



EGU Newsletter 4/2012

December 2012

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A note from the Editor

The Editor wishes you all a Merry Christmas and a Prosperous New Year. See you in Strasbourg. EGU Newsletter 1/2013 is planned for March 2013.

A word from the President

December is typically a poor month for gliding, in the northern hemisphere at least, but a good month for reflection. As 2012 draws to a close, we can look back on a year that has had its highs and lows. On balance, I believe that we can maintain a justifiable sense of optimism about the year(s) ahead.

In the last newsletter we mentioned the superb performance of European glider pilots in the recent world championships. We have every reason to believe that there will be more success when the standard and club class championships take place in Argentina early in the New Year. Our impressive achievements in international competitions are a result of a number of things, one of which is the very active national and regional competition scenes that exist in many countries. It is a real strength of European gliding and an area where we can usefully promote more cross-border participation at all levels.

From a European regulatory perspective, 2012 was also a year of progress. Whilst modest, our and others' collective efforts do appear to be going in the right direction. The new EASA GA Safety Strategy has a title that does not properly describe just how broad its coverage actually is. It does, however, have the potential to (re)introduce much greater levels of pragmatism and proportionality into the operating and compliance requirements that apply to general aviation, gliding very much included. Much of the work of the EGU in 2013 will be taken up with ensuring that gliding is properly represented in this work. We will, at various times, be asking you questions designed to make sure that we properly understand your position and issues in various areas. Please let us have your feedback and input no matter how insignificant you might think them to be.

At the same time, we also need to know what issues and learnings you are finding with the implementation of new regulations. Whilst no two countries are the same, experience can very often, usefully travel from one place to another.

2013 will not be a year without other significant challenges. A continuing, extremely weak and volatile economic backdrop has largely defined the last few years for many. Europe has now experienced the most extended period of economic turbulence in modern memory. Whilst the precise effects have varied by country, no one has escaped unscathed. We all face uncertain times ahead. This will make our individual and collective efforts aimed at putting gliding participation back onto an upward trajectory ever more challenging.

Our Annual Congress, which will be held in Strasbourg next February, will provide us with a valuable opportunity to discuss these, and many other important issues, in detail. The subject of participation and

club development that featured prominently in the 2012 Congress schedule will be the focus of another workshop. Out of this, we will need to decide what shape we want further pan-national work to take.



In addition, the EGU technical officers will lead sessions that will not only deal with current and planned EASA regulatory developments, but also with the broader context that will influence and impact gliding over the longer term. These are intended to make sure that we can decide where we need to be focusing effort if we are to think “ahead of the game”.

In addition, however, the Congress will provide us with a rare opportunity to meet as colleagues and friends, and celebrate 20+ years of European gliding collaboration.

Finally, I am conscious of the fact that whilst I have shared my perspectives of 2012, and some of my priorities for 2013, with you, that I understand only part of what is on your own look-back/look-forward list. I know that we will discuss much during our Annual Congress. I would, however, very much welcome anything that you can send that would increase my understanding. It might be as simple as a bullet-point list of your key plans and issues; it might be the annual report your association prepares for its members. We’d welcome it in whatever shape it is available. Hopefully, that is my Christmas reading list filled.

From all of the EGU team, we wish you a very merry holiday season and new year.

Have fun, stay safe.

Patrick

EGU Congress 2013 and 20th anniversary

The EGU Congress 2013 hosted by the French Gliding Federation FFVV will be held on Saturday 23 February 2013 from 09:00 to 17:00 and

Sunday 24 February 2013 from 09:00 to 12:00

At Hotel Hannong, 15, rue du 22 Novembre / 67000 Strasbourg.

The preliminary programme looks interesting. The EGU Technical Officers will give an overview of the present regulatory situation and will try to look into the future. Gerhard Waibel will give a lecture on “*From Icarus to Concordia*” and we will hear about how to create flight safety programmes. We will also have presentations from the presidents of EGU, EAS and IGC. At the end of the first day we will celebrate the 20th anniversary of EGU, who was formed in Strasbourg 20 years ago. The second day is devoted entirely to formal AGM business.

You can see the full invitation and programme on the EGU website. <http://www.egu-info.org/>

Workshop on Club Development

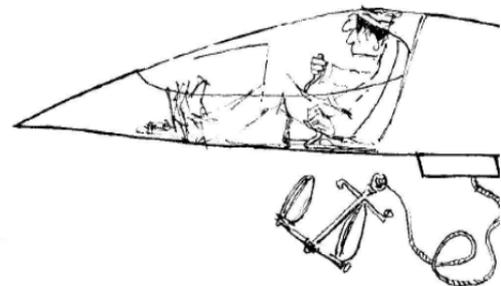
Following up on the successful workshop in Amsterdam in February 2012, the Working Group Club development, will organize a follow up work shop on the same topic. A call for paper was recently sent out, check the EGU website. The workshop is dated for Feb 22nd at the same venue as the EGU Congress the next day, see above.

Personal Engineer Licensing

EASA have finally issued their revised proposal for the licensing of individual engineers under Part 66. NPA2012-15 was issued on 4 October 2012, with an explanatory workshop being held in Cologne on 6 November. This was attended by many interested parties from the gliding community, including Howard Torode on behalf of EGU. The new 'L' license will permit qualified individuals to carry out and certify maintenance and repair on sailplanes (under L1 sub-category) and powered sailplanes and ELA aeroplanes (under L2). (Note: Categories L3 and L4 are for balloons.). Licensees may operate either as part of Part M SubPart F organisation, or as certifying engineers in their own right.

Conversion of current national licenses is anticipated, but this is of course a matter primarily in the hands of National Aviation Authorities probably by September 2015. After this date, new applicants will require to pass several examinations and demonstrate a period of practical experience. This will typically be equivalent to two years, but may be reduced to one year, given a period of formal classroom training. Currently, our major concern is the availability of new entrants into the field. This includes suitable training in an economic manner, and the creation of sufficient examination material to enable the qualification process to function.

EGU has formed a group to develop comment on these proposals which are required by the end of this year (31 December 2012). The point of contact is Howard Torode, who will be pleased to discuss issues with you, and would encourage you to enter your own views on the EASA Comment Response Tool on the EASA website.



EASA Part M Task Force

The Task Force reviewing Part M for General Aviation (GA) issued their 2012 NPA on 29 October 2012. The closing date for comments on NPA2102-17 is 31 January 2013. Given the provenance of this NPA it appears likely that the comments of the Sport Aviation community should be largely supportive but it is of course a matter of individual motivation. If you have any questions on this Howard Torode (TO AW&M) would be pleased to discuss them with you. He will be preparing the combined views of the EGU in the appropriate timescale.

GA Certification Workshop

EASA held an industry workshop on aircraft initial certification issues on 29 October 2012. At this event several initiatives to make many aspects of certification simpler and more effective were announced. This includes better support for the so-called 'Alternative Procedure for Design Approval' (AP-ADOA) which enables the proposal of modification and repair by non-Part 21 organisations and individuals. It is early days yet, but combined with several other alleviations in the pipeline via responses to the 'EASA Safety Strategy for General Aviation' (created by Europe Air Sports) and the Part M Task Force (see above), we may see some steps towards re-instating some of the privileges for modification and repair that were extant pre-EASA.

Airspace

The Standardised European Rules of the Air (SERA) have now been published in the Official Journal of the European Union and will apply from 4 December 2012. However, by way of derogation, Member States may decide not to apply the provisions of this Regulation until 4 December 2014. SERA affects all air sports categories.

SERA applies to all users of European airspace, including in the four non-EU EASA countries. It aims at bringing European Regulation in line with the requirements of ICAO Annexes. Among many other things

SERA presents a common European definition of airspace classes, specifying the same requirements for airspace users anywhere in Europe. This means that, for example, airspace class E and G will have the same requirements everywhere as regards the minimum visibility and distance from clouds.

A copy of SERA can be downloaded at:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:281:0001:0066:EN:PDF>

The NPA 2012–14 is available on the EASA website, the deadline is 24 December 2012:

<http://www.easa.europa.eu/rulemaking/notices-of-proposed-amendment-NPA.php>

Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 was published on 17 November in the EU Official Journal. It lays down the requirements for voice channel spacing for the Single European Sky. The Regulation comes into force on 7 December and is applicable in all Member States. In brief, the requirements of the Regulation Article 4 are as follows: The Regulation will apply to all radios operating in the 117,975 - 137 MHz band ('the VHF band'). From 17 November 2013, manufacturers must ensure that all radios on the market are 8.33 kHz channel spacing capable. Operators must ensure that all radio equipment put into service from 17 November 2013 includes the 8.33 kHz channel spacing capability. Aircraft with a radio equipage requirement, for which individual certificates of airworthiness or individual flight permits are first issued in the Union from 17 Nov 2013, have to be fitted with radios with 8,33 kHz channel spacing capability. Member States must ensure that by 31 December 2017 at the latest, all radios have the 8,33 kHz channel spacing capability. There are two more important final requirements. The full text of the Regulation is available in all EU languages under the following link:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:320:0014:0024:EN:PDF>

To avoid a rush towards the end of the retrofit period it is wise to plan your retrofit early. Most installations will be a minor change only but will need some time and, unfortunately, money.

Accident Statistics

We still miss reports from several countries regarding fatal accident data for 2010 and 2011. We would also like to collect if possible, number of accidents, number of members and gliders, launches and hours/year, XC km/year. It would be nice if you can send your statistic to Henrik Svensson, TO Flight safety. henrik.svensson@segelflyget.se

ATO – Approved Training Organisations

Gliding Associations across Europe are now facing the ATO regulations and many are in serious negotiations with their National Authorities.

It is good to learn from each other so here is the latest news – this month from the Dutch and Swiss. The problems that we deal with are remarkably similar, even though we each deal with our own Nation. Please, how are the rest of you getting on?

The EGU Technical Officer Training is looking to spread good news (as well as the other sort). Andy Miller at andy@asmiller.freeserve.co.uk

Below is a table showing the intentions in some of our member countries.

	Netherlands	Denmark	Finland	Norway	Sweden
Conversion of licenses to EASA FCL will start	Conversion of JAR to FCL April 2013 SPL/LAPL(S) Not decided Finished April 2015	April 2013	2014	Not decided	Conversion of JAR to FCL April 2013 LAPL will be issued from April 2015
ATO will start	Not decided (2015 ?)	After april 2013	2014	Not decided	2014/2015
Who will be ATO if we can decide ourselves?	Gliding Clubs become ATO National Aero club (KNVVl) takes the role of the NAA, under direct mandate from the competent authority	KDA workgroup is working on a common ATO for relevant airports	Räyskälä Sport Institute + big clubs	NLF with an ATO covering all relevant airports	SSF
Who do you think shall handle costs and administration for issuing licenses, FI and FE ratings? (the formal issuing must be made by the NAA)	KNVVl	DSvU	Gliding Section of SIL	NLF	SSF
Training Manual according to ATO requirements	Current manual is already very close to the ATO req. Framework for clubs is now work in progress	Danish manual (UHB) is close to the ATO			Swedish manual is very close to the ATO requirement
We all have an organization with national approvals for clubs, gliders and facilities that can be used as a start?	Agree	Agree	Agree	Agree	Agree
SMS is required?	Yes, Clubs need one to become ATO	Is part of ATO (ORG).			Swedish SMS can be used
FE shall be appointed in co-operation with our organizations?	Yes	Maybe	Agree	Agree	Agree
FIE – co-operation between our organizations?	Agree	Agree	Agree	Agree	Agree
Instructor training – co-ordination between our organizations?	Agree	Maybe	Agree	Agree	Agree

Conversion to Part FCL: Swiss Report

1. Conversion of a national Swiss licence to a Part FCL licence

Start: is now open

The following documents shall be presented to the NAA:

- a) An Application Form „Conversion of a national Swiss licence to a Part-FCL licence“
- b) A medical class 2 or LAPL
- c) Copies of the last pages of the log-book

The pilot shall be informed about Part FCL licences for sailplanes. That formation is delegated to the clubs and has to be confirmed by an FI on the application form.

All presidents of our clubs have received documents for the pilot's formation with ppt presentations in German, French and Italian.

All privileges of the national licences will be translated into the Part-FCL licences.

Remarks: For new holders of a Part FCL licence, all requirements and privileges of part FCL becomes active immediately. That situation is not easy to handle, because we will have during the next two years pilots with different licences and different requirements and privileges in the same clubs.

2. ATO

All the Swiss gliding schools are certified "Registered Facilities" (RF). The conversion to ATO is more an administrative than a practical burden. All existing RF should become an ATO (34 glider schools).

The Swiss NAA plans to start in January 2013 with a working group, composed with members of the Gliding Federation and the NAA.

The result should be:

- Documents with all the demanded contents as "example" available to all clubs not later than September 2013.
- Support of the clubs and schools during the certifying process.
- All gliding schools should be certified as ATO not later than March 2014.
- The pilot formation according to Part FCL should start in April 2014

Remarks:

The Swiss Gliding Federation will be integrated during the whole process. The costs of the conversion process have to be paid by the Swiss NAA (that's our intention!).

The FI formation is starting up to now at the FI refresher courses.

Swiss Gliding Federation

Emil Blumer



Winter flying

We finish this Newsletter with

A Christmas tale

Understanding EASA English

After this on www.gliderpilot.net, quoting EASA's exact words (shows how desperate we are getting), someone asked: "Does anyone (including EASA) understand what this fractured attempt at the English language means???"

"At the same time, the Agency tried to avoid creating an uneven level playing field":

Explanatory note to Opinion 03-2012 dated 3rd Sept. 2012. VI.

Amendments to Part-ORA

104. It is proposed to add a new paragraph ORA.ATO.155 to allow ATOs to offer, under certain conditions, A-to-A promotion flights with ELA2 aeroplanes, ELA2 helicopters and sailplanes and local area operations with balloons.

105. This rule should allow aeroclubs to continue with the current practice of offering promotion flights to attract new students and provide a sound legal basis for such operations. At the same time, the Agency tried to avoid creating an uneven level playing field with commercial air operators offering CAT A-to-A flights under VFR by day with ELA2 aircraft. The number of days as well as the area of operation has been restricted.

The answer:

At the same time: Within the normal timeframe for Europe wide political deliberation.

the Agency: Body of anonymous bureaucrats who know very little about what they are trying to regulate.
tried: discussed for hours and weeks without really coming to a useful conclusion.
to avoid: Verb usually associated with sloping shoulders, but in this case preceded by 'tried', an admission that they have failed.
Creating: What they do! Inventing regulation without proper purpose or justification.
an uneven level: what gliders cruise at (of course they wouldn't know that).
playing field: An analogy to what the bureaucrats are doing. For them it is just a game.

In essence then "**We bureaucrats in Brussels spent a very long time failing to invent a set of worthless regulations that will stop gliders flying off fields**".



*The European Gliding Union wishes all European Glider Pilots a Merry Christmas
and a Prosperous New Year*



Winter wave in Norway