax engine purred like a well-oiled machine, eating up the distance with an eagerness that matched my own.

The weather had its own plans, though. Clouds gathered and thickened as we flew further north, and visibility became patchy. There's something humbling about racing toward the Arctic wilderness with only shifting layers of grey and gold to guide you. But the Blackwing handled it all effortlessly, skimming beneath the ceiling of clouds with its characteristic agility.

A Sunset Landing in the Wilderness

By the time we reached Gargnäs, the sun had begun its slow descent toward the horizon. Up here, in the land of the midnight sun, it doesn't so much *set* as it lingers—stretching the sky into an endless wash of orange and blue. As I descended onto the gravel strip, the light wrapped the scene in an almost surreal glow.

The runway sat exactly as described—wild and rugged, bordered by forests and a clear river that flowed just meters away. When we shut down the engine, silence took over, broken only by the sound of the wind and the gentle rush of water nearby.

Fishing, Fuel, and Friendship

The locals came out to greet us—a small "village delegation," as it turned out. I was only the second plane to land there this year, and the sense of pride and curiosity in their welcome made me feel like an honorary guest.

Of course, I had come prepared with a fishing dream. I'd imagined myself reeling in a legendary salmon, just as I had been told. But salmon season had passed, leaving the river quiet—at least for me. My friend, on the other hand, landed the catch of the day: a feisty pike that fought just hard enough to make it memorable.

As we stood by the riverbank, laughing at my fruitless fishing attempt, we realized there was another twist to the adventure: **no fuel** at the airfield.

Without missing a beat, the German owners of the nearby B&B jumped into their car, driving 50 kilometers to the nearest town to fetch us enough fuel to get us back in the air. It was a gesture that perfectly captured the spirit of this place—where hospitality and kindness shine brightest in the most remote corners.

"Some flights are about more than the journey—they're about the people you meet and the stories you leave with."

A Memory Etched in Gold

Gargnäs hadn't given me salmon, but it had given me something far better—a story I'd carry forever. The scramble for fuel, the pike by the runway, and the race against the setting sun had turned this remote stop into an adventure of a lifetime.

A Quiet Night in Lapland

With bad weather brewing over the Atlantic and approaching at night —though "night" is a relative term this far north—we decided to stay another night in Gargnäs. The village may have been small, but the warmth of its people was immeasurable.

That evening, as we stood by the river with the sun stubbornly lingering just above the horizon, there was a sense of timelessness. The air was cool and crisp, the only sounds were the faint rustle of the trees and the distant rush of the river. It felt like we had found a place untouched by time, where flying in brought you closer to the earth and its quiet beauty.

Over a simple dinner with our gracious B&B hosts, we shared stories—of flying, fishing, and the journeys that bring people to places like this. Gargnäs, with its runway of dreams and salmon-less river, had a way of making you feel like part of its story.

The Morning Escape to Finland

At dawn, we readied the Blackwing for departure. The weather to the northwest, toward the legendary Nordkapp, had worsened overnight. That iconic destination—where so many of my predecessors from AOPA Luxembourg had flown—would have to wait for another time.

With clouds rolling in from the Atlantic, we chose safety and turned eastward, bound for Finland.

The Blackwing climbed effortlessly over Sweden's vast forests one last time, the Rotax engine humming with a familiar calm. Beneath us, the wilderness slowly gave way to the endless shimmer of the Baltic Sea. Turku was our destination, and Skydemon guided us across the water as the morning light began to break through the lingering clouds.

Landing in Turku

By the time we descended into Turku, Finland, the skies had cleared, and the airfield welcomed us with a reassuring hum of activity. From Gargnäs' quiet gravel strip to Turku's well-organized apron, the contrast was stark but beautiful in its own way.

That morning flight was the perfect close to our Lapland chapter—one filled with adventure, friendship, and the kind of memories you can only make when you push beyond the familiar.

"We may have missed Nordkapp this time, but the skies will always be there, waiting for us to return. And until then, I'll carry Gargnäs and its stories with me, etched into my logbook and my heart."

We taxied off the main apron and, as planned, hitched a ride to the local gas station in the back of a pickup truck. Standing there, filling up jerry cans of unleaded fuel in a land of forests and lakes, I couldn't help but smile. It's moments like these that remind you: flying is about adventure, not convenience.

With the Blackwing refueled and the weather still on our side, we departed Turku and headed south toward our next destination: Kuressaare, a medieval coastal town on the Estonian island of Saaremaa.

KURESSAARE: A NIGHT IN THE BALTICS

Crossing the Baltic Sea was pure magic. The water below glistened in the afternoon sun, interrupted only by scattered islands and faint ship trails that looked like threads on the horizon. The Blackwing purred as it effortlessly covered the distance, and soon the coastline of Saaremaa emerged, inviting us into a different world.

We landed in Kuressaare as the sun began to dip lower in the sky, its light casting long shadows across the quiet runway. It felt like arriving at a hidden gem—far enough off the beaten track to feel special, yet welcoming and familiar.

After tying down the Blackwing, we set off on foot for a well-deserved stroll through Kuressaare. The town was breathtaking, a perfect blend of history and charm. Narrow cobblestone streets wound past centuries-old buildings, cozy cafes, and quiet squares. At the heart of it all stood the Kuressaare Castle, a magnificent medieval fortress surrounded by moats and stone walls.

We wandered for hours, soaking in the coastal beauty and timeless atmosphere. The cool sea breeze, the soft light of evening, and the hum of distant waves made it feel like we had stepped into a storybook. By the time we returned to our hotel, the day's flying—wild Lapland, a quick refuel in Turku, and this picturesque island town—felt like three chapters of a perfect aviation adventure.

Along the Baltic Coast to Nida: A View Like No Other

After a restful night in Kuressaare, we were ready to continue south. That morning, the Blackwing lifted off the runway with a gentle hum, and we followed the coastline, flying low and slow to savor the beauty below.

Our route took us along the shimmering shores of the three Baltic states—Estonia, Latvia, and Lithuania. From the air, the Baltic Sea sparkled under the sun, its endless beaches dotted with fishing villages, coastal towns, and pine forests stretching inland. It was a pilot's dream: clear skies, smooth air, and the kind of coastal scenery that makes you forget about time.

Nida: The Mayfair of the Baltics

Our destination was Nida, a small, picturesque town perched on the Curonian Spit, a narrow strip of land that runs parallel to the Lithuanian coastline. From above, Nida looked like a sliver of paradise, surrounded by the Baltic Sea on one side and the Curonian Lagoon on the other. Just 1 nautical mile from the Russian enclave of Kaliningrad, it sits quietly at the edge of history and geography, a place where nature and culture converge.

Nida has a reputation as the "Mayfair of the Baltics," and it's easy to see why. It's a serene haven where artists, writers, and travelers have long come to escape the noise of the world. The town's charm lies in its simplicity: colorful wooden houses with red-tiled roofs, winding paths through pine forests, and the tranquil waters of the lagoon reflecting the soft northern light

The Dunes of Nida: A Sea of Sand

What truly sets Nida apart are its majestic dunes. Known as the Curonian Dunes, they are some of the largest sand dunes in Europe, rising like golden waves against the clear blue sky. From the

cockpit, the sight was nothing short of spectacular—a rolling desert, seemingly out of place here in northern Europe, surrounded by water on both sides.

After landing, we took the time to explore these dunes up close. Walking barefoot on the fine, golden sand, with the wind shaping the landscape around us, was an unforgettable experience. It felt like standing at the edge of the world—vast, quiet, and humbling.

The dunes hold a poetic quality; they shift and change with time, much like the stories of the travelers who visit them. Standing there, just a stone's throw from the Russian border, it was impossible not to feel the weight of history and the beauty of the present moment all at once.

The Magic of the Baltic States

Flying along the Baltic coast to Nida was a highlight of this journey. The mix of natural beauty, rich history, and the peaceful charm of Nida made it a stop that exceeded all expectations. It was a reminder of how flying opens up places you might otherwise miss—places where time slows down and the world feels just a little more magical.

"Nida is more than a destination. It's a place where the dunes whisper stories of the sea, the sky, and the travellers who find their way here."

Flying Smart: Avoiding the Eastern Sea and the Russian Enclave

Leaving Nida and its stunning dunes behind, we were faced with a decision: fly straight across the Eastern Sea to Poland or hug the coastline, skirting the border of the Russian enclave of Kaliningrad.

For me, the choice was obvious. As much as I trust the Blackwing and its reliable Rotax engine, if a motor issue ever did occur, I'd much prefer an emergency landing on solid ground rather than drifting into international headlines as the "Luxembourg version of Mathias Rust." For those who don't know, Rust was the German pilot who infamously landed his Cessna in Red Square back in 1987, creating a geopolitical incident no one could have scripted.

So, we opted for the smarter route: hugging the border of Kaliningrad and flying southward, bound for Kraków—one of Poland's most vibrant cities and a place filled with history, energy, and culture.

The Flight South: Skirting Kaliningrad

The flight south was stunning and uneventful—exactly how a pilot likes it. Keeping Kaliningrad just to our right, I couldn't help but glance at the invisible border in the sky, my mind replaying Rust's bold escapade. The modern-day Blackwing, however, had no intention of causing international trouble; we simply enjoyed the journey, the coastline fading behind us as we crossed into Polish airspace.

The beauty of flying along the border was the diversity of scenery. Open fields and forests alternated below as the Baltic Sea receded into the distance. The flight was smooth, the weather finally stable, and the Rotax engine hummed reassuringly, a reminder of why I'd fallen in love with this aircraft.

Kraków: A City of Life and Legacy

Our destination, Kraków, welcomed us with clear skies and bustling activity. Landing at a southern Polish airfield after a day of carefully planned flying, it felt like arriving in a place bursting with life and history.

Kraków is one of those cities that blends the old and new effortlessly. It's a city that survived the ravages of history and emerged with its soul intact. Strolling through its streets, we soaked in the energy—cafes buzzing with life, beautiful architecture, and the stories of the past that echo through every square and building.

Of course, Kraków is famously tied to Pope John Paul II, who was born nearby in Wadowice. Visiting this city is like stepping into a living tribute to its most celebrated son. We wandered through the Old Town, stopping to admire St. Mary's Basilica, the grand Market Square, and the imposing Wawel Castle, perched high above the Vistula River. After days of flying over remote landscapes, rugged wilderness, and coastal towns, Kraków offered a completely different rhythm—one of art, culture, and a vibrant pulse of modern life. Time for a haircut and a visit of the religious gems of Krakau

From the Edge of the Baltic to the Heart of Poland

This leg of the journey was a proof to aviation's magic: one moment, you're standing on golden dunes in Nida, with the Russian border looming nearby; the next, you're strolling through the lively streets of Kraków.

Flying around Kaliningrad wasn't just a practical choice - it was a reminder of the decisions we pilots make to ensure safe adventures.

"In aviation, you don't gamble with borders or seas. You plan, adapt, and enjoy the journey—with every new landing adding another chapter to your logbook of memories."

A Lunch in Coburg and the Final Legs of the Journey

After two unforgettable nights in Kraków, it was time to move on. The Blackwing was ready, the skies were clear, and my next destination promised both friendship and a touch of history. I picked up the phone and called my Luxembourg friend Claude Kisch and his lovely spouse Rachel, and we quickly made plans: we'd meet for lunch in Coburg, Northern Bavaria—a picturesque town crowned by a magnificent historic castle.

Claude and Rachel, true aviation enthusiasts, took to the skies as well, flying their planes all the way from Luxembourg to meet us in Coburg.

Claude Kisch: A Friend Who Makes a Difference

Claude is more than just a friend; he's one of those rare people you don't encounter often in life—always helpful, always thoughtful, and someone who truly cares. It was Claude who inspired me to buy the Blackwing in the first place, and since then, he's been there at every step, ensuring I got the best out of my new machine.

We landed smoothly at Coburg's quaint airfield, where Claude and Rachel were already waiting with their warm smiles and friendly energy. After tying down the Blackwing, we set off for a well-deserved lunch next to the **stunning Coburg Castle**—a place steeped in history, towering over the town like a scene straight out of a storybook.

The Home Stretch: Flying Back to Base

With full bellies and hearts, it was time to say goodbye. By now, the sense of adventure had been replaced with something familiar: the desire to simply fly home.

The Blackwing lifted off from Coburg effortlessly, its engine humming as we climbed into the afternoon sky. There's something soothing about those final legs of a long journey. The thrill of discovery settles into a quiet satisfaction, and the familiarity of home begins to call.

That same day, we flew back to our home base in Sedan and Sterpenich. Touching down, I felt a mix of relief and gratitude—not just for the successful flight but for the people and places that had made this journey so special.

The Next Day: Southward to Fayence

Of course, flying never truly ends. The very next day, I was back in the cockpit alone, continuing my journey south to **Fayence** in Southern France. The flight was smooth and uneventful—exactly how I like it after an adventure of this scale.

Reflections on a Journey Well Flown

This adventure wasn't just about flying—it was about the people I met, the stories I collected, and the beauty I saw from the skies. Whether it was the village delegation in Gargnäs, the quiet dunes of Nida, or a heartfelt lunch with Claude and Rachel in Coburg, every leg of this journey reminded me of what makes aviation so special.

I would be remiss if I didn't mention my travel companion, **Stéphane Ambroise of Sedan**, who joined me on this incredible trip to the Nordics. Stéphane was the perfect friend—calm, dependable, and always ready to share a laugh or lend a hand. Long journeys like these require trust and good company, and Stéphane brought both in spades. It was a joy to have him alongside me as we explored the skies together.

In total, I **flew 3,300 nautical miles**—a journey that took me across rugged wilderness, historic towns, and shimmering seas. It was proof that the skies hold endless possibilities for those willing to explore them.

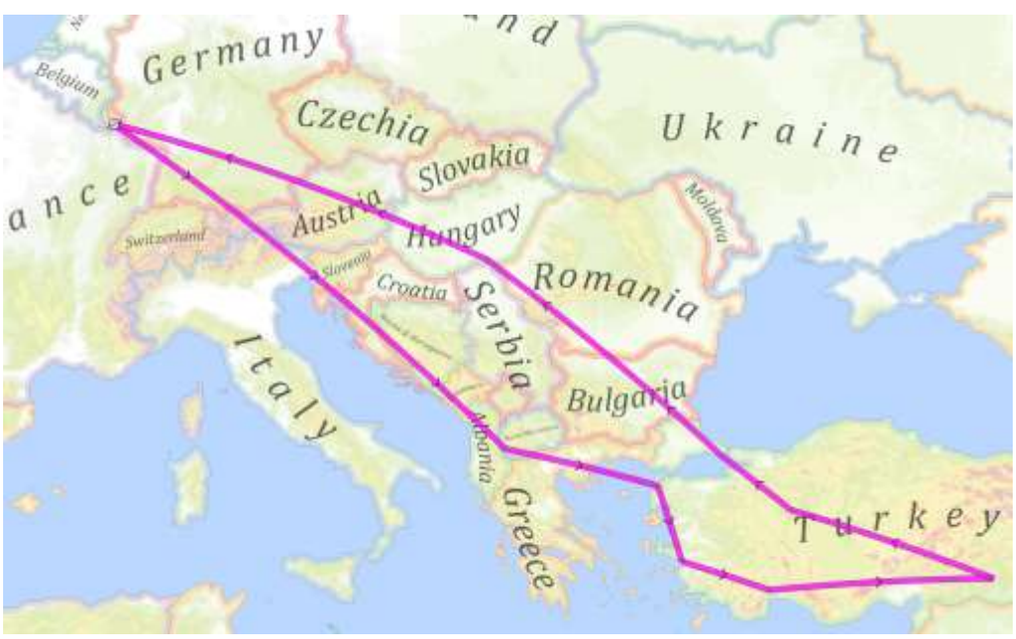
As I closed the canopy of the Blackwing in Fayence, I smiled, knowing that these skies—and the stories they hold—will always be there for those of us who dream to fly.

"Some journeys are about destinations. This one was about everything in between."

A group flight to Türkiye

By Zafer Ertem (Fly2Troy), edited version
Images by Petz Bettendorf

Will the airports give us permission to take off? Will we get fuel? Everything is coordinated, nothing is certain. It is an 18-day adventure trip in mid-May 2024 that will take us over 4,000 nautical miles through Türkiye. I cannot draw on the experiences of other groups because, to the best of my knowledge, there has never been a trip quite like this before ours. Despite all of this these , we achieved almost all of the goals we had set ourselves.



Fly2Troy set itself the goal of not only flying to Troy, but also regularly exploring Türkiye and making it accessible to other pilots. 18 aircraft (WT9, C42B, Cessna 172, 182, PC12, Extra500, Risen, RV, Mooney, Beechcraft) with qualified pilots from Germany, Austria, Italy, and the Netherlands came on this trip. AOPA Luxembourg board member Petz Bettendorf joined with his Risen Ultralight.

OHRID NORTH MACEDONIA

From their respective home airfields, most of the participants travelled via Skopje (North Macedonia) or Losinj (Croatia) to our first destination, Ohrid in North Macedonia. Here the first joint briefing took

place, including customs formalities and weather analysis for entering Turkish airspace, and we were finally able to get to know one another in person. A colourful mix of friendly and very humorous international Fly2Troy pilots had come together and the pilot spirit was literally in the air.

The next day, the weather between North Macedonia and the Turkish airspace border was not particularly inviting. We took off for our first Turkish destination, Çanakkale/Troy (LTBH), with an interval of five to ten minutes. It was an impressive sight when the clouds slowly cleared about 50 nautical miles from Çanakkale and suddenly the planes appeared at different altitudes almost at the same time. It looked as if they had all emerged from their hiding places amid the clouds.

ÇANAKKALE - TROY

Then the exciting situation began for the tower in LTBH, as everyone reported for landing one after the other. One with an English and Italian accent, another with a strong Swabian accent and our East Frisian added to the mix. The air traffic controller was obviously overwhelmed by the task of coordinating and understanding so many planes at the same time. Only one airline lands in LTBH per day, so practical experience on the ground is thin. Finally, with excellent visibility, we landed safely.

In Çanakkale and at the five international airports that followed, we didn't have to pay any fees for approach, landing or three days of parking. However, most airports, including Çanakkale, don’t have Avgas, so I had organized a tanker truck with airport registration from Tokat, 1,200 km away, to ensure that we would all have enough fuel for the onward journey. It is important to note that regardless of the type of fuel, you can't fill up unless you are registered and authorized at the respective petrol station's headquarters.

After refuelling, we went through customs. The authorities were a bit overwhelmed with the forms because they lacked practical experience and didn't even have the relevant documents. Luckily, we came prepared as we had already filled out a lot of things in Ohrid. After we completed all the formalities, I made a copy of the various so that it would be a bit easier for the next set of foreign pilots arriving after us than it was for us. The next day we visited the ancient city of Troy and the award-winning Troy Museum. There, the story of the Iliad and the beautiful Helen is brought to life in an impressive way.

Since the flight plans via SkyDemon and Foreflight are not accepted by the system in Türkiye, I agreed to fill out and submit all of the flight plans for all 18 aircraft. At the end of the trip, I had filled out a total of 162 flight plans within 18 days. In close cooperation with the briefing office, I determined the next flight route. By the way, it's a different briefing office every time, but it generally worked out well. According to AIP, the routes for foreign-registered aircraft must always run over airways, but the flight altitudes are given as VFR. As a side note, in Türkiye, an aircraft, regardless of where it is registered and what class it is, is not allowed to do a circuit without a flight plan. How crazy is that!

SELÇUK - EPHESUS

Our next destination was Ephesus and we were only 150 NM from this ancient city. Our route took us along the outskirts of Izmir, the birthplace of my parents. I asked for a flyover of the city and approach agreed. Shortly afterwards, the world-famous 5,000-year-old city of Ephesus with its huge amphitheatre and famous library appeared, and in the immediate vicinity was Selçuk airport.

The next morning we continued on to our destination, Antalya! The flight was fantastic, but be careful, the border between Türkiye and Greece is extremely narrow and there are many NOTAMs and restricted areas for military exercises. The Turkish air traffic controllers paid close attention to the departure times entered in the flight plan, so that some pilots had to wait quite a long time at the holding point in the scorching heat without initially knowing the reason.

ANTALYA - KARAIN - KEMER

It was getting exciting, we were approaching Antalya, one of the most frequently flown airports after Istanbul with over 1,050 take-offs and landings per day. A very busy airspace indeed. Antalya Approach therefore only allows two VFR take-offs per day, and only for the local flight school. We then arrived, 18 foreign aircraft, all of which appeared at the KEMER reporting point one per minute - luckily for us, I had received special permission in advance. Due to the Taurus Mountains, we had to maintain precise altitude and course in order not to risk any deviations from the flight plan. Northwest of Antalya we landed at Karain (LTXE) airfield. There, a barbecue was held especially for us and we ended the day with live music. An amazing reception!

The next day, an airfield festival was held in our honour. Ten of our pilots spontaneously decided to offer free circuits to interested visitors. In the end, over 120 young people were taken into the air.

The following day we took the bus to Kemer. From there a motor sailing boat took us to the most beautiful bays. Among other things we visited Phaselis Bay, where Cleopatra and Alexander the Great are said to have been. We were able to relax with delicious food, swimming and sunbathing. We were so deeply relaxed that when we returned to the harbor we discovered that Vilmar was missing. He had sunbathed on one of the peninsulas and had fallen asleep there. The captain jumped on his motorcycle and brought him back. From that moment on, the name Vilmar became synonymous with a missing person. Every time we counted, I jokingly asked if Vilmar was there, and in fact we temporarily lost Vilmar a few times on our trip, but managed to find him later again.

ŞANLIURFA - GÖBEKLI TEPE – MOUNT NEMRUT

The next morning we set off straight after breakfast towards Sanliurfa (LTCS), which is located far in the east of the country, near the border with Syria. In the briefing I emphasized several times that the GPS signal would fail from Adana onwards. In such a case, you should take the RogersData map and use dead reckoning or, if technically possible, fly to the numerous VORs or regularly ask for the course over the radio.

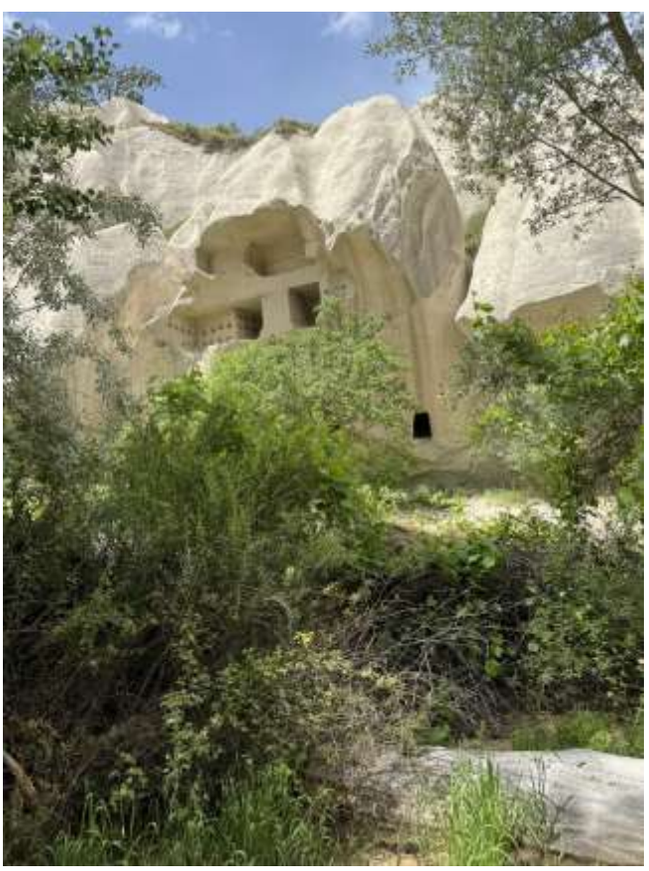
Shortly before sunset, I enjoyed a fantastic view from my cockpit: to the right, the full moon over Syria, to the left just a few rays of sunlight from the reddish horizon. Since we still had no GPS signal, I searched in vain for Sanliurfa airport using the map and by looking outside. I thought to myself: "Don't fly into Syrian airspace now." Time was running out, but suddenly the huge runway with the inviting PAPI lights appeared, which was a magnificent approach for me.

The next day we visited Göbekli Tepe, a mystical place that fascinates and surprises historians and scientists alike, because these people were at least 10,000 years more advanced than previously thought. Temples and settlements were built there and agriculture was practiced long before the Egyptians. The ongoing excavations promise further exciting discoveries.

Then there was an exciting flight to Mount Nemrut, where the king believed himself to be a god and had gigantic figures of his self-image built by hundreds of thousands of slaves. During the morning briefing I informed the group that everyone was allowed to fly around the mountain twice to enjoy the impressive view. Everything went smoothly and the tourists on the mountain were amazed as the planes circled the mountain every minute. An AVGAS truck was already waiting for us at the airport. After refuelling we drove straight to Mount Nemrut to explore it from the ground as well.

SIVRIHISAR AIRPARK - CAPPADOCIA

The next day our destination was Sivrihisar-S.H.M.-Airpark. The airfield has a "flying museum" with high-quality aircraft on site. The DC3 "Turkish Delight" was brought out of the museum especially for us and presented in several low-level flights. A truly impressive experience.



Over the next three days we explored Cappadocia with numerous excursions and activities: we visited the underground city of "Kaymakli" and saw Göreme, where the first churches were built. The next day we started at 04:30 in the morning to

Our highlight: a hot air balloon ride. It was a indescribable feeling to ride in such a huge balloon, but even more impressive was the silence of the sunrise. On this I didn't fly with them, but took photos and videos from the ground. The hot air balloons hovered so close to the so-called fairy chimneys so that you could practically touch them.

INSTANBUL AND BACK HOME

From the S.H.M. Airpark we went to Atatürk Airport (LTBA). It is located right in the city center of Istanbul and served as an international airport for countless airlines for many decades. The old town of Istanbul welcomed us with the Hagia Sophia, the Blue Mosque, the Topkapi Palace, the Yerebatan Cistern, the Grand Bazaar, the Süleymaniye Mosque and much more. In the evening and the next day, a boat trip on the Bosporus rounded off our trip.

For the journey home, the weather in Central Europe predicted heavy rain, which prompted some participants to plan an overnight stay in Romania and Italy. Everyone decided for themselves where best to re-enter the Schengen area.

An impressive trip came to an end. It was a demanding time for the tour guides. For the participants, who in some cases didn't even notice the amount of organization and replanning, it was a fascinating trip with a lot of culture and well-being in Türkiye.

Looking forward to meeting more adventurous pilots and touring through Türkiye together!

TÜRKIYE PILOT INFORMATION

FUEL

AVGAS: 3.60 euros/liter

JETA1: 1.32 euros/liter

MOGAS: 1.28 euros/liter

The supply of AVGAS in Türkiye is patchy due to the low level of private air traffic. Mogas is practically non-existent. JetA1, on the other hand, is readily available everywhere.

Important: You only get fuel, even if it is available, if you are registered with the supplier and have pre-ordered it. Payment by credit card is possible.

FLIGHT PLAN

A flight plan must be submitted for every flight, including for circuits. Automatic flight plan submission with the well-known apps such as Skydemon, Foreflight or Rocketroute does not work within Türkiye. It is necessary to register in the national system and then submit the flight plans via this system. But be careful: There are special rules for aircraft with foreign registration plates that must be strictly adhered to. If the information provided is incorrect, the flight plan will be rejected. In addition, the route must be approved in advance by telephone with the AIS.

AIRPORT PERMITS

Airports cannot simply be flown to. Two levels of authority are responsible for the approval. The last step is a written application directly to the airport management. There is no pre-made form. The written form must therefore be in accordance with the authorities and in Turkish. Despite all the approvals and clearances, you must also confirm by phone and email before every departure, otherwise you run the risk of being turned away shortly before landing.

REGISTRATION

Every aircraft must be registered at least eight to twelve weeks in advance. The sooner the better. Registration is actually no longer legally necessary, but it is still expected.

COSTS

There are various fees for registration, customs and administration. The costs are between 95 and 150 euros. In addition, a handling company must be commissioned, which charges per aircraft based on the amount of work involved (approx. 230 euros for six airports).

Without special approval from the ministry and the authorities, the cost of landing is around 2,500 euros. Depending on the size of the parking space, it could be up to 500 euros per day.

The prices are based on the fact that the list only starts at an MTOW of 20t. Fly2Troy has negotiated special conditions for this and with the appropriate permit these costs can be reduced to 50-120 euros, including three days of parking.

RED TAPE

VFR flying is still in its infancy, to put it quite clearly: VFR pilots and especially aircraft registered abroad have a particularly difficult time in Türkiye. The processes are complex and sometimes not immediately understandable. I currently advise against traveling to Türkiye by plane alone.

I had a lot of fun having volunteered to organize this trip. With the experience I now have gained, I will be offering three guided flights to Türkiye next year. I help with registering the aircraft, planning the route, obtaining permits and negotiating special conditions, as well as providing personal support on site.

FURTHER INFORMATION:

https://www.fly2troy.com

Instagram:

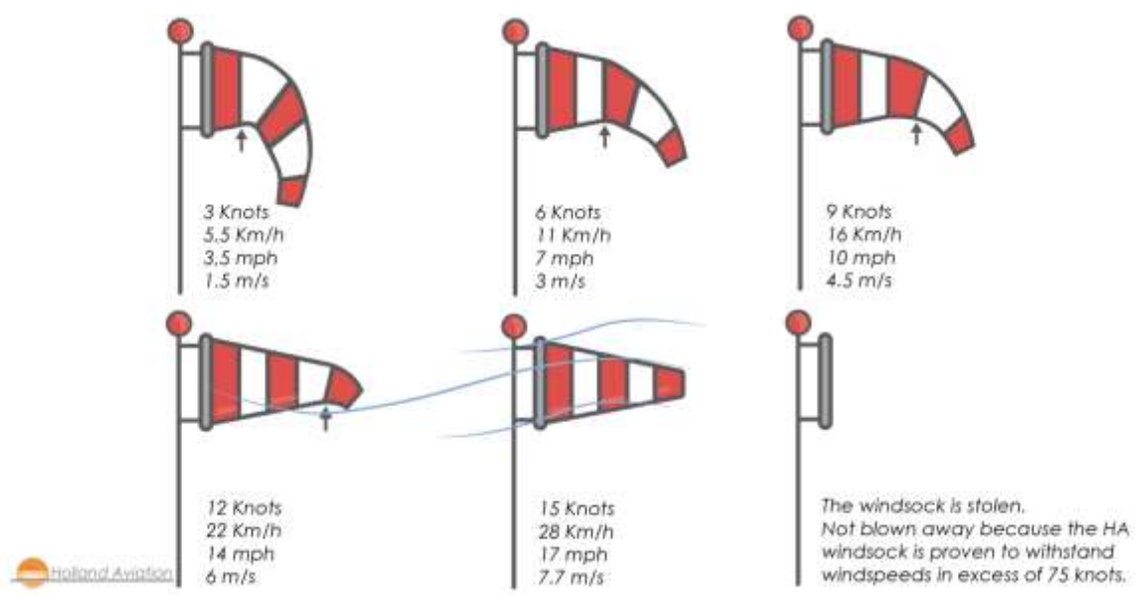
https://www.instagram.com/fly2troy

AOPA Luxembourg is well connected with AOPA Türkiye. The English-language website contains valuable information for flights to Türkiye:

https://aopa.org.tr/de/pilot-info

Windsocks

The Airport's Most Honest Gossipers



If there's one thing you can always count on at an airfield, it's the windsock. Quiet, colorful, and flapping away like it's spreading secrets, the windsock is the most reliable tattletale around. It doesn't lie, it doesn't sugarcoat, and it doesn't care about fancy avionics—it just tells you where the wind is blowing and how hard it's trying to ruin your perfect landing.

Whether you're a seasoned pilot or still perfecting your crosswind technique, it pays to listen to the windsock. Trust me—this cheerful little sock has a lot to say, and ignoring it is like ignoring advice: risky at best, disastrous at worst.

What Is This Sock Saying?

A windsock looks deceptively simple: a colorful tube on a pole, spinning around like a dancer trying to get your attention. But its messages are clear and crucial:

12. **Direction:** "Hey, buddy! I'm pointing *where the wind is going,* so you should probably land in the opposite direction. Unless you enjoy long rollouts and white knuckles."

13. **Speed:** "The more I stand to attention, the harder the wind blows. If I'm straight out like I've had a double espresso, brace yourself—it's breezy."

Windsocks are often painted with alternating stripes of red and white (or orange), not just for fashion but to make them visible from far away. Like a loud shirt on a golf course, they're hard to miss.

How to Read a Windsock Without Looking Confused

Here's the quick-and-dirty guide to interpreting your flappy friend:

- **Limp Sock:** Less than 3 knots (5.5 km/h). It's basically taking a nap.
- **Partially Awake:** At 3 to 6 knots (~11 km/h), the sock starts lifting but looks like it could still use a coffee.
- **Getting Serious:** At 9 knots (16 km/h), it's almost standing at attention. Pay attention too—crosswind landings may come into play.
- **Fully Inflated Drama:** 15 knots (28 km/h) or more. The sock is fully extended and practically shouting, "I dare you to land here!"

Pro tip: If the windsock starts whipping back and forth like it's dancing to heavy metal, you've got gusts or turbulence. Be ready to work those rudder pedals like a pro.

Why We Love (and Fear) the Windsock

Despite all the fancy gadgets on your panel, the humble windsock is pure magic. It's free, it doesn't need Wi-Fi, and it never glitches. More importantly, it's honest. If it's flapping wildly, it's not trying to ruin your day—it's just telling you to get ready for some stick-and-rudder work.

- **Runway Selection:** If the sock says you're about to land with a tailwind, listen. Fighting physics is like arguing with your partner—you'll lose.
- **Crosswind Clues:** A sock pointing sideways is warning you of crosswind mischief. It's your cue to practice that perfect crab or sideslip landing.
- **On the Ground:** Even during taxi, the windsock tells you which way to park or turn to avoid turning your passengers into unwilling tumbleweeds.

WINDSOCKS: THE UNSUNG HEROES OF AVIATION

Windsocks aren't just airport gossipers—they're the Swiss Army knives of wind information. You'll find them on oil rigs, helicopter pads, chemical plants, and even racetracks. Wherever wind matters, a windsock is there, quietly doing its job. No complaints, no paychecks, just pure dedication.

The windsock might not be glamorous, but it's the trusty friend every pilot needs. It's simple, effective, and never wrong—unlike that friend who swears they know the best landing technique but hasn't flown in years.

So, next time you're on approach, give the windsock the respect it deserves. If it could talk, it would say, *"I've got your back, but you've gotta meet me halfway."* Because when it comes to landing safely, listening to the windsock might just be the best decision you'll make all day, especially on unattended airfields.

AVGAS and TEL Update

STC for Swift Unleaded AVGAS

First the good news: The European Aviation Safety Agency (EASA) has issued the first Supplemental Type Certificate (STC) for Swift 100R unleaded aviation fuel in Europe. This makes Swift 100R the first 100-octane unleaded aviation fuel approved on the European market, a significant milestone for general aviation.

EASA issued the STC for both the Lycoming IO-360-L2A engine and the airframes of the Cessna 172 R and S models, enabling the new fuel to be used in one of the world's most widely used aircraft series. This approval builds on the certificates already approved by the US FAA in September 2024 and is the first of its kind in Europe. Swift 100R is the first unleaded fuel available to aircraft owners that offers the same motor octane number (MON 100) as Avgas 100LL, but without the lead additives that are harmful to the environment and health. The new fuel can be used without technical modifications to the aircraft and can be mixed with already approved fuel types.

wift Fuel GmbH, based in Saarbrücken, is driving the market launch of the fuel in Europe. Dr. Thomas Albuzat, head of the company, is working intensively with EASA to validate further STCs for additional aircraft types.

Bollinger Aviation, based at Egelsbach Airport, acts as the sales partner for Swift 100R in Europe. "With the approval by EASA, we have reached a crucial milestone. Swift 100R is the first unleaded 100-octane aviation fuel to be approved in Europe. We are pleased to now be able to offer our environmentally friendly fuel in Europe as well," says Dr. Albuzat.

For questions about the product and the process: Swift Fuel GmbH, Betzenstrasse 9, 66111 Saarbrücken

For questions about the sale and purchase of the fuel and responsible in accordance with the press law: Bollinger Aviation, Freiligrathstrasse 10, 61440 Oberursel

Extension of TEL Approval for AVGAS in the EU

In Summer 2024 DAeC (Deutscher Aeroclub) gave a comprehensive view on the difficult situation for the extension of EU approvals of TEL (Tetraethyllead) additive to AVGAS 100LL:

The European Chemicals Agency (ECHA) based in Helsinki has receivede applications from the three companies, Trafigura Ventures V.B.V., Estonia, Warter Fuels Spółka Akcyjna, Poland and Shell Nederland Raffinaderij B.V., Holland, to continue production of the additive tetraethyl lead (TEL) in AVGAS 100LL. After this date, a political decision by the European Commission will be the result. The decisions should have been made in June already.

Studies conclude that in Europe alone there are around 16,000 aircraft that still need to be fuelled with Avgas 100LL. According to this, around 7,700 Lycoming engines, 4,100 Continental engines and 4,000 engines of unknown origin are affected. The days of leaded Avgas 100LL are numbered, and this should be clear to even the last motor pilot by now. On the one hand, our environment is sounding the alarm, and on the other hand, the only company left in the world that produces the lead-containing additive TEL is the British company Innospec.

The companies want to be allowed to continue producing leaded Avgas 100LL in Europe until the availability of lead-free Avgas alternatives is guaranteed. Only when the ECHA or the European Commission approves their applications can an orderly transition to lead-free Avgas alternatives be assumed.

Tetraethyl lead additive: enquiry at the ECHA

For this reason, DAeC Technical and Environmental Officer Karsten Schröder has contacted the ECHA directly to at least obtain

an interim status of the application processing. AOPA and Europe Air Sports are also working intensively on this topic. Here is the ECHA response from August 15th,

Under the link Adopted opinions and previous consultations on applications for authorisation Page 12 - ECHA (europa.eu) you can find the current status of all applications for authorisation submitted to ECHA that have been subject to consultation. The reference numbers

0353-01, 0361-01, 0362-01

take you to the individual applications from Shell Nederland Raffinaderij B.V. Holland, Trafigura Ventures V.B.V., Estonia, Warter Fuels Spółka Akcyjna, Poland for the substance tetraethyl lead (TEL). **ECHA has adopted a positive opinion now on all three applications.**

If you click on the "Details" button, you can find out more information about the uses requested, the non-confidential documents of the application and the decision of the European Commission, if available. The authorisation applications from Trafigura Ventures V.B.V., Estonia, Warter Fuels Spółka Akcyjna, Poland and Shell Nederland Raffinaderij B.V., Holland, are currently in the opinion-forming phase. Further information about the process can be found in the infographic on the authorisation process on the ECHA website under the link: Authorisation process - ECHA (europa.eu)

THE EUROPEAN COMMISSION IS RESPONSIBLE FOR DECIDING ON AUTHORISATION APPLICATIONS

The European Commission is responsible for deciding on authorisation applications and bases its decisions on the opinions of the ECHA's Risk Assessment Committee (RAC) and Socio-Economic Analysis Committee (SEAC). The European Commission is preparing a draft decision, which will be discussed and voted on in the REACH Committee (Regulation concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals). Current information can be found in the European Commission's Comitology Register under the link: Comitology Register (europa.eu)

In plain language, this means that the European Commission was unable to meet the announced deadline. This meant that no decision could be made on the future of tetraethyl lead (TEL). However (*in the unlikely case*), if the companies' applications are not accepted, Avgas 100LL will no longer be allowed to be produced in Europe from May 2025. Importing Avgas 100LL from the USA would still be possible. So we can continue to look ahead to when the European Commission decides, but even more to how it decides. The May 2025 deadline is inexorably approaching.

So in summary, Aviation engines present many unique challenges to the development of Avgas and as such there is yet no firm date to replace Avgas 100LL, but there can be little doubt that eventually Leaded Avgas will be withdrawn from use. However this does not seem likely until suitable fully developed alternatives are available; a situation that is likely to be several years into the future.

Starlink Connectivity in Small Aircraft Cockpits

A New Frontier for 2025

By Peter Sodermans

In a rapidly evolving aviation landscape, the integration of Starlink—SpaceX's low Earth orbit satellite internet system—into high-end small planes is emerging as one of the most groundbreaking trends for 2025. Offering seamless high-speed connectivity even at altitude, Starlink is revolutionizing cockpit communications and enhancing the flying experience for pilots and passengers alike.

Why Starlink?

Traditional small aircraft, particularly within general aviation, have struggled with reliable internet access at cruising altitudes. Many solutions involve expensive equipment, cumbersome installations, or significant limitations in coverage and speed. Starlink, on the other hand, offers:

- **Low Latency**: Consistent speeds with latency as low as 38ms.
- **High Bandwidth**: Download speeds exceeding **50 Mbps**, as demonstrated by recent user tests at **FL150 (15,000 feet)** and speeds of up to 200 knots.
- **Near Global Coverage**: Operating through a growing constellation of low-orbit satellites, Starlink ensures connectivity even in remote regions where cellular and traditional satellite networks fail.

Starlink in Action: Real-World Examples

Recent posts in aviation communities showcase pilots successfully integrating Starlink into **modern light aircraft** such as Blackwing models. One user demonstrated:

1. A **custom, robust mounting fixture** for the Starlink dish, securely clamped in the cockpit.
2. Full video call capability via **WhatsApp** without any interruptions, even at 200 knots—an unprecedented feature
3. Download speeds exceeding **60 Mbps**, with zero signal drops.

Accompanying images reveal a compact, well-engineered setup. The Starlink dish is streamlined for mounting inside the canopy, ensuring minimal drag and interference with flight operations.

Why This Trend Matters for General Aviation

Starlink's cockpit integration addresses key pain points for private pilots and aviation enthusiasts:

- **Real-Time Communication**: Pilots can stay connected via messaging or video calls, enabling better coordination for flight operations and emergencies.
- **Weather and Navigation Updates**: Access to live radar, METAR updates, and NOTAMs ensures safer and more efficient flying.
- **Enhanced Passenger Experience**: For private owners, passenger connectivity adds comfort during flights, especially on long trips.
- **Improved Flight Training**: Training aircraft equipped with Starlink can facilitate remote instruction and live performance monitoring.

Innovative Mounting Solutions

As seen in pilot communities, customized Starlink fixtures are being developed to optimize mounting in the confined spaces of small plane cockpits. Innovations such as **machined aluminum brackets** and 3D-printed nylon-carbon fiber mounts are gaining traction. These solutions emphasize durability, ease of installation, and minimal impact on flight performance.

Per-Fredrik Lanz, an aviation enthusiast, commented:
"The mount looks like it was modeled—sharing 3D CAD files for nylon-CF printing could make it accessible to more pilots."

Such collaborative innovations are further driving adoption in the general aviation sector.

What to Expect in 2025

As Starlink becomes more compact and accessible, expect a surge of installations in aircraft ranging from ultralights to high-performance small planes

Aviation forums and pilot groups are already buzzing with excitement as Starlink integration shifts from a novel idea to a standard feature for tech-savvy flyers.

Like Elon Musk or not, into 2025, this trend symbolizes a significant leap in **connectivity, safety, and user experience**—making it a defining development in modern aviation.

Garmin's New GHA 15 Height Advisor

Why Small Plane Owners Should Consider It

By Peter Sodemans

As a small plane owner, safety and precision are always top priorities. Whether you're flying into a busy airport, landing at a remote grass strip, or navigating through challenging terrain, having reliable altitude data can make all the difference. That's where Garmin's latest gadget, the **GHA 15 Height Advisor**, comes in. Compact, affordable, and built specifically with general aviation pilots in mind, it's a game-changer for anyone flying Experimentals and Light Sport Aircraft.

What is the GHA 15?

The GHA 15 is Garmin's newest Height Advisor, designed to give pilots accurate height-above-ground data in real-time. Unlike traditional barometric altimeters, which rely on atmospheric pressure and can sometimes give unreliable readings, the GHA 15 uses radar technology to measure the exact distance between your plane and the ground—regardless of weather or terrain.

For someone like me, who owns a single-engine UL aircraft and often flies into smaller airstrips Lr unfamiliar areas, this kind of precision is invaluable.

What Makes the GHA 15 Perfect for Small Planes?

1. **Accurate Altitude Readings**
   - The GHA 15 gives precise altitude measurements up to 500 feet above the ground, which is critical during takeoffs, landings, and low-level flights. Whether you're navigating a short grass runway or a challenging

approach, the added accuracy gives you peace of mind.

2. **Lightweight and Easy to Install**
   - At just 0.11 kg, the GHA 15 won't add noticeable weight to your plane. Its compact size also makes it simple to install, even in smaller cockpits where space is limited.
3. **Works Seamlessly with Garmin Avionics**
   - If you already have a Garmin G3X Touch display (like I do), the GHA 15 integrates perfectly, displaying radar altitude data right on your flight screen. It's intuitive, easy to read, and reduces cockpit clutter by keeping everything in one place.
4. **Affordable Safety**
   - Somewhere around 2 000€, the GHA 15 delivers high-tech Height Advisor functionality at a price that fits the budget of most small plane owners. For this amount , you'll get for a major boost in safety and situational awareness feels like a no-brainer. [CM: I don't understand this sentence and suggest to remove it]

How I think this can help me as a Plane Owner

Flying a small plane, I've encountered plenty of situations where precise altitude data would've made a big difference. For example:

- **Landing at Remote Airfields**: The GHA 15's radar data is unaffected by changes in barometric pressure or uneven terrain, so I know exactly how high I am above the ground—essential for tricky approaches.
- **Night Flights**: Accurate Height Advisor readings make low-level maneuvers and landings far less stressful when visual references are limited.
- **Rough Weather**: Even in shifting conditions, the GHA 15 provides consistent altitude data, which gives me one less thing to worry about when focusing on navigation and safety.

Is It Worth It? Absolutely.

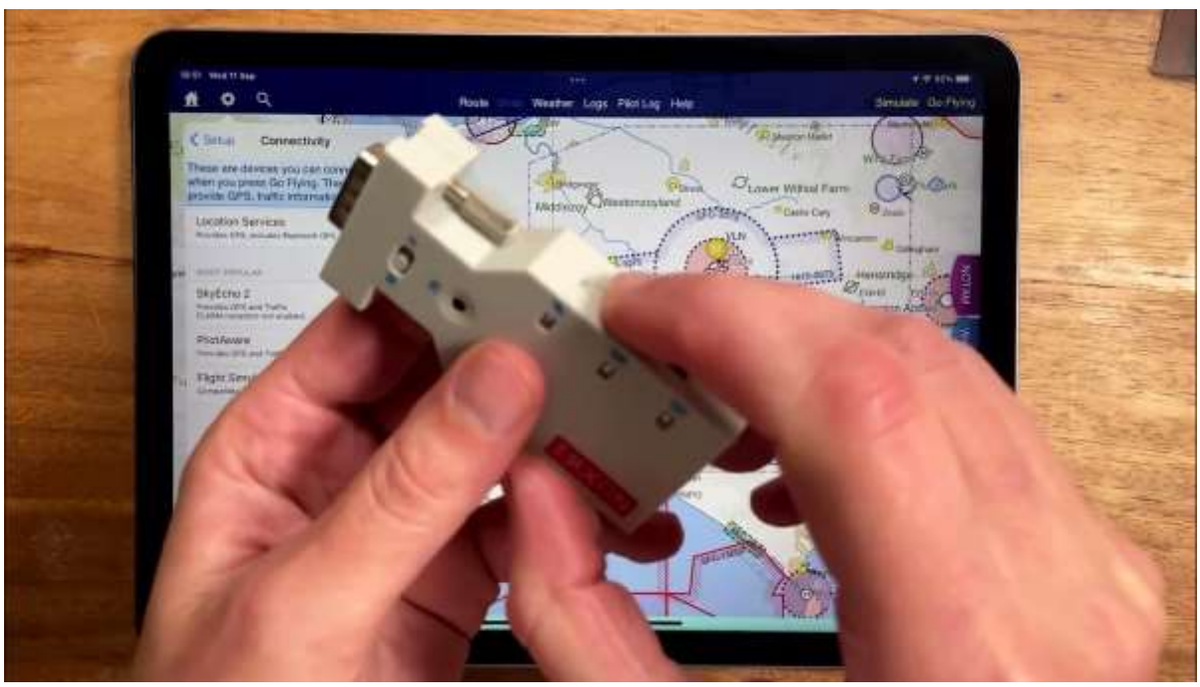
We're always looking for upgrades that balance affordability, practicality, and safety. The Garmin GHA 15 checks all those boxes. Its real-time altitude readings, seamless integration with my existing avionics, and compact design make it one of the most practical additions I've made to my plane.

If you're like me—someone who loves flying but wants to minimize risks and maximize situational awareness—this Height Advisor is worth considering. It's a small investment for what could be a lifesaving tool.

Do you have any experience with the Garmin GHA 15 or another Radar Altimeter that you would like to share? Let us know at editor@aopa.lu

SkyDemon's Bluetooth Connectivity

Affordable Avionics Integration Made Simple



SkyDemon has taken a bold leap forward with its late 2024 update, introducing a groundbreaking Bluetooth connectivity feature that transforms the way pilots interact with their avionics. This innovation bridges the gap between modern navigation tools and traditional RS232-compatible avionics, allowing seamless integration without costly overhauls.

With this update, pilots can now send frequencies directly from SkyDemon to their radios, bypassing the need for manual tuning. It's a development that enhances convenience, improves safety, and modernizes cockpits—all without breaking the bank.

Affordable Connectivity for Under €30

The most exciting aspect? Upgrading your avionics is surprisingly budget-friendly. A Bluetooth RS232 adapter, such as the IRXON BT578, can be sourced for less than €30 on platforms like AliExpress and Amazon. This small device transforms your avionics into wireless-enabled systems, bringing your cockpit into the digital age for a fraction of traditional upgrade costs.

Transforming Cockpit Operations

This update simplifies cockpit management with three key features:

- **Beaming Frequencies with a Tap**
  SkyDemon now supports many Garmin radios (including Trig), the Funke ATR833, the TQ KRT2, and the Becker AR620X. With a simple tap on the screen, you can send frequencies directly to your radio's active or standby slot, eliminating distractions from manual tuning.
- **Wireless Integration**
  The Bluetooth functionality reduces cockpit clutter by removing the need for RS232 cables. It also enables simultaneous internet access and traffic data reception—perfect for connected flights.
- **Enhanced Avionics Capabilities**
  From connecting to GPS and traffic

receivers to autopilots, SkyDemon now feeds route, course, and trajectory data directly to these systems. Autopilots can even fly entire planned routes autonomously, while other avionics overlay SkyDemon routes on specializ maps.

Getting Started is Easy

Here's how to upgrade your cockpit:

1. **Install the Hardware:**
   Purchase a Bluetooth RS232 adapter like the IRXON BT578. Have your avionics engineer connect it to your system following the SkyDemon guide.
2. **Configure the Software:**
   Open SkyDemon's Connectivity menu, add your Bluetooth device, assign it a name, and specify the connected avionics type. Save your settings, and you're ready to go!
3. **Enjoy the Convenience:**
   With everything set up, frequencies and route data can now be transmitted wirelessly—streamlining your flight experience.

The Future of Connected Aviation

SkyDemon's latest feature doesn't stop here. With support already prototyped for popular devices like the Air Avionics AT-1 traffic receiver and Stratux systems, future updates are set to make Bluetooth connectivity a standard across avionics. The potential for further innovations—like advanced autopilot integrations—is limitless.

Why Pilots Should Care

As a pilot, I've been eagerly awaiting a feature like this. The ability to enhance safety, reduce in-flight workload, and modernize my cockpit for under €30 is nothing short of revolutionary. SkyDemon's commitment to practical innovation makes it a must-have for every pilot seeking simplicity and affordability.

This sounds promising—let's see what it gives after installing. With SkyDemon, the future is not only exciting—it's within reach.

Do You Have the FAI Sports Licence?

It’s Free!

By Chris Scott

IS FLYING A SPORTS ACTIVITY?

Flying can be considered a sport for several reasons as it involves the physical, mental, and competitive aspects that are characteristic of traditional sports:

- **Skill and Competition:** Piloting an aircraft requires a high level of skill, coordination, and decision-making. Competitions and air races involving different aircraft types and flying techniques are held, showcasing the competitive aspect of flying.
- **Physical and Mental Challenges**: Flying demands physical and mental agility. Pilots must be able to handle the controls, manage navigation, and make split-second decisions, similar to the challenges faced in other sports.
- **Recreational Enjoyment**: Many people engage in flying as a recreational activity for the enjoyment of being airborne, taking in breathtaking views, and experiencing the thrill of flight. This aligns with the recreational aspect of many traditional sports.
- **Training and Certification**: Like other sports, flying requires training and certification. Pilots undergo structured training programs to acquire the necessary skills and knowledge, culminating in obtaining a pilot's license.
- **Community and Events**: Flying fosters a strong sense of community, with pilots coming together for events, airshows, and gatherings. This social aspect is a common feature of various sports, where enthusiasts unite around a shared passion.
- **Adherence to Rules and Regulations**: Just like in traditional sports, aviation has a set of rules and regulations that pilots must adhere to, ensuring safety and fair play within the aviation community.
- **Variety of Disciplines**: Flying encompasses various disciplines such as aerobatics, gliding, skydiving, and remote-controlled aircraft, each with its own set of skills and challenges, just like different sports disciplines.
- **National, International and World records:** Flying records are made through a process of verification and documentation by recognized aviation organizations such as the World Air Sports Federation (FAI).

HISTORY AND BACKGROUND:

The Fédération Aéronautique Internationale (FAI) in English: World Air Sports Federation, is the World governing body for air sports and human spaceflight. It was founded on 14 October 1905, and is headquartered in Lausanne, Switzerland.

The FAI was founded at a conference held in Paris 12–14 October 1905, which was organized following a resolution passed by the Olympic Congress held in Brussels on 10 June 1905 calling for the creation of an Association "*to regulate the sport of flying, ... the various aviation meetings and advance the science and sport of Aeronautics*."

Luxembourg is an active member since 1929, represented by the Fédération Aéronautique Luxembourgeoise (FAL).

FAI AIR SPORTS DISCIPLINES:

The FAI is the international governing body for the following 13 air activities:

- **Aerobatics** through the FAI Aerobatics Commission (Commission Internationale de Voltige Aérienne – CIVA)
- Aeromodeling and drones through the FAI Aeromodelling Commission (Commission Internationale d'Aéro-Modélisme – CIAM)
- Ballooning through the FAI Ballooning Commission (Commission Internationale de l'Aérostation – CIA)
- General Aviation through the FAI General Aviation Commission (General Aviation Commission – GAC)
- Gliding through the FAI Gliding Commission (International Gliding Commission – IGC)
- Hang gliding & Paragliding through the FAI Hang Gliding & Paragliding Commission (Commission Internationale de Vol Libre – CIVL)
- Amateur-Built and Experimental Aircraft and Human-powered aircraft through the FAI Commission (Commission Internationale des Aéronefs de Construction Amateur – CIACA)
- Microlighting (ULM) and Paramotoring through the FAI Microlight & Paramotor Commission (Commission Internationale de Microaviation – CIMA)
- Skydiving through the FAI International Skydiving Commission
- Rotorcraft through the FAI Rotorcraft Commission (Commission Internationale de giraviation – CIG).

The FAI establishes the standards for records in the activities. The FAI also oversees international competitions at World and continental levels, and organizes the World Air Games and FAI World Grand Prix.

The Air Sport Commissions control the activities of the different sports governed by FAI: the Technical Commissions control non-sporting activities such as Aviation Medicine, Education and Environmental issues.

WHAT IS FAL ? (FÉDÉRATION AÉRONAUTIQUE LUXEMBOURGEOISE)

FAL is the National Aeronautical Federation that delivers Sports licenses to Luxembourg residents: the Luxembourg FAL Sports License is an International FAI (Fédération Aéronautique Internationale – World Air Sports federation) Sports License.

FAL is approved by the COSL (Comité Olympique et sportif Luxembourg) and has its offices in the "Maison des Sports" on the Route d'Arlon in Strassen.

Since 2023, all the member clubs in the Federation (including AOPA Luxembourg) have a representative on the board of FAL which meet regularly, thus exchanging news and supporting each other.

FAL also is in charge of preserving Luxembourg's aeronautical heritage, particularly through the Aviation Museum (Fliegermusee) in Mondorf-les Bains.

On the FAL website you can consult all national and international Records held by Luxembourg pilots, these are of course also published on the FAI website.

WHY SHOULD I APPLY FOR A SPORTS LICENSE AS A PILOT ?

THE LUXEMBOURG AIR SPORTS LICENSE IS USEFUL FOR YOU AS A PILOT:

The Sports License is issued free of charge (cost = zero Euro) by the FAL to members of federated clubs, (AOPA, Aerosport, Aviasport , ….) upon request from these federated clubs to the FAL. Sports Licenses are then revalidated annually (again free of charge).

It gives you the right to participate in sporting activities recognized by the FAL and the FAI, for example participation in the AOPA and / or the Aéro-Sport rallye.

It makes you eligible to challenge the existing National and World flying records, including speed, distance, altitude, endurance, … it makes you eligible to be an observer/ witness to help measure/verify such records.

With a sports license, under given conditions you may apply for sports leave as a competitor organizer or coach.

The sports license also gives the right to additional insurance coverage in the event of an accident suffered during the exercise of the sport.

THE SPORTS LICENSE IS USEFUL FOR US ALL, FOR OUR FREEDOM TO FLY :

Yes, our freedom to fly is more and more restricted and AOPA Luxembourg (as well as FAL) advocates our freedom to fly with all the regulatory bodies, such as the DAC (Direction de l'Aviation Civile) and

the Ministry of Transport.However, the matter of our interests as active Air Sports enthusiast are also in the hands of the Ministry of Sports!

This Ministry should be our ally defending our freedom to fly and supporting our needs for infrastructures, such as a GA/ULM airfield.All Sports Federations (including FAL) approved by the COSL and recognized by the Ministry of Sports manage their activities through Sports Licenses.

It is the number of licenses issued by each Federation that demonstrates the importance of the activity to the authorities, the media, and the public. The Sports License is therefore not only important for the aviators but is also essential for the FAL as a sports federation if it wants to have weight in its relations with national stakeholders and decision-makers.

Unfortunately, the FAL currently has only around ¼ of its active members holding a sports license and as a result does not really represent an important activity for its interlocutors. A License serves the members and serves the activity in general and represents an important element of solidarity between “people of the air”.

HOW TO OBTAIN A SPORTS LICENSE?

To do this, simply download the FAL form https://aeroclub.lu/wp-content/uploads/2020/11/Demande-licence-sportive-FAL-FAI-2022-v2.pdf (to be found under “downloads” on FAI website: aeroclub.lu), complete it and provide the signature of the president of your aeroclub (or AOPA Luxembourg), and send it to the FAL.

Once the application is received, the Sports License is registered with the FAI to appear in the FAI Sports Licenses database. The candidate will then be able to download their Sports License from the FAI website https://extranet.fai.org/en/check-license .

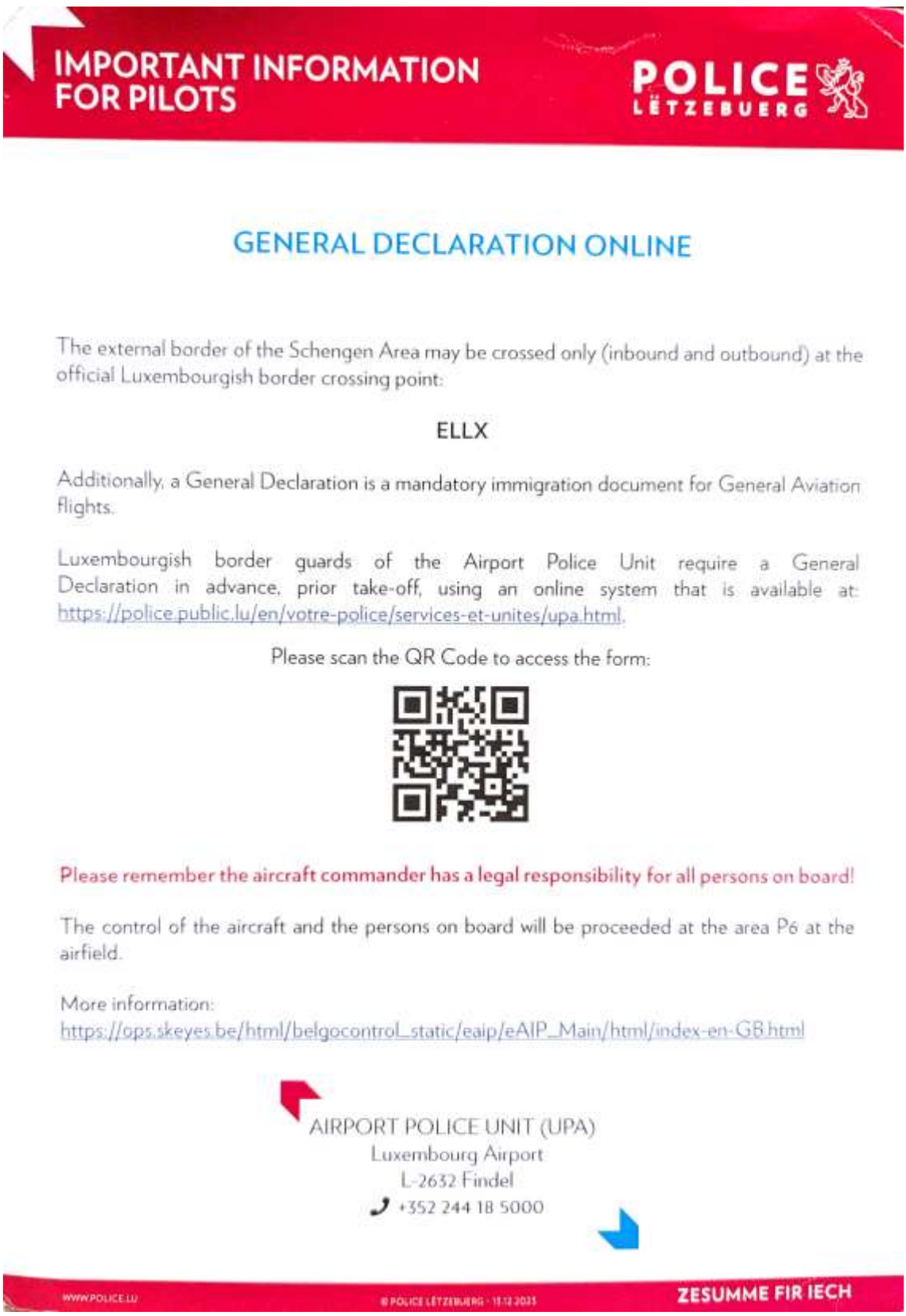
If you have any questions on this exciting subject, do not hesitate to contact me directly.
chris.berens-scott@aopa.lu

Air Sporting greetings!
Chris SCOTT

Demande-licence-sportive-FAL-FAI-2022-v2.pdf (aeroclub.lu)

General Declaration

Mandatory for flights in and out of the Schengen Area



IMPORTANT INFORMATION FOR PILOTS

POLICE LËTZEBUERG

GENERAL DECLARATION ONLINE

The external border of the Schengen Area may be crossed only (inbound and outbound) at the official Luxembourgish border crossing point:

ELLX

Additionally, a General Declaration is a mandatory immigration document for General Aviation flights.

Luxembourgish border guards of the Airport Police Unit require a General Declaration in advance, prior take-off, using an online system that is available at: https://police.public.lu/en/votre-police/services-et-unites/upa.html.

Please scan the QR Code to access the form:

Please remember the aircraft commander has a legal responsibility for all persons on board!

The control of the aircraft and the persons on board will be proceeded at the area P6 at the airfield.

More information:
https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/index-en-GB.html

AIRPORT POLICE UNIT (UPA)
Luxembourg Airport
L-2632 Findel
+352 244 18 5000

WWW.POLICE.LU

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ZESUMME FIR IECH

EASA and General Aviation

From EASA

In 2024, the European Union Aviation Safety Agency (EASA) continued to advance its initiatives in General Aviation (GA), focusing on safety, innovation, and international collaboration. Key developments include:

European Plan for Aviation Safety (EPAS) 2024

EASA released the 13th edition of EPAS, introducing dedicated safety risk portfolios for airworthiness, sailplanes, and balloons. This comprehensive approach reflects EASA's commitment to holistic safety management. In collaboration with safety partners, EASA identified 35 new safety issues and reviewed existing ones, resulting in the removal of 19 issues. Notably, safety issues susceptible to climate change effects, particularly weather hazards, were explicitly tagged.

EASA General Aviation Roadmap 2.0

EASA continued its General Aviation Roadmap 2.0, focusing on:

- Net Safety Benefit: Establishing a policy to facilitate the introduction of new technologies and equipment into GA aircraft.
- Embracing New Business Models: Adapting regulatory requirements to support the safe integration of new business models, such as cost-sharing platforms, within the GA community.
- Part 21 certification rules introducing proportionality and simplification of airworthiness and environmental certification regulations for small aircraft were supported by workshops.

EASA International Collaboration

In June 2024, EASA co-hosted the International Aviation Safety Conference with the Federal Aviation Administration (FAA) in Washington, D.C. The conference gathered over 400 senior aviation professionals globally to discuss aviation safety topics from both regulatory and industry perspectives.

During the conference, EASA and the FAA pledged to strengthen cooperation to address aviation challenges over the next decade. This commitment includes enhancing collaboration on new airplane certification and improving information exchanges to reduce duplicated efforts using risk-based approaches. Among others, FAA and EASA will enhance Collaboration on Aircraft Certification

REGULATORY UPDATES

EASA published revisions to the Easy Access Rules for Information Security in June 2024, reflecting ongoing efforts to adapt regulations in response to emerging challenges and technological advancements.

In June 2024, the European Union Aviation Safety Agency (EASA) released an updated version of the Easy Access Rules for Information Security, known as Part-IS. These rules are designed to ensure that information security risks are effectively managed within the aviation industry, an important factor in safety overall.

These initiatives demonstrate EASA's dedication to advancing safety, embracing innovation, and fostering international collaboration within the General Aviation sector throughout 2024.

TOGETHER4SAFETY

Together4Safety is a collaborative safety promotion initiative developed by EASA to provide you lots of useful safety resources. This particular site is for the Air Ops Community and will grow to cover not just the flight ops side but also information for Airports, Ground Handling, Maintenance and ATM where possible. There are other Community Sites for Rotorcraft and General Aviation if you stumbled on this site and wondered why it was very airline specific.

We are here to support you with the information you need. We want to start discussions on important topics and create a collaborative safety community. If there is anything you thing we should be covering on this site drop an email to the team on safetypromotion@easa.europa.eu.

Join here the Initiative

The Value of Joining AOPA Luxembourg

Beyond Club Membership and Individual Flying

Introduction

For aviation enthusiasts, being a part of a flying club like Aviasport or Aéro-Sport, owning an aircraft, or being a member of associations like Arel Air, Fliegerclub Trier, or Aéroplume, offers a sense of community and passion for flying. However, joining AOPA Luxembourg brings a unique set of benefits that extend beyond these individual or club experiences. Here's why becoming a member of AOPA Luxembourg is essential for anyone involved in aviation.

Bridging Associations and Enhancing Collaboration

AOPA Luxembourg serves as a vital bridge between various aviation associations and clubs. This role is critical in fostering a cohesive aviation community in Luxembourg. By being a member, you become part of a larger network that collaborates closely with key aviation entities such as Lux-Airport, the National Aviation Authority (ANA), the Directorate of Civil Aviation (DAC), and the International Council of Aircraft Owner and Pilot Associations (IAOPA). This extensive network offers unparalleled opportunities for advocacy, learning, and influencing aviation policies.

Influential Voice in Aviation

As a member of AOPA Luxembourg, you contribute to a powerful voice that represents pilots and aircraft owners at both the national and international levels. The association's active interaction with Lux-Airport, ANA, DAC, and IAOPA means members' interests and concerns are heard and considered in important decision-making processes. This collective influence is crucial in shaping a more favorable aviation environment for all.

In Luxembourg, we are known as the non-profit organization AOPA Luxembourg asbl (Formerly UPL) and we're aiming at 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. Also, in 2023 AOPA Luxembourg has brought forward and contributed important items with the Luxemburgish Administration:

- U-Space (Rulings for airspace for Drones (UAV)
- ADS-B Ground infrastructure
- European and national ruling for Ultralights
- New possibilities for young aviators
- Aviation Fuel availability
- Aerospace Hub in Luxembourg

Varied Flying-Related Activities

AOPA Luxembourg is not just about representation and advocacy; it's also about actively engaging in a variety of flying-related activities. From organizing fly-outs to distant and exotic locations to hosting safety seminars and workshops, the association offers a rich calendar of events that cater to all

interests and skill levels. These activities are not only fun but also provide valuable opportunities for skill enhancement and knowledge sharing.

Fostering Friendship and Community

At the heart of AOPA Luxembourg is the spirit of camaraderie and friendship. The association is a melting pot of individuals from different flying backgrounds, be it club members, individual plane owners, or members of other aviation groups. This diversity fosters a vibrant community where experiences, stories, and expertise are shared, leading to lasting friendships and a supportive network.

Conclusion

Being a member of AOPA Luxembourg complements and enhances the experience of being part of a flying club, owning an aircraft, or being affiliated with other aviation groups. It offers a unique blend of advocacy, networking, diverse flying activities, and a warm, inclusive community. For anyone passionate about aviation in Luxembourg, joining AOPA Luxembourg is not just a choice—it's a step towards being part of a broader, more impactful aviation community.
You can easily join AOPA online by going to the member area and select sign up. If you encounter any problems during the signing up process, please email info@aopa.lu. We're happy to welcome you you onboard.

AOPA and IAOPA – Your Freedom to Fly

Countries with an AOPA organisation

AOPA Works for You

Our non-profit Luxembourg Pilots association is the Luxembourg branch of AOPA, which was created in 1932 in the USA. Throughout the years, AOPA has 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. Now, it is an organisation with some 400,000 members worldwide. AOPA USA is the biggest 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 through 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.

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.

IAOPA THE WORLDWIDE AOPA COMMUNITY

Through IAOPA, the international community of national AOPA's, we not only have, but alsoaccess to many special member benefits for aviation and navigation products, airport fees, hotels, rental cars etc.

One of IAOPA's primary accomplishments has been advocating for the recognition of general aviation as a critical component of global transportation systems. IAOPA has also been instrumental in raising awareness of general aviation's economic and social benefits, such as job creation, improved connectivity, and emergency response.

There are some 83 IAOPA Member Organisations worldwide, a number which keeps growing. The numbers of members outside of the USA are varying a lot. Given the size of our country, we perform particularly well with AOPA Luxembourg. IAOPA obtained official observer Status with ICAO (International Civil Aviation Organization) and we are proud to note that nearly half of the pilots worldwide are a member of AOPA.

The policies and positions of IAOPA are formally debated and adopted at the IAOPA World Assembly taking place every second year. In 2024 it took place in Washington DC.

IAOPA EUROPE - ASSERTING OUR INTERESTS IN EUROPE

IAOPA-Europe is a group within IAOPA focussing on matters of European Interest. Here the focus is on the GA situation in Europe and the EU. Various board members of local European AOPA's also participate in committees at EASA, SESAR, Eurocontrol, ICAO – this is how AOPA works for you!

IAOPA Europe www.iaopa.eu (with 33 countries and counting) is the European branch of IAOPA. As an individual person you become member of IAOPA Europe by joining your national AOPA.

Regional Meetings are held twice per year. Iin 2023 the first one was in Seven Oaks, south of London in the spring and the second one was here in Luxembourg in the fall. To receive news from IAOPA Europe you can sign up to receive their monthly e-newsletter. Just visit their website and enter your email - it is free and available for both members and non-members.

www.IAOPA.org

www.IAOPA.eu

Digital AOPA Luxembourg

Are you aware of AOPA Luxembourg's presence on the Web and in social media?

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

AOPA Luxembourg on X (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

Scan the QR code with your smartphone to get there!

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www.aopa.lu
info@aopa.lu

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