

EUROPEAN GLIDING UNION

Representative Organisation of European Glider Pilots



Brief report to the IGC-Meeting 2016

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

The annual Congress Meeting took place on 21-22 February 2015 in Berlin and was hosted by the Deutscher Aero Club/BundesKommission Segelfliegen. The usual items were on the agenda: update on the EU rule-making, financial report and budget. Markus Gnägi left the Executive Board, Mikra Mutra took up the post of secretary general. As in past years, on the day before the congress meeting, a third workshop took place to discuss 'Marketing, Club Development, Recruiting and keeping Members'. (A publication with the presentations is available).

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

EASA - GA Roadmap - Future changes

The GA Safety Conference in Rome on the 15th-16th of October 2014 was the trigger for setting up the so-called "GA Roadmap", by which EASA decided to make a fundamental change in the approach to GA. The necessary reviews and changes should make the rulemaking appropriate for general aviation and, in particular, for sporting aviation. The legislative framework has to be respected and the realisation of these important changes will take some time (2018).

The review of Reg. 216/2008, the so-called 'Basic Regulation,' is the major step and EASA delivered their 'Opinion 01/2015' in March 2015, which is now on the political table.

Last summer, the EGU ExeBoard had the opportunity to have a top level meeting with Patrick Ky, the EASA Executive Director. It was decided to set up a specific rulebook for gliding, to review all existing rules, to change, adapt as necessary to make them appropriate to gliding and finally, to publish all applicable regulations in one document. In November, a follow up meeting took place to plan the process. Again, this action will take some time but it will be a major improvement.

The coming months will be heavily charged and the members will be asked to make their experts available to assist the technical officers.

Licensing & Medical, Training Organisations

As mentioned before, the Commission Regulation Nr. 1178/2011 - '*Technical Requirements and Administrative Procedures related to Civil Aviation Aircrew*', amended by Regulation 290/2012, came into force on 8th of April 2013 (most member states used the one year extra opt-out) and is the basis for the current training and licensing. Before the 8th of April 2015, all existing national gliding licences/ratings had to be exchanged for a Part FCL-licence/certificate and from then on, all training had to be given by ATOs (Approved Training Organisations). Although training for the SPL and LAPL(S) is 'non-complex' by definition, the rules and requirements are too complex and too demanding. Due to some approaches towards EASA and the EU-Commission, a political agreement was found and by Reg. 2015/445 of March 17th 2015, the member states were given the opportunity to choose an extended opt-out till April 2018. These three years will be used by EASA for a review of the rules. During this period, organisations can remain working as before but with some restrictions. We will be faced with different systems across Europe as a few member states have already switched to the new system while the majority had chosen to opt out.

The GA Roadmap, mentioned the 'possibility for training outside an ATO'. During a well -attended EGU Workshop (Schiphol - 9th of May), different possibilities were discussed and a proposal was offered to the EASA Task Force. Training should be given by a 'registered' organisation with a lean structure, a

syllabus respecting the rules, a follow-up system for the students and the necessary attention given to all safety aspects. In short, go on working as we have done for decades...

In fact, this was more or less the EGU proposal given to EASA in 2008/2009 when they started on the rulemaking.

On December 18th 2015, the NPA 2015-20 was published with the requirements for a 'Basic Training Organisation'. The content is under study and comments will be delivered as necessary.

Andy Miller is in charge of distributing/exchanging information and experiences on these domains between the members.

Continuing Airworthiness

Howard Torode, the TO for maintenance and airworthiness, kept a close eye on the technical aspects.

After a long wait, the final "EASA Opinion 05/2015" about the Part 66 'L-Licence' (training requirements / examination of mechanics) was published on June 22nd, 2015. The plan is now that all mechanics should have a Part 66 licence as from 2019. We have to wait for the final official regulation and an important item will be the conversion of the existing national certificates for mechanics.

On December 17th 2014, the Reg. 2042/2003 was replaced by Reg. 1321/2014. It was a consolidation of the changes that were introduced during recent years in Part M, -66, -145 and -147. In 2015, two more amending regulations were published (EU Reg. 2015/1088 and 2015/1536) with some important alleviations, e.g. the possibility for an alternative AMP (aircraft maintenance programme). A pilot/owner now has the option to compose and approve the programme for his aircraft. As the requirements are not that easy, in some cases, the existing system might be easier. (I am afraid it is a 'poisoned present').

Another important step was the publication on July 7th 2015 of NPA 2015-08, with the proposals for a 'Part M Light'. On July 8th, CS-STAN (Certification Specifications for Standard Changes and Standard Repairs) was published.

Operations

Part-NCO for sailplanes is supposed to enter into force on 25th of August 2016 (end of the op-out), though we have been informed that there might be a decision at the next EASA Committee meeting to have an opt-out until 2019 regarding operating rules for gliding. This is a consequence of the work of GA Roadmap and also so that EASA may create separate OPS rules for gliding.

Airspace

The annual workshop, organised by Gunter Bertram, took place in Cologne on the 2nd of November. Nine members were present (Broader participation would be more than welcome).

The detailed discussions were on the subjects of the European Surveillance program, the 8.33 kHz Radio conversion schedule, the Notice of Proposed Amendment NPA-2015-10 on RPAS - Drones, the implications of the Standardized European Rules of the Air (SERA) introduced at the end of 2014, the new NPA on SERA Part C and Cross-Boarder Flight Plans. In the latter process, a new attempt will be started to make cross-boarder activities easier. Almost all members had to report that access to airspace is becoming more and more difficult. The reasons are manifold i.e. increasing commercial air traffic, strong military demand, drone operations, new equipment requirements and the general discussion on mixed IFR and VR traffic. It is important that all glider associations remain vigilant and make sure they are involved in the day-to-day business of airspace planning in their own and neighbouring countries.

The initial idea for the EAG meeting 2016 is to have it in Berlin, where the German Glider Day is most likely to be held.

Statistics

Also important in negotiations are the statistics on activities, incidents and accidents. (In fact, EGU seems to be the only organisation that can present reliable figures. They are used very carefully with the necessary explanation as misuse could easily occur).

Membership

The membership is stable but last year a few members left and 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. Nevertheless, a slight increase in fees might be necessary due to greater involvement in task forces in the coming years (the day-to-day operating cost is increasing, an indexation should be acceptable by the members).

Communications

Thanks to Roland's webmaster skills, EGU has a very useful website with easy access to all reports, documents, regulations, etc.

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's and regular meetings with EASA.

Close contact and exchange of information is kept with the IGC, the OSTIV Safety & Training Panel, and the Association of Glider Manufacturers. Maintaining the necessary independence but, in cooperation with the other partners, we can survive in this complex world.

The EGU is very grateful and wishes to thank the FFVV once again for the back office support 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 ten years, the whole regulatory side will have changed completely!

Next congress meeting 2016

This annual gathering will take place on February 20th, 2016 in Graz (Austria). An update can be presented during the upcoming meeting in Luxembourg.

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