



EUROPEAN GLIDING UNION

EGU Newsletter 2/2016

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Editors note

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

Part-Gliding is now under way

In the beginning of May EGU representatives met with EASA officials in Cologne for the first meeting about lighter regulations for gliding and the creation of a gliding rulebook, which we call "Part-Gliding". First out is OPS. See report below by TO Operations Henrik.

At the end of May EGU organized a workshop to discuss with our members what we want the SPL and associated training to look like. Simplicity is the keyword. TO Training Andy reports below.

If you have any comments, questions, proposals etc about "Part-Gliding", do not hesitate to contact EGU.



A report by the President

Patrick Naegeli

We had anticipated that 2016 was going to be a busy year for those of us involved in the regulatory aspects of European gliding. Just four months after EASA formally approved the development of a totally new Part-Gliding, it is now becoming clear just how busy this (and next) year will be. Our long-run work on airspace-related matters and airworthiness and maintenance activities will continue to feature prominently on the EGU's agenda; otherwise, and in the absence of any high priority issues arising that we have no visibility of right now, all of the EGU's energies will go into Part-Gliding.

You will recall from our last newsletter that two work streams have been started under Part-Gliding: one for gliding operations (OPS) – led by EASA, and another for licensing and training that is being organised by the EGU. Both work streams have got off to very good starts. I am encouraged by how much agreement there is between the EGU and EASA on the need to reintroduce simplicity and proportionality in gliding regulations. We know that that agreement may well be tested as we get into the details – but addressing these challenges is a lot easier if we share the same objective.

In OPS, licensing and training, and any further future work streams, the EGU will ensure that the new regulatory structures better meet the needs of all our members. We are, however,

mindful of the fact that it is unlikely that we will get another chance to revisit elements of Part-Gliding in any major way for a good many years after we have finished the current exercise. As a consequence, we have to make sure that any material differences of opinion between members as to what the new regulations should say are identified and resolved as early as possible so that the overall process is not compromised. To help that happen, we have asked each of our members to nominate specific points of contact for both of the current work streams. These individuals will be consulted regularly throughout and at all key stages of the programme. They will also be able to get directly involved in the detailed work to the extent that they find that practical. From the outset, this will be a truly collaborative effort across the gliding community. So, if you have not yet told us who your representative is for one or both work streams, please do so as quickly as possible.

Elsewhere in this newsletter, you will find more specific commentary on what has happened to date on Part-Gliding. These will be the first of many similar reports that we will provide over the coming months (and years!).

Clearly, collaboration among gliding nations is important. At times, collaboration among air sports is also necessary in order to achieve something that has a wider benefit. Howard Torode has been leading the development of our input to the new weight limits that should define what can be put into EASA's new Annex I (currently Annex II). On something so important, the EGU must ensure that it understands each of its members' views on the subject. Howard has done so, and as a consequence, the EGU's stated position in support of the new 600kg limit for Annex I aircraft, has been endorsed by its members. Our thanks to Howard and the rest of the team involved in this – we now hope that the rest of the regulatory and legislative processes that apply at the European level allow things to go through.

It is now close to mid-June. The rumour is that summer will return to (start in?) some parts of Europe very shortly. Important as these things are, it would be nice to be distracted from the

latest draft regulatory text by the prospect of some soaring.

Have fun, stay safe.



Training and Licenses

TO Training Andy Miller

FCL aspects of Part-Gliding, the proposed gliding rulebook

We have started work.

This kicked off with a workshop during May in Hannover. The workshop gathered a clearer understanding of the effects of current FCL and ATO regulations on European gliding and started development of a coherent EGU vision for better sailplane regulation. Delegates from 9 member associations attended – Belgium, Denmark, France, Germans, Netherlands, Poland, Sweden, Switzerland and the UK.

Some members already operate under the full imposition of Part-FCL and ATO requirements, others have been planning for them.

Even though there are national differences, a clear consistent picture emerges across European gliding:

- Good - some opportunity to improve instruction
- Bad- NAAs given a role, but are not experts; can add difficulties and impose fees – so they do
- Bad - Regulation, even if telling us to do nothing new, adds costs & burdens
- Bad - FCL standardised with power, added things not needed for gliding; too many layers
- Dreadful - Extra regulations and bureaucracy breaking down our safety culture

It was not difficult to agree principles for future sailplane regulation:

- Minimum NAA involvement; minimum cost

- Minimum regulation; minimum layers; no regulations for power
- Competency based
- Remember outliers

The rest of the workshop addressed more detailed topics:

- Modular licence – an FFVV proposal
- Competency based qualifications
- A single licence - but the current lower medical must not be lost
- Recency requirements – are regulations relevant?
- Instructor revalidation – 2 days for an instructor seminar is a particular burden
- Examiners – the FIE(S) qualification is a particularly expensive, yet useless, burden - 25% rule is inappropriate and unnecessary for sporting aviation
- TMGs – they are sailplanes
- Launch variants
- Towing
- Aerobatics – the existing ‘all or nothing’ rating has dangers compared to staged qualifications
- Cloud flying – no desire for any change from existing Part-FCL
- Passenger flying – no desire for any change from existing Part-FCL

There was no desire for any further regulations.



Operations

TO Operations Henrik Svensson

The first working meeting concerning Revision of the operational rules for sailplanes (RMT.0698) was held in Cologne 10-11 May 2016. EGU was represented by Patrick Pauwels and Henrik Svensson. Jan Boettcher, EASA is Project Manager for the work with OPS for sailplane. In the group there are also several people with gliding experience.

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There will be up to six meetings of the expert group RMT.0696 until March 2017 and a workshop for focused consultation on draft/decision on 8 December in Cologne. Publication of the Opinion is planned to be in June 2017.

At the meeting we provided the position and concerns of EGU where we explained that one major proposal of EGU is to delete Part-CAT and Part-SPO for sailplanes and to establish AIR OPS rules of less than 20 pages, that is a simple rulebook for gliding.

After this first meeting we have a draft Regulation for AIR OPS sailplanes, a single document including annexes to this regulation. We still have some parts regarding commercial operation with sailplanes and special operations in the draft, and there will be further discussions how to proceed, and we will of course aim for a simple solution were we think that everything concerning gliding should be normal operation!

Next meeting in the group will be 7-8 September.

Regarding an “opt-out” for OPS for sailplanes - the Commission will shortly publish a Regulation with a new application date for the AIR OPS rules for sailplanes which is 8 April 2019.



Jan Boettcher and Jannes Neumann at the first meeting with EASA and EGU about OPS

AW&M Notices

TO AW&M Howard Torode

Enquiries at EASA (suggested at our Annual Congress) reveal that the entry into law of Part M Light/CAO may now precede the corresponding entry into law of Part 66 (inc. 'L' engineer's licence). The order of these events are not perceived to be an issue of

concern. Indeed, the early entry into law of Part ML/CAO might just be preferred. The supporting guidance and 'means of compliance' material for Part ML/CAO will be worked up over meetings at EASA Koln during autumn/winter 2016/17.

EASA is considering further additions to the leaflets of CS-STAN (Standard Changes and Repairs). Those that have been circulated to date mainly concern avionic and comms installations, or harmonisation of international standards, typically for powered aircraft. Should anyone have any suggestions for additions to this useful document, please contact the EGU AW&M Board member.

Note concerning application of the EASA basic regulation

TO AW&M Howard Torode

(This announcement has been sent to all EGU delegates and members)

At the board meeting of 17 May 2016 the EGU Board decided with a strong majority, to support the EAS position regarding a simple threshold limit of 600 kg All Up Weight, above which airframes must be certificated to EASA regulations. This means that below this limit there would now be a reinstated option for national certification of series produced light sport airframes of two or less occupants. While designer/manufacturers would, at their choice, still be able to embark on EASA certification with its wider market options, this privilege would enable future airframes below this weight to operate within national boundaries to national rules, without requiring compliance with the EASA system and processes.

Discussion

It should be recognised that the choice of 600 kg threshold is not of EGU creation but has been chosen considering the wider air-sport view. EGU has considered the likely impact of this measure going forward from our current position whereby virtually all sailplanes are now integrated into the wide reaching EASA system and processes. We do not believe that this measure will have an immediate or direct impact on the current supply and use of sailplanes in

Europe, but nevertheless feel that this is a worthwhile alternative option enabling national freedoms and innovation

For

- Promotes enterprise and innovation on a national basis, with subsequent options for European certification
- Provides a simple and clear option for light sport airframe developments without serious weight constraints
- Provides common ground for development of light powered sailplanes and high efficiency microlights
- Introduces an alternative certification approach therefore pressurising EASA to take greater consideration of simple rules for sport aviation in the future.

Against

- Offers no help to those nations who no longer have an extant national certification process and/or an unhelpful NAA.
- Could introduce complexities regarding licences to fly particular airframes depending on certification status.
- Creates a complex certification situation, between EASA certification, national certification and de-regulated (current microlights)

The EGU Board believes that the **For** greatly outweighs the **Against** and therefore will wholeheartedly support the EAS proposal. Please let the EGU Board know immediately if you have any concerns regarding this direction.

