



IGC 2020 Plenary Meeting

Agenda Item 10.4.2



Annual Report EGU

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As in previous years, the past year has also required a significant volume of activity from our volunteers: The Executive Board, Technical Officers and experts.

The 27th Congress Meeting took place on the 22nd of February 2020 in Copenhagen and was hosted by the Danish Soaring Union. The usual items were on the agenda: update on the EU rule-making, reports from technical officers. The financial report over 2019 and the budget for 2020 were approved. Cyprus and Spain joined as member.

Extra attention was given to 'Club and pilot development' with items as

- Diversity & inclusiveness
- Environmental responsibility
- Social responsibility.

Here is a brief overview of the subjects that have required attention during recent months.

EASA - GA Roadmap - Future changes

Part SFCL – Sailplane Flight Crew Licensing.

Part SFCL became active as from 8 April 2020. A transition period until April 2021 is foreseen to convert the existing non-EU licences into a Part SFCL-licence.

Maintenance & Airworthiness

Reg. 2018/1142 for the Part 66-Light maintenance licences was published on 14 August 2018 and applies from 5 March 2019. The conversion period of the existing national maintenance licences started from 1st of October 2019 ended and as from 1st of October 2020 all certifying staff shall hold a Part 66 certificate. The training and examination of future engineers is still an important topic. Here, the EGU has play a coordinating role.

Finally, Part M-Light (Reg. 2019/1383) and related AMC/GM were published on 4th September 2019 and become active from 20 February 2020. Important was the change of the existing CAMO+-structure to a 'CAO', a "Combined maintenance and Airworthiness Organisation", the system of a self-declared maintenance program, and extended pilot owner maintenance. The organisation of a dedicated EGU-workshop early 2020 was cancelled due to Covid.

On 14th December NPA 2020-13 was published for a review/ update of CS 22.

Although this an important item for the designers/manufacturers, the users have also the opportunity to give their input.

As mentioned before, all related regulations for gliding - Part SFCL, MED, OPS Sailplanes, DTO, M-Light, 66-Light, CS 22, CS STAN - are combined in one 'Easy Access' EASA Sailplane Rule Book. An updated version was published in October last.

Airspace

The access to airspace is an extremely important topic. The annual airspace group meeting was organized for the airspace specialists on 18th January 2020 in Frankfurt.

The policy paper was concerted during the Congress in Copenhagen and covers the following items

- GA – especially glider flying - is a highly affected stakeholder.
- A fair and collaborative co-existence of sports/recreational aviation and drones in U-space
- Airspace is our playing field – we cannot exist without easy, free and abundant access to airspace
- Access to U-space
 - must be safe and based on the Basic Regulation (.. a high and uniform level of civil aviation safety should be ensured at all times)
 - must be simple not adding a layer of complexity in planning and conducting a flight in a sailplaneA
 - must be free. The only right to existence of U-space is drone operators wish to fly a fully automated way
 - must be technological feasible. Gliders have very limited resources
- Basic principles:
 - Manned aircraft must always have priority traffic rights over unmanned aircraft
 - Access to airspace shall not be subject to a flight authorization
 - Any requirement for manned aircraft must be kept to a minimum to provide information to U-space service (route, altitude etc.)
 - Cost for additional equipment in air sports aircraft as a consequence of U-space must be covered by the drone industry
 - Manned aviation will not pay for U-Space services unless they derive a benefit other than what is necessary to communicate their intentions.

On January 16th, 2021, the airspace group will meet again.

Membership

The membership is quite stable but there are still some active gliding nations missing. So, let us use every opportunity to explain the need for the EGU and promote membership. The work done by the EGU is done on behalf of the whole gliding movement in Europe!

Finances

The EGU's financial situation is healthy. Expenses for 2020 were below budget as physical meetings were cancelled due to the Covid restrictions.

Communications

After many years of dedicated service Roland Stuck resigned as webmaster. A new dedicated website was launched in November. Please take note of the new address: **www.glidingunion.eu**

Robert Danewid edited two newsletters to keep the members informed about the topics of the moment.

Relations

EGU continues to work closely with Europe Air Sports, which is the only platform representing the whole air sport community (large numbers count!) and thus able to establish good relations at the political level, such as the EU-Commission, EU-DG Move and with EASA.

Close contact and exchange of information are maintained with the IGC, the OSTIV Safety & Training Panel, and the Association of Glider Manufacturers. The EGU is very grateful once more again, and as always, for the back-office support by the FFVP since 1992!

Conclusion

As said before, our gliding world has become very complex and all key persons from the club level to the top need support to cope with the administrative and organisational tasks. In less than fifteen years, the whole regulatory side will have changed completely!

Next congress meeting 2021

This annual gathering will take place on February 27th, and will be held as a teleconference due to the Covid-19 restrictions. A further update can be presented during the upcoming meeting.

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The EGU is the association of European Gliding Federations or Gliding Sections of National Aero Clubs. Its aim is to represent the interests of all glider pilots in Europe with respect to regulatory affairs. EGU monitors the developments in European aviation regulation and when necessary, takes action to prevent unfavorable or even dangerous rules affecting our sport from being set up. The EGU currently counts 20 full members and represents more than 80,000 glider pilots.

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