



EUROPEAN GLIDING UNION

EGU Newsletter 1/2017

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Editors note

EGU had a good Congress in London. We would like to thank Pete Stratten and the whole BGA team for excellent organization of the Congress.

On the EGU website you find all presentations from the Congress in London. If you have forgotten the password to the internal section, please contact EGU. <http://www.egu-info.org>



The delegates at the 2017 Congress

A report by the President

Patrick Naegeli

The EGU annual congress provides the only regular opportunity for the national gliding bodies in Europe to meet and take the widest perspective on matters of prime importance to the movement. It is not the only forum within which European gliding organisations meet - the administration of International competitions is handled by the FAI International Gliding Commission; and, over time, especially in recent years, the EGU has organised specific workshops for members to address specific topics, usually in advance of important meetings with EASA. Our annual congress, as a consequence, enables us to

ensure that all our international concerns are aligned.

This year's congress was hosted by the British Gliding Association, and held in London on 18 February. We welcomed all our existing members, were also joined by a new member - Hungary, and were pleased to have colleagues from Europe Air Sports in attendance. On behalf of all those that attended, we'd like to thank the BGA for organising the entire event and kindly hosting the dinner on the Saturday evening - it provided the ideal environment for everyone to relax after what had been a very busy day. I would also like to thank all those that lead and contributed to the various sessions.

The focus of our discussions was the current work that is underway on Part-Gliding. There continues to be broad agreement among EGU members of what we need to achieve with the new rules, in particular:

- The creation of a single EASA glider pilot's licence that removes the need for the current system of two parallel, almost absolutely identical licences
- The simplification of the process for the addition and maintenance of pilot privileges post-initial licence issue in order to eliminate unnecessary authority involvement
- The need to permit national discretion over the application of rules and the conduct of gliding activities within national boundaries allowing
- A substantial reduction in the number and detail of the rules in the new Gliding

Rulebook, with as many items being lodged in AMCs and GMs as possible

The gliding community is in broad agreement about what future rules should look like. Helpfully, there appears to be broad support for our views in some areas of EASA at least. Once we have finished and agreed our work on Part-Gliding with EASA, however, the process is far from complete. The Part-Gliding proposals will then have to proceed through a number of European Commission and Parliament stages before everything is finalised. Basically, things move from the domain of gliding expertise and into the domains of lawyers, officials and politicians. How they will choose to consider our designs, and what changes they might choose to make and for what reasons, are very difficult to predict. Experience has shown that there is the potential for changes to be made in these latter stages that unwind/reverse/dilute the proposals made by experts. The extent to which we might experience difficulties remains to be seen – but we are acutely aware of the risk and will work closely with EASA and others to ensure that Part-Gliding really does reflect the needs of the gliding community rather than unnecessary changes made by those outside of gliding.

2017 is the key year for Part-Gliding. By the end of this year, we will know just how much progress we have made on both the rules for operations and those for licensing and training. The coming months are going to be very busy in both areas and will require the regular input of all our members to our working groups. The EGU will endeavour to communicate as much and as often as needed throughout the process. Needless to say, if you have any questions or ideas to raise, all you need to do is drop us a line.

The annual congress is also the forum within which we take care of EGU governance matters by EGU members – principally, the approval of accounts and budgets and the appointments of officers to the EGU Board. EGU Board members serve for fixed periods of 3 years, and are eligible for re-election on the expiry of their terms. This year, several existing Board members offered themselves, and were excepted by EGU members, for re-election. In addition, we also

welcome one new colleague to the Board, Jürgen Kubicki. Jürgen brings a wealth of aviation experience and expertise to the EGU, and will be a valuable addition to the EGU team. I'd like to thank him for putting himself forward for the role and his commitment to the work of the EGU.

The EGU exists only to serve the needs of its members. Its members exist to serve the needs of their pilots, glider owners and clubs. All of us depend on the weather to allow us to do the one thing that we all want to do – glide. I hope that the season ahead delivers what you want.

Have fun, stay safe.
Patrick Naegeli



The Congress at work

Training and Licenses, Part Gliding RMT.0701

TO Training Andy Miller

EGU President, Patrick Naegeli, TO-Licensing, Meike Muller, & TO-Training, Andy Miller, have been working within this rule making task. The NAAs are prominent in the work, with 5 members of the group

Progress has been made towards:

- a single licence
- simpler text with nothing for non-sailplanes
- details moved to AMC/GM
- enable SPL training entirely in TMGs.
- SPL training in Annex II (Annex I) sailplanes
- a local licence, with cross-country privileges added after suitable training

- extra qualifications - launch variants (instead of launch methods), aerobatics & towing with TMGs to be added with log book entry by instructor after training completion. All instead of licence entries, NAA action & fees.
- split aerobatic qualification into basic and advanced

Next:

- discussion of EGU proposals for instructors and examiners

Next meeting will be in June.

AW&M

TO AW&M Howard Torode

GENERAL ISSUE FOR GLIDING IN THE EASA BASIC REGULATION (BR216)

There is currently a convergence of interest among powered sailplanes and microlights. While there are now smaller numbers of high cost, very high performance gliders, there is also the emergence of cheaper self-launching (probably but not exclusively electrically powered) motorised gliders offering autonomous operation AND low operating cost and group ownership. At the lightest scale of our activity:

- Micro-light aeroplanes and sailplanes are converging on the same design space.
- High efficiency design enables better use of available energy and in diminishing airspace: this is not exclusively available only to sailplanes.
- There is massive scope for experimentation and airframe development in motor-sailplanes with non-flight-critical propulsion units.



This is not a time to micro-manage airframe demarcations!

- EASA Basic Regulation BR216
- BR qualification criteria continue to drive un-necessary distinctions between perceived 'classes' of lightweight airframes.
- Through Europe Air Sports, EGU have supported a simple approach to regulatory criteria, based on a single weight criterion – without sub-divisions.
- There is a need for the certification options through EASA certification OR more local application of national rules AT THE CHOICE OF THE APPLICANT (the designer/manufacture).
- Gliding seek parity, to enable all sport aviation to develop along sound technical lines rather than 'engineering' around complex regulation designed to preserve artificial class distinctions.

How can we move this forward?

- There is a wide range of national positions, depending on a nation's ability to support their home industry. EGU believes the sport's interest is best served by a clear, flexible approach.
- Further, political opinions are widely divided, but EASA continuing to pursue a highly involved set of weight criteria base on historical prejudices.
- Formally the next step will be a 'Triologue' between Euro Parliament, Council and EC, where there are differing opinions and interests.
- EGU influence is limited at this level of European regulation, so EGU will continue to work through EAS.

AIRWORTHINESS & MAINTENANCE DEVELOPMENTS 2016

- GATF1 measures have passed in law (EC 1088/2015). This enables an owner agreed 'Self Declared Maintenance Programme' and ARC signature by appropriately qualified Maintenance staff.
- Within GATF2 we have created Part CAO (Combined Airworthiness Organisation), amalgamating Maintenance and Continuing Airworthiness into a single approval.
- Qualified persons enabled to deliver a single simultaneous inspection and ARC issue.
- The final draft of Part M Light was to have been voted in EP during Feb 2017, for implementation by end of the year. Now delayed to June 2017.
- AMC is still in development in GATF2.

Implementation 2017-18

- Part 66L – For Personal Engineer licensing is still slow moving. Timelines (below) show that this could easily be 'overtaken' by Part ML/CAO in the 2017-8 timeframe.
- The implementation of 'more relaxed regulation' such as Part ML/CAO can be as time consuming as moving to fresh regulation, particularly when convincing NAA's of justification.
- Feedback is sought on current issues on EC2015/1088, (including Self Declared Maintenance Programmes), to assess how EGU might assist members in addressing this future issue?

Operations, Part Gliding RMT.0698

TO Operations Henrik Svensson

After the workshop in December we had from all the participants a clear view that our major topics regarding special operations is normal operation and that we do not need extra set of rules for commercial operations because that there is no difference in operation, if we fly normal operation or commercial operation, and that additional regulations do not add more safety.

Having in mind that the text is not finalised yet, the following is foreseen:

- Towing, aerobatic and competition flights are not seen as specialised operations – these are now seen as normal operations
- Special operations for sailplanes will be listed in AMC/GM for the following flights:
 - Parachute operations, aerial advertising, news media flights and flying display
- Commercial operations: Agreement that no dedicated set of rules is necessary
- Cost-sharing: be able to share the direct costs
- Declaration: for commercial operations a declaration is needed so that NAAs know who is having commercial operations and that they may carry out an oversight
- Flight crew member/crew member: It is agreed that
 - the term 'flight crew member' is superfluous (since there is only the 'one' PIC) and, therefore, is deleted;
 - the term 'crew member' should stay (if a pilot conducts e.g. a proficiency check with an instructor on board, then the instructor is the PIC and the pilot is not a passenger, but still a crew member).

The structure of the new rules will be a cover regulation with two annex, annex I - definitions and annex II – sailplane air operations (Part-SAO). Part-SAO contains the rules to be followed by all operators conducting sailplane operations.



Delegates at the December workshop on OPS at EASA in Cologne

Next step will now be that EASA will continue with internal review of the draft rules with the aim to publish the Opinion in summer 2017. The

draft AMC/GM will also be published for information purposes as part of the Opinion. The sailplane expert group (RMT.0698) will then have additional meeting early in 2018 for final discussion about the AMC/GM.

At present, it is foreseen that the new sailplane OPS regulation will apply from 8 April 2019.

New board member

The congress decided to elect a further member to the board, the ninth.

Jürgen Kubicki, born in 1954, will be the new board. His aviation background starts as aircraft mechanic, thereafter as maintenance Supervisor and also later as technical manager and gained experience also abroad. He is a holder of different licences such as glider pilot including

glider towing licence, ATPL single and multi-engines ratings, IR with more than 17.600 flight hours. Also he has worked as CEO and German LBA approved Director Flight Operation until he retired in 2015.

In 2016, the DAeC offered him a position, Jürgen started working again and is now a valuable member of the German Aeroclub’s professional staff in Braunschweig. There he is in charge for Airspace, Operations, Air Safety - including the related European Issues.



Jürgen Kubicki

Timeline

It is not easy to establish a time line for the ongoing EASA rule making. But this is an attempt, made from current available information and some assumptions.

	2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
CS-STAN			CRD REVISION						OPERATING IN LAW											
Part M (1088)	OPERATING IN LAW												TRANSFER TO PML							
Part ML/CAO	OPINION		SUBMIT		ADOPTION		CONVERSION PERIOD													
Part 66 L-Licence	SUBMIT		EC DELAY		ADOPTION				ISSUE LICENCES				PART 66 LICENCE							
EGU Part Gliding	DEVELOPMENT												NATIONAL LICENCE ISSUE SUSPENDED PASSED by EURO PARLIAMENT							