



Dear friends,

At the dawn of 2007, it is a great pleasure to me, on behalf of the EMF Board's members to wish you a happy new year.

I would also like to shortly brief you about the results our action achieved during 2006 for the protection of the Microlight class, and draft with a few words the ensuing consequences for our future as Microlight pilots.

2006 was for sure a difficult year, earmarked by uncertainty at a European level, with the permanent fear and actual risk of losing the UL class itself, for a new class of aircraft enjoying a heavier maximum take-off mass...but also « benefiting » from a « heavier » regulation !

In that matter, after a tremendous and thorough work, numerous trips to Paris, Brussels, Cologne, Prague ...many meetings with the EU institutions (EASA, Eurocontrol, EAS, European Parliament...) and thanks to your support, your mobilization, our sky seems to be clearing up.

- First of all, it is now quite sure that Annex II will not be deleted and that the amendment we wanted are to be voted during the next spring by the European Parliament. This should allow us, by now and for a few years to come, to keep aircraft below 450kg of MTOM (472,5 with ballistic recovery parachute) under national regulation usually lighter in the majority of our countries, than the one traditional aviation is experiencing. That's what we hope and goal we decided to aim at in our General Meeting in Prag, and we reiterated in London.

About the future, the lightest national regulations could be used in the future as the keystones for a European Microlight regulation, under European Air Safety Agency. A regulation we could elaborate together, suggest and support after this Agency will have demonstrated its capability to invent, and then to bring into force a regulation adapted to the traditional light aviation

- But there is also another good news as our friend Jan Fridrich is about to put forward to EASA's working group MDM.032 a project for a new "European Light Aircraft" class of certified light aircraft, inspired by the American LSA class, but with an enhanced 750kg MTOM, and a minimal regulation.

The project for this new class was elaborated during a successful manufacturers and associations meeting Jan recently organized in Prague. This project is born from a wide and very interesting consensus ; it is in my opinion a great hope for the traditional light aviation pilots and a real breath of fresh air for this sector of aviation.

So our pilots who would like a heavier payload will enjoy this new "ELA" class ; the light aircraft pilots will not desert general aviation anymore; and flying microlights will become again a matter of flying philosophy.

The aircraft manufacturers consider this project as a new impulse for a market likely to expand.

The European light aviation and microlight pilots can now consider 2007 with more optimism and hope than they envisaged 2006 one year ago. But we must however keep in mind that nothing is ever secured in advance nor definitively established. A constant vigilance is still an absolute necessity.

The respect we will enjoy and the weight of our opinion will only commensurate with our unity, our motivation and with the interest we will have for our future and our capability to strongly and quickly mobilize ourselves.

I wish you a happy new year, and a 2007 microlight season rich of wonderful flights, and I am already glad to meet you soon in Oslo.

Dominique Méreuze
Président of EMF