



EUROPEAN GLIDING UNION

# EGU Newsletter 2/2015

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## Editors note

EGU wishes all European Glider Pilots a Merry Christmas and lots of gliding in 2016!

On the EGU website you find a lot of useful information. If you have forgotten the password to the internal section, please contact EGU. <http://www.egu-info.org>

## Breaking news!!!

*EGU will start work on 'Part Gliding' together with EASA! See Presidents report!*

### A report by the President

Patrick Naegeli

In our newsletter earlier this year, I mentioned that we were beginning to see signs of EASA wanting to adopt a more practical approach in its dealings with the lighter, simpler end of aviation – gliding very much included. At that time, the EGU had received a positive response from EASA to our proposals for greater flexibility in the weight limits for gliders in Annex II.

On the back of this, together with a number of other EASA developments, I stated that I was cautiously optimistic about our prospects of getting better a more reasonable and fairer hearing on gliding-related matters from EASA in the future. I am certain that all of us have also felt positive about potential EASA developments in the past, only to be disappointed by what has actually happened. So, are we justified in thinking that our new sense of optimism is different from what we might have felt in the past? Is there a chance that it will not turn into any useful to us, and that we will feel underwhelmed by events?

Well, there is always a chance that one might be disappointed by the lack of progress made when dealing with EASA. There are, however, a couple

of things that suggest that our chances are better now than they might have been in the past:



*Patrick Naegeli – EGU president*

- Firstly, Patrick Ky, EASA Director, has made it clear that EASA had made a number of fundamental mistakes in its approach to regulation. He has been especially critical of the agency's unnecessary and inappropriate imposition of rules on the lighter end of general aviation, and acknowledged the need for change.
- Secondly, earlier this year, EASA began working with representatives of the

European Ballooning Federation on a programme to review the regulatory treatment of ballooning.

Sensing a change in EASA's position, the EGU – through EAS – arranged to meet with Patrick Ky in July to discuss the possibility of running a programme for gliding along similar lines to the one for ballooning. The meeting was very cordial, and Patrick Ky responded positively to the idea of separating out gliding from mainstream aviation regulations – in essence, into its own separate 'Part-Gliding'.

Practical constraints, especially concerning the availability of EASA people to work on the programme, suggested that the work could not properly start until some time in 2016. Nevertheless, the EGU asked for a further working session focused on the preparations for the programme – always a useful way of making sure that both parties are thinking along the same lines before work actually starts. That meeting took place in Cologne on 11 November, lasted half a day, involved 5 members of the EGU Board and no less than 9 EASA staff. As a result of that meeting, we have an agreement to jointly develop a proposal to go to the EASA Steering Group for formal approval in February, 2016.

We expect that the work programme will probably have four distinct sub-teams. These will examine each of the three main regulatory 'pillars' most relevant to gliding (licensing and training, continuing airworthiness and maintenance, and operations), as well as other/cross-cutting regulatory areas.

The precise details of how the work will be undertaken are something that we have yet to agree with EASA. It is likely, however, to involve:

- Identifying existing regulatory work areas that are likely to affect gliding, and which may need to be adjusted in order to avoid any conflict with Part-Gliding
- Separating the gliding-specific provisions from the mainstream regulations into a separate Part-Gliding
- Reviewing each of the current regulations and deciding what should be removed or changed

- Determining how we best handle the links that will need to continue to exist between gliding and other parts of the EASA regulatory framework – and how we avoid future changes elsewhere inadvertently impacting on gliding
- Working out a timeline for the start-to-finish of the process so that we can gauge at what point, Commission and Parliament factors aside, we can anticipate our changes coming into effect. This will be necessary for us to determine whether or not extensions are going to be needed to current extensions/opt-outs

Ideally, we would like to have the bulk of the work that we are going to be involved with completed by end-2016/early-2017. The subsequent legislative and other processes that will also have to take place will go on for some while after then. But, just because EASA has been used to dealing with regulatory programmes that take many years to complete, does not mean that we should not try and force things along more quickly. Indeed, EASA seem to understand the need to move promptly (for them) and have indicated that they want to use a 'abbreviated' process to help shorten timescales. We are happy to work with this approach just as long as it does not compromise our ability to consult properly with our members.

Prior to work starting, the EGU will:

- work with its members to agree a set of basic positions that we want to use to guide our work in each main area
- create work teams comprising volunteers from across our member associations – be warned, put your thinking 'caps' on as we will be looking for the names of those that can help early next year
- set up a small programme office to oversee the activity and to ensure that we provide regular updates to EGU members on the progress of work

It is clear that there is going to be a lot of work taking place over the next 12/18 months. This will require a significant increase in the number

of people working through the EGU, with the extra travel and meeting-related costs that implies. As this is probably the one opportunity that we will have to materially influence gliding regulation for the next 10-15 years, we will all need to be prepared for that. We will be setting aside a considerable amount of time during our next conference to discuss the programme, and all of its components.

On the subject of the EGU conference, please make sure that you have set aside the 20<sup>th</sup> February next year in your diaries. The Austrian Aero Club have kindly offered to host the EGU and its members in Graz. More details to follow in due course.

This is not the first time that I have focused almost exclusively on EASA-related matters in our newsletter. But I am sure that you will appreciate why I have done so. Even though I have already gone well over my word limit, I cannot close before I say thank you to two sets of our members:

- Nordic gliding associations – who kindly invited me to their meeting in Denmark in September
- FFVV – which allowed the EGU Board to meet in their Paris offices in October



*EGU Board at work at the FFVV office in October*

Being able to meet with our members on their home territory is a very useful way for the EGU Board to spend time getting to know individual members and their issues. The Board plans to continue with its policy of holding one of its Board meetings in a member country each year.

If you would like us to come to you – please let us know.

Finally, as the year draws to a close, I and my EGU colleagues would like to offer you our best wishes for Christmas, and hope that the new year brings the prospect of some truly great gliding – and, maybe, more than a little deregulation.

Have fun, stay safe.

*Patrick Naegeli*

## EGU Congress 2016

The venue for the 2016 Congress will be Graz, Austria on Feb 20. A “first call” was sent out to our members on Nov 19<sup>th</sup>. Note the date!

Our General Secretary will send out the formal invitation in a couple of days. We hope to meet you in Graz – it will be an important meeting!

## A message from the treasurer

**Robert Danewid**

2015 has been a very busy year for EGU. And 2016 seems to become even more busy. This means of course that we will have to spend more money. For 2015 I estimate to use ca 5 000 € more than budgeted. And the budget for 2016, so far, indicates that we will use ca 4 000 € from our reserves. This is OK in the short run – our funds can cover this - but, of course, not in a longer perspective. As our president writes we now have the only opportunity in 10 – 15 years to really achieve lighter and proportionate regulation for gliding. This will benefit us all and future generations of glider pilots.

So I ask our members to consider their view on an increase in membership. Not for 2016, but 2017.

## Operations

**TO Operations Henrik Svensson**

Part-NCO for sailplanes is supposed to enter into force 25 of august 2016, though we have been informed that there will eventually be a decision on the next EASA Committee meeting to have an opt-out until 2019 regarding operating rules for gliding. This is a consequence of the work of GA

Roadmap and also that EASA may create separate OPS rules for gliding.

EGU still believes there are some areas in part-NCO that needs to be revised, such as:

- EASA OPS and Part-NCO has been seen from a GA viewpoint as acceptable though it is still very complex to find everything for gliding in a document for all other categories and that it is down to a very detail level in various items.
- Part-NCOs demand on technical documents to be carried on each flight (sailplane/ retrieve vehicle)
- Part-NCOs demand on Minimum equipment list (MEL) at least valid for TMG – should be required instrument only
- Part-NCOs demand the PIC shall take into account noise abatement procedures even for powered sailplanes
- Part-NCOs demand for weighing

Our earlier worries with sailplane towing, aerobatic flights and competition in Part-SPO will be treated in Part-NCO which is of course good. Regarding introductory flights, every member state will carry out oversight of operations; this may give extra “problems” in some countries, but hopefully no big issues.

But we still have CAT for sailplanes. Part-CAT A-A continues to apply a disproportionate level of complexity to the operation of sailplanes, touring motor gliders and towing aircraft. We think that this shall be deleted, no CAT for sailplanes.

## Training

### TO Training Andy Miller

Date of report: Tuesday 1st December; the date is noted because proposals for Training outside ATOs continue to develop day by day.

Members already know that, under the current law (when it has been implemented), an ATO will be needed for sailplane training. Together with our colleagues in European Air Sports, the EGU persuaded EASA that this requirement imposes an unreasonable burden on our volunteer clubs.

During the 2015 soaring season, an Agency Task Force worked on developing a more sensible regime. Gliding was represented by Board Members Meike Muller & Andy Miller and informed by a successful EGU workshop held at Schiphol in May.

As northern European soaring came to an end, the Task Force produced an excellent proposal which, unfortunately, met difficulties within EASA. The Agency's officials are now working for a revised regime which overcomes these difficulties.

The current plan is that an NPA will be published in January.



## Airworthiness and Maintenance

### TO AW&M Howard Torode

During late summer, one of my longer E-mail threads maintained the title ‘What a month for Airworthiness Regulation in EASA’. This related to the adoption, in late June, of CS-STAN (Standard Changes) and revised regulations within Part M for General Aviation (from Working Group GATF Phase 1) plus the issue of several ‘proposed amendments’. EGU has campaigned hard for these two measures and it is gratifying that they have finally come into operation. These can both be seen as significant triumphs for ‘proportionate regulation’,

following the initiative of EASA Director Patrick Ky.

That said EGU also recognises that even the implementing simplified rules has its inconveniences. It can take a great deal of work, within each nation, to convince your own NAA to bring about an effective conclusion. Many of you may be addressing this at the present time. While at EGU we are absolutely clear that further simplifications must still be sought, it is timely to review the timescales of future regulatory activity. Sadly we can never be precise in this, as it necessarily contains an element of predicting into the future. I offer the timeline diagram enclosed here, which demonstrates that the current round of regulatory simplification should remain stable for about two years, before the slow-running Part 66 personal licensing regulation and the (hopefully) fast-track 'Part M Light' pass into law, expected in the late 2017 to early 2019 timeframe.

From this you will see that Part M Light is currently in the comment review (or CRD) phase. It will build further on the measures implemented this year to give non-CAT owner greater freedom in choosing their involvement in the maintenance of their GA aircraft including sailplanes.

Fundamental to this is the recombination of the artificially separated strands of Continuing Airworthiness and fruitlessness of this approach when applied to sport aviation, both at the organisation level and at the working level. Most recently we have the prospect of combining Sub Part F and Sub Part G (CAMO) approvals into a simplified single function, but this has yet to be finalised. EASA ability to respond to sport aviation concerns has certainly increased in the past period, but in many areas EASA remains limited by its ability to respond to changes in the 'Basic Regulation', which is required to underpin all other rulemaking. One such basic rule has been the definition of what constitutes a sailplane in the EASA 'definition'. Until now, while micro-light have enjoyed freedom from EASA regulation up to a mass of 300kg (single seat) the corresponding limit for a pure sailplane is only 80kg. EASA is currently reviewing this disparity and it is hoped that some more rational figure may be adopted in the near future. EGU is actively reviewing the impact of the 'Basic Regulation' on our future conduct of negotiations with EASA on sailplane specific matters.



**EASA AIRWORTHINESS REGULATION TIMELINES**

	2015				2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q 2	Q 3	Q 4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>CS-STAN</b>	OPINION		CRD		OPERATING IN LAW				OPERATING IN LAW				OPERATING IN LAW							
<b>Part M (GATF1)</b>	OPINION		CRD		OPERATING IN LAW				OPERATING IN LAW				OPERATING IN LAW							
<b>Part 66</b>	OPINION				DECISION				IMPLEMENTATION				IMPLEMENTATION							
<b>Part M Light</b>	DEV		CRD		OPIN		DECIS		IMPLEMENTATION				IMPLEMENTATION							
<b>EGU Part Gliding</b>	DEVELOPMENT																			

## Licenses

### TO Licenses Meike Müller

Following April 8, 2015 the situation varies in our member countries due to the fact, that most of the countries opted out for at least three years. A further extension of the opt-out period until April 8, 2019 is already decided for implementation of adapted new regulations. During the ongoing time several rulemaking activities of EASA within the framework of GA road map can be observed. Within the task force training outside ATO a relaxation of the for gliding much too burdensome setting of rules of requirements are discussed and the publication of the related Notice of proposed amendment (NPA) is planned before end of the year with a comment period until end of February 2016. A significant amount of reading and thinking for us and our members is coming up in this respect to evaluate benefits and risks with the given proposals. During the work it became obvious that FCL is affected by the situation. Despite the fact that most of the rules are acceptable so far some regulations will induce tremendous difficulties as for example the reassessment of flight instructors every nine years and the requirements for flight instructor examiners. National lobbying as well as discussions within the European bodies should help to introduce a common understanding of a minimized regulatory framework for gliding.



## Airspace

### TO Airspace Günter Bertram

The European Gliding Union Airspace Group (EAG) annual meeting was held on the last weekend of November in Cologne. Seven nations were able to send their representative. As usual the meeting started with a briefing on the individual nations airspace situation. The Power Point Presentations and the minutes of the meeting will be online on the EGU homepage as soon as the minutes of the meeting are agreed upon.

The detailed discussions were on the subjects of the European Surveillance programme, the 8.33 kHz Radio conversion schedule, the Notice of Proposed Amendment NPA-2015-10 on “Drohnes”, the implications of the Standardized European Rules of the Air (SERA) introduced at the end of 2014, the new NPA on SERA Part C and Cross Boarder Flight Plans. In the later process a new attempt shall be started to make cross boarder activities easier.

The final discussion was on the loss of airspace. Almost everybody had to report that access to airspace becomes more and more difficult. The reasons are manifold i.e. increasing commercial air traffic, strong military demand, drone operation, new equipment requirements and the general discussion on mixed IFR and VR traffic.

It is important that all glider associations keep vigilant and make sure to be involved in the day to day business of airspace planning in their own and neighbouring countries.

The initial idea for the EAG meeting 2016 is to have it in Berlin were the German Glider Day most probably will happen.

## 8.33

We have been informed that UK, Sweden, Finland and maybe Denmark and Norway will file an “article 14.4 exemption” to retain some frequencies as 25 kHz for a limited time after 2018.

## Norwegian Airsport Federation to become CA

The Norwegian Government has appointed the Norwegian Airsport Federation as Competent Authority (CA) for gliding and ballooning from Jan 1<sup>st</sup> 2016. This means that NLF will issue EASA FCL SPL/LAPL(S) etc. Congratulations!

