

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 20th of February 2016 in Graz, Austria and was hosted by the Austrian Aero Club / Gliding department and the Landesverband Steiermark. The usual items were on the agenda: update on the EU rule-making, financial report and budget.

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

EASA - GA Roadmap - Future changes

As mentioned before, 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 review of Reg. 216/2008, the so-called 'Basic Regulation,' is the major step and EASA delivered their 'Opinion 01/2015' in March 2015, but, at the end of 2016, this still only in the reconciliation phase.

The promised 'Rulemaking Tasks' were continued or launched in 2016:

- RMT 0657 'Possibility for training outside an ATO'.
On December 18th 2015, the NPA 2015-20 was published with the requirements for a 'Basic Training Organisation'. Due to some rulemaking procedures, and with the input of some stakeholders, some changes were introduced. In the final version – which is now on the political table – training for the lower end will be organised by a "Declared Training Organisation", this means without a formal approval by the authorities.
- RMT 0698 'Part OPS Gliding
With the complete review of Part OPS-NCO (Non-Commercial Ops with non-complex aircraft).
The working party is composed by representatives from the authority side but also from the EGU (Henrik Svensson and Patrick Pauwels), EAS (Julian Scarf) and the manufacturers side (Micro Scholz). Coordination is in the hands of EASA.
After three sessions a first proposal was presented and discussed during a workshop on the 8th of December 2016 in Cologne. This public consultation is a fast track procedure. During one or two follow up meetings, the proposal will be finalised and ready for the approval procedure.
The goal is for it to become active in 2019.
- RMT 0701 'Part FCL Gliding'
With the complete review of Part FCL – Flight Crew Licensing.
Here too, is the working party is composed by representatives from the authority side and from the users' side, thus EGU. Patrick Naegeli is in charge as chairman during the year one 'brainstorming phase', assisted by Meike Mueller and Andy Miller. Later on, EASA will take over to finalise the drafting phase during year two. Again, 2019 is the target date.
Two EGU-workshops were organised – 20/21 May – Hannover and 29 September-Schiphol – to collect the members' input and fine tune our goals.
The task force met for the first time on 21-21 of October in Cologne and a number of follow up meeting will take place.

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 but the political approval procedure is still going on. The plan is still 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.

Airspace

The annual workshop, organised by Gunter Bertram, took place in Berlin on the 30th of October. Only six members were present (Broader participation would be more than welcome).

The detailed discussions were on the subjects of the European Surveillance program and the 8.33 kHz Radio conversion schedule. 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. A part of the meeting was an exchange of information on the affects drones (UAS - UAV - RPAS etc.) will have on glider operation.

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 past and coming years.

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 three 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 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 FFVV 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 2017

This annual gathering will take place on February 18th, 2017 at Heathrow. An update can be presented during the upcoming meeting.

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