



# EGU Newsletter 2/2013

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## Editors note

Information from our members are coming in. We hear many hair raising stories. Like AMEs charging 300 € for the new Medical II/LAPL Medical . One NAA says there is no difference between a Medical Class II and the LAPL Medical, so in consequence they will not issue LAPL Medicals (!!!!!). Some NAAs are issuing the new licenses on a life time basis (as it should be), while at least Sweden will charge an annual “registration fee” for the license. On the good side it seems like our Icelandic friends, with the help of Denmark, now have valid ARCS for most of their gliders (after having been grounded for the last two years!!!!!!).

Please continue to keep EGU updated on the implementation of all the new rules.

## A report by the President

Gliding competitions present a tremendous opportunity to showcase our sport in a range of exciting ways. International gliding competitions bring top pilots together in well-organised environments, and so offer a great way of raising our profile. This year, we have, or will have, a number of international championships taking place – the Worlds in Argentina, European gliding championships in France and Poland, and Women’s and Juniors’ world championships in France and Poland respectively.

We know that several countries take the opportunity to use the fact that their pilots are competing in such events to promote gliding in their domestic markets. In an age where our sport must promote itself very actively if we are to have any chance of growing, we should be exploiting the PR value of all major gliding events, not just competitions. For those of us that are not yet doing so effectively – which is probably the majority of us - there is much that we can learn from those that are.

The EGU Development Working Group may have a role to play here. After its basic mandate was endorsed by EGU members in February, the group is well underway with plans to develop a website specifically intended to enable better information exchange between members. By providing an easy way for national associations to understand the work that has been done elsewhere, and the corresponding results, it should help stimulate thinking and even encourage more rapid and reliable progress on development initiatives.



*Patrick Naegeli*

The EGU’s development agenda is still in its earliest stages. The need for such a focus has never been more acute. Gliding numbers are still in decline, and the continued economic instability in many countries makes things even more challenging. Two of the EGU’s member associations have had to withdraw from membership temporarily following major reductions in their budgets.

This is a situation that we can fully sympathise with and, as a consequence, the EGU is reviewing its own cost base in order to make sure that it does not cost its members any more than it absolutely has to. At the same time, we are also considering alternative ways in which we can structure the subscriptions that members pay in order to ensure that everyone is treated fairly and equitably.

On the upside, the EGU has also recently welcomed a new member to its ranks. Canada has joined and takes its place alongside the USA, South Africa, New Zealand, as well as a long list of continental European members. I think that this clearly goes to show that the issues/challenges and opportunities that gliding needs to deal with are of genuinely global interest. We welcome our Canadian colleagues and look forward to getting to know them better in due course.

Whilst the development agenda is of importance, you will see from various items in this newsletter that our primary concerns are still mainly with current and planned regulatory developments.

We have embarked on a programme of closer, direct working with and through Europe Air Sports. The EGU's Technical Officers have been in contact with all member associations in order to ensure that they maintain a clear and current understanding of national issues and developments. They are particularly keen to make sure that we see where there are major, potentially systematic, implementation issues emerging.

We know that all national gliding associations work with very limited resources. The EGU has no desire to take up people's time unless it is absolutely necessary. On occasions, however, it is unavoidable and sometimes at short notice.

In closing, and on a somewhat subdued note, it would be wrong to refer to the recent European Championships without mentioning that our sport is not without its risks. Many of them are of relatively minor concern. Others, however, can have far more serious consequences.

The recent, tragic accident during the Europeans is a salutary reminder of what can happen among even the most safety-conscious. Our sympathies are firmly with the family and friends of the pilot concerned – and our duty must be to continue to seek ways in which we can reduce risk in appropriate ways.

As always, if you have any items that you would like to raise with the EGU, please do not hesitate in contacting us.

Have fun, stay safe.

## EGU Club Development Working Group

A report by Alison Randle

The group has been making some progress! The network is finally beginning to grow, contributions and ideas are beginning to come in and we now have a website to build.

The website will form the public face of the project and to begin with it will cover three important functions:

- *Making contact:* people, clubs, National Associations, non-gliding organisations, companies in the gliding industry and any other interested parties will all be able to make contact with the project, and will have something to interact with
- *Getting information:* a library of resource documents, papers, presentations and case studies from clubs and National Associations. We will also be able to include information from volunteering and sports development organisations. We hope it will be somewhere that individuals, clubs and National Associations come to use on a regular basis.
- *Giving information:* it will be possible to submit information and ideas to the Working Group, and relevant materials will be published on the website

In time, we will also be able to use the site in other ways, such as:

- Information about individual work projects
- Requests for information and volunteers
- Surveys and research questions

We will let you have the link when the site has been built.

The Network of Country Representatives is beginning to grow. In addition to the UK, Norway and Greece (on the WG) we also have representatives from Denmark, Sweden and France. Whilst we have plenty of information to gather from these 6 countries, the more countries who join in, the better. Who could represent your country?



*Alison Randle, EGU Club Development Working Group*

What is involved? The most important role the Country Rep will have is passing information to and from gliding clubs in their country. The best sort of person will be someone who has a good understanding about what is going on at club level in your country. We communicate via email in English (and find Google Translate to be a very helpful tool – although sometimes it creates some very entertaining results!). What we need to gather first of all are copies of existing work (research studies, magazine articles, club case studies, presentations and so on). This information will be put on the new website so it can be shared. Useful ideas can then be used!

We are already beginning to see some interesting patterns emerging from the papers and studies we currently have access to. We will be using this existing information to help shape future study areas and also to develop helpful solutions.

Now is also a good time for people with ideas for individual work projects to register their interest. Hopefully we will be able to build links between people with similar interests so that information (and perhaps workloads) can be shared.

Clearly, the more countries we have involved, the greater the information we will have to call on and in the end this will provide higher quality solutions for real glider pilots to use at their local clubs. The top aim of this project is to get more people gliding, more often.

There are some exciting times ahead for this project! Please do make contact [alison@gliding.co.uk](mailto:alison@gliding.co.uk)

Alexander, Arne and I look forward to hearing from you soon

## 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](mailto:henrik.svensson@segelflyget.se). Or you can use the accidents pages in our database. The database can be found under the internal section of the EGU homepage.

## Licenses

(Although EASA clearly separates ATO requirements from those for FCL, in the real world they seem always to be interwoven.

No surprise: ATO is all about training for FCL qualifications & FCL regulations make frequent reference to ATOs)

Much of the work now is between National Associations and their respective NAAs. As always, we can be more powerful if we share our experiences.

The EGU is eager to publish, here, news from any of our member associations.

#### Greece

The NAA proposes to start thinking about gliding licences in 2015 (we fear a little late).

#### UK

As the Brits must move from their current position of no gliding licences at all, their conversion will be complex and take quite some time.

After lengthy negotiations, conversion details for UK glider pilots will be published soon.

UK pilots are being charged about €140 for Class II and LAPL medicals.

In Sweden we know that some AME charge 300 € (!!!!)

## **ATO – Approved Training Organisations**

A report by Andy Miller, TO Training

Brits again: the UK's BGA proposes to set up one large ATO with some 80 'branches' – the member clubs. Negotiations with the UK CAA have started, but also will be complex.

The French FFVV, by contrast, are thinking of an individual ATO for each club, creating about 160 ATOs.

### **Safety Management Systems**

#### **Guidance for small, non-complex organisation**

#### **UK CAA CAP 1059**

Gliding clubs and associations face many challenges setting up Approved Training Organisations as required by EASA regulations. One of the most difficult aspects may be the Safety Management System; it certainly worries the EGU.

Here is a little help, from a surprising source: the UK CAA has just published this short guide book – CAP 1059.

It gives simple explanations and clear guidance.

Google happily finds "UK CAA CAP 1059", as does this link:

<http://www.caa.co.uk/docs/33/CAP%201059%20SMS%20for%20small%20organisations%20%28p%29.pdf>

## **Airworthiness and Maintenance**

A report by Howard Torode, TO AW&M

EGU has recently been advised by the David Roberts (Europe Air Sports Chairman) of the GATF (phase 2) tasks that will for the 2013 programme. My understanding is that these would be EASA-only undertakings, but that comments and inputs might be considered from Sporting Bodies later in the process. Briefly these include:

- ACAM
- Airworthiness review process and qualification of staff
- Combined approval DoA/PoA/CAMO
- Relieving of format of rules and requirements on acceptance of components (in two parts)
- Privileges of independent certifying staff
- Maintenance programme acceptance on transition of ownership

- National requirements for minimum equipment lists
- Permits to fly
- Pilot Owner maintenance - standardisation of interpretation
- Repairs and modifications

There is also an opportunity to input further ideas. EGU would welcome preliminary discussion with any of you regarding major issues that currently limit your freedom or competences particularly if they fall outside the items given above. The timescale would be during this year, with discussions mounted in late autumn. While we have constantly campaigned for a 'light' Part-M, the current Part M draft has actually been accommodated in many countries with greater, or mostly lesser, convenience. Many of us have now been operating Part M for a few years and will have direct experience to feed back. While personally, I am more concerned for the present over the impact of changes to Part 66 Personal licensing, and continuing issues over Part 21 aspects of modifications and repair, both of these aspects interface directly with Part M.

We estimate that the earliest date at which EASA might be receptive to our views is early September 2013, so we must have some categorised positions by then. In addition to the list above, there are those proposed through the EAS GASS (General Aviation Safety Strategy Response, which is already on the EAS web site). Most of these have rule making tasks (RMT) already in hand, so changes (alleviations?) and embodiment might be expected. We now have a little time to consider and identify new issues that are additional to these, that we would like to be considered for gliding as part of GA/Sport aviation. We must also consider carefully whether our current issues are due to rule making, or matters of implementation and interpretation.

We need to coordinate an approach for gliding and EGU is the method identified by EAS. For now, please share your initial ideas with EGU. It is **not currently appropriate** to make representations direct to Europe Air Sports or EASA, both will expect EGU to provide coordination.

We look forward to receiving and discussing your ideas.

## Airspaces

### A report by Günter Bertram, TO Airspace

Regularly towards the End of the Year the Technical Offer Air space of the Member associations meet. In the last couple of years the attendance number got smaller and smaller. For this year's meeting only very few people responded to the proposal for time and meeting place. The details are still available at <http://doodle.com/cbtdqrsbvczdkc2z>. Would please all the associations rethink their means to send their T/O to this very important meeting. Airspace is and will be our sports field.

At the end of 2014 the Standardized European Rules of the Air (SERA) will be introduced and I am looking forward to the EGU contribution towards securing our place in air space.

Below is Günter's report from NETOPS 6

### SERA

A briefing was given on SERA Part C.

- NPA by EASA should be out before Summer
- Part A+B are published in 923/2012, all MS either have Opted-out until Dec. 2014 or have given no feedback at all
- Opinion by EASA End of 2013

### CASCADE Program - working group on Surveillance

By chance I ran into a newly (on the day) ad-hoc working party looking at the future ground and airborne European Surveillance equipment. The working party is under the leadership of a German Eurocontrol employee. I have asked to be on their list of stakeholders and to receive their papers. The one that is attached to this mail gives their first ideas and does not put any burden on the VFR community in regards to surveillance equipment. Europe is still following the ADS-B out by using the Transponder Technology Mode A/C/S with the ADS-B out module

### **TMA to Enroute Airspace**

In regards to delays and coordination of air traffic a Sub Group within NETOPS was founded that shall look at the improvement of the Terminal to the Enroute air traffic management. This is another area that needs monitoring.

### **Constant Descent Operation/Constant Descent Approaches**

Many European Airports are said to have introduced approaches using the Constant Descent Approaches. No statement could be made how many actually use it and why the planning still is bound to the old ICAO regulations using quite significantly more air space than this approaches do. Sadly there is no automatism between CDA and Airspace requirement.

For any more details contact: Günter Bertram, [g.bertram@daec.de](mailto:g.bertram@daec.de) ++49-531-2354050



*ASK 21 Mi over the strait between Denmark and Sweden (courtesy by Nordic Gliding)*