

EUROPEAN GLIDING UNION

Representative Organisation of European Glider Pilots



Report to the IGC-Meeting 2015

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 22-23 February 2014 in Luxembourg (G.D.) and was hosted by the Fédération Aéronautique Luxembourgeoise (FAL). 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'. (Publication with the presentations is available)

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

EASA - Consultation for changes in the Basic Regulation - GA Roadmap

The general appeal for a review of the regulations to GA/air sports, also requested the review of Reg. 216/2008, the so called 'Basic Regulation,' to give the possibility for another approach to all other regulations. EASA published a NPA 2014-12 and the EU-Commission launched a consultation. To prepare the answers before the 15th of September deadline, an EGU-Workshop was held on 22-23 August in Hannover. EAS posted a very detailed but balanced answer (even inside the air sport community, the goals are not always common!). Further process is now awaited.

Mr. Patrick KY, EASA's new Executive Director, seems to be willing to give extra attention to the GA sector. Within the last few months, a serious reform of the Agency has taken place and a dedicated GA-Department installed.

Although it was rather quiet about the 'Strategic Plan for General Aviation', progress has been made. EASA organised a very well-attended GA Safety Conference in Rome on the 15th-16th of October. The agenda was arranged around several panel sessions, each of which dealt with a different perspective on aviation regulation and activity. It was a valuable opportunity for representatives from across the air sports community to meet with national and international regulators. The EGU was well represented at the meeting and continued to hammer home the points of greatest concern to our members, presented in a series of 'Roadmaps' – one each for pilot licensing, training, and continued airworthiness and maintenance – that provide a clear explanation of what we need to achieve. Let's hope that EASA will engage directly with air sports, quickly followed by real change in the range and detail of aviation regulation.

The round up of the Rome conference by Mr. Ky was immediately published:

1. *IFR*: Easier access for GA pilots to IFR flying, to improve safety
2. *Pilot Training*: By the end of 2018, a third and simple option for pilot training to be developed - outside an ATO
3. *Maintenance*: A Part M "Light"
4. *Technology*: continue development of CS-STAN (Specification for Standard Changes and Standard Repairs) and similar tools to enable introduction of new technologies which contribute to safety
5. *Simpler Certification*: towards a simpler framework for certification of LSA (Light Sports Aircraft) in the short term by increasing support to applicants (workshops, document templates etc); in the long term, by amending applicable legislation to bring about a radical simplification
6. *Industry Standards*: Build on improvements of CS-23 / Part 23 in other CS or regulations in order: for EASA to focus on safety objectives, and delegated preparation of associated standards to industry groups (e.g. ASTM).

Licensing & Medical, Training Organisations

The Commission Regulation Nr. 1178/2011 - *'Technical Requirements and Administrative Procedures related to Civil Aviation Aircrew'*, amended by Regulation 290/2012, which 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 must be exchanged for a Part FCL-licence/certificate and from then on, all training must be given by ATOs (Approved Training Organisations). Although that 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 interventions towards EASA and the EU-Commission, a political agreement was reached to offer the member states 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. In this period, organisations can remain working as before but with some restrictions. As only a few member states will make use of this opportunity, we will be faced with different systems across Europe. On the 8th of December, NPA 2014-28 was published with some new AMC/GM for the non-complex ATOs. Comments are awaited for 8th February.

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. We are still waiting for the final "EASA Opinion" about the Part 66 'L-Licence'.

NPA 2012/17 about changes to Part M

The outcome of the EASA conference on Part M in October 2011, was a 'Special Task Force' to prepare some adaptations at short notice. During a workshop held on 29th of October 2012, some initiatives were announced to make some aspects of certification simpler and more effective. But so far, nothing has happened...

On December 17th the EU Regulation 1321/2014 was published, replacing Reg. 2042/2003: an update of the actual Part M, -66, -145 and -147. During the past years, some small modifications and corrections were taken up. Regarding the awaited Part M-Light, the GA Task Force announced a first NPA before summer 2015.

Airspace

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

The Standardized European Rules of the Air (SERA) became effective in 2014. SERA affects all air sports categories, but will not generate too many problems. Stay vigilant and check!

Implementing Regulation (EU) No 1079/2012 prescribes the requirements for the 8.33 kHz radio channel spacing for the Single European Sky and is applicable as from 7th December 2012. By 31st December, 2017, all aircraft must be equipped with appropriate radios. As member states have started with the implementation, all with their own schemes!, a good survey by the pilots is necessary.

Another item, becoming very important, is the impact of RPAS (Remote-piloted Aircraft Systems/UAV's). Systems above 150 kg will be part of an EU-regulation, systems below this weight limit will stay under member state law.

It is deemed necessary to get the EGU's "No Flight Plan" initiative going. At present, it is only Belgium, Germany, Poland, Czech Republic and Austria which do not require Flight Plans from Gliders. It was again stated that some pilots might not obey the present restrictive rules which, of course, cannot be used in any official or unofficial briefing as it would jeopardize our position as pilots.

Another topic is the process for reaching a 'Harmonized European Transition Altitude'. A NPA will be published in the near future.

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.

Finances

The EGU's financial situation is healthy. A proposal for a smart reshuffle of membership fee calculation (lower fee for federations with a small number of pilots) will be discussed by the congress without big changes in the overall budget.

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 for the back office support since 1992!

Conclusion

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 2015

This annual gathering will take place on February 21-22, 2015 in Berlin. Due to the success of last years workshops dedicated to 'Marketing, Club Development, Recruiting and keeping Members', a follow up meeting will take place on 20th.

An update can be presented during the upcoming meeting in Lausanne.

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