



Report to the IGC-Meeting 2011

As in previous years, the past year has required a significant volume of activity from the Executive Board, which was also supported by Andy Miller and Mika Mutra. Roland Stuck was faced with serious health problems but, after a spectacular rehabilitation, took up his function again as advisor/webmaster and even attended the last board meeting in December. Many thanks for the dedicated work and support!

The Technical Officers provide detailed information at our annual Congress Meeting with an outline of each one's work in their domain posted to members in advance.

Below, a short overview of the subjects which have required our attention during recent months.

EASA has continued to publish a flow of NPA's (Notice of Proposed Amendment), CRD's (Comment Response Document) and Opinions. EGU has done its best to attend workshops/meetings and to comment on all these documents within the deadlines:

Training Organisations

- A combined Europe Air Sport/EGU delegation met EASA on 16th of February to explain our concerns about the *NPA 2008-22 – Approved Training Organisations* and to present our proposals for alternative rules. Unfortunately, the promised follow up meeting was dropped.
- On the 4th of October, the CRD to NPA 2008-22 – 'Organisation Requirements' was published. EASA's Workshop on 20/21 October was attended but little information resulted. Some comments were posted on EGU's behalf.
- We are awaiting publication of the final 'Opinion'

Licensing & Medical

- On 9th of April, the long awaited '*Comment Response Document*' to *NPA 2008-17 part B – Flight Crew Licensing* was published on the EASA website. The document was studied and a number of comments were again forwarded to EASA on behalf of EGU.
- On 26th of August, EASA published the '*Opinion 04/2010*' containing the final proposal for '*Implementing Rules for Pilot Licensing*'.
- On 23rd of June, the *CRD to NPA 2008-17 part C – Medical Fitness* was published. EGU also posted some comments on this part and EGU-delegates were able to explain our concerns once more during a meeting on 30th September/1st October.
- On 13th December, EASA published the '*Opinion 07/2010*' containing the proposal for the '*Implementing Rules for the medical certification of pilots*'.

The whole package is now again on the 'political' table and we can expect the final outcome in March 2011. The final implementation date for the EU-licensing system is still 08-04-2012, but there is an option for an extra transfer period of up to 3 years.

Initial Airworthiness

Implementation of ELA into Part 21: A final commenting round for CRD2008-07 was undertaken in mid 2010. There was a high yield of inputs, but these resulted in little change in the proposal. A window for further comment exists until mid-January 2011. An EGU input has already been forwarded with developments expected in the new year 2011.

Minor installations in Sport Aircraft (inc. gliders): The EGU paper formed part of the input to CRD 2008-07. The most recent CRD round recognised the need to adopt external documentation such as AC43-13 to provide an adequate and economic approach to GA needs. However, the timescale required to bring this to any kind of fruition is as yet undefined by EASA.

Continuing Airworthiness

EGU maintains a continuous interest and review of *Part M* in its operation, and recognises the ongoing difficulties, particularly in nations with low numbers of sailplanes, where the bureaucracy is completely disproportionate to the volume of business. The EGU Part M Implementation report is available on the EGU website.

Standard Interpretation across the member states: EGU is also concerned at significant inconsistencies in interpretation of Part M by National Authorities (NAA). We remain concerned that, in some member states, bureaucrats are raising requirements unnecessarily under the perceived 'threat' of action against them by the EASA Standardisation Team. This is counter-productive in time, cost and consistency of interpretation and is causing massive frustration within our community.

(E.g. There appears to be a particular issue associated with the preparation and use of *Generic Aircraft Maintenance Programmes (AMP iaw. M.A.302)* which are vital to economic maintenance in sailplanes. This has been highlighted in the latest issue of the EGU Part M - Implementation Report (available on the website), and an Executive Summary which has been forwarded to EASA for their discussion with EASA.

Personal Licensing

NPA 2008-03 was returned to EASA by the European Commission as being over- complex for purpose. The 'L' licence provisions for sailplanes was specifically criticised. Information is now emerging to suggest that the process will be delayed until 2013. If so, then presumably the current Part 66 provisions will remain extant at least until then.

'Grandfather' Rights: Given the above situation, any discussion of licence conversion remains premature. EASA maintains the position that this aspect remains for negotiation with NAA's.

Airspace

Günter Bertram, technical officer for airspace, attended a number of meetings related to airspace and management, new ruling at Eurocontrol and organised the annual workshop on 27th November in Frankfurt. Broader participation by our members would be more than welcome.

Statistics

Another important item in negotiations are our statistics on activities, incidents and accidents. (In fact, we are the only organisation who can present reliable figures.) We are very careful with the use of this information as misuse could easily occur.

Finances

Luckily, the EGU's financial situation is healthy. As decided during the last congress meeting, a smart reshuffle of membership fee calculation will be presented, without big changes in the overall budget, as proposed by the Board.

Membership

In Spring, the Soaring Society of South Africa joined us as an associate member. The current membership counts 22 full members and 4 associate members. The bad news was, that the Soaring Association of Serbia had to resign. On the other hand, we are still missing some active gliding nations. May I ask all of you to use every opportunity to promote membership of our organisation.

Communications

Thanks to Roland's webmaster skills, we have a very useful website with easy access to all reports, documents, regulations, etc. Five short newsletters were published to keep you informed about the topics of the moment.

Relations

EGU continues to maintain very good relations with Europe Air Sports, which is the only platform representing the whole air sport community (large numbers count!) and to gain entry at the political level, such as the EU-Commission, EU-DG's and regular meetings with EASA. There is also close contact and exchange of information with the IGC, the OSTIV Safety & Training Panel, the Association of Manufacturers. Maintaining the necessary independence but, in cooperation with the other partners, we can survive in this complex world.

Conclusion

For the near future, we need more support and input from our members. Our gliding world has become very complex and everyone is becoming overloaded. Without the support of new people, we will be forced to change the organisation and engage professional support with the related financial impact.

Patrick Pauwels
President
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