



EGU Newsletter 1/2014

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Editors note

Please continue to keep EGU updated on the implementation of all the new rules.
EGU Newsletter 2/2014 is planned to be published in October 2014.

A report by the President

There is no doubt that the European winter period takes the edge off gliding activities. Of course, it does provide an amount of 'down-time' that permits club and aircraft maintenance, and even the chance to spend a little more time figuring out how to deal with, or prepare for, the next wave of EASA regulations. Once the weather improves, there are more flying-related distractions, and time becomes, once again, a scarce resource.

For this reason, the EGU holds its annual congress at the end of February. The tradition has been for the meeting to be hosted by a different EGU member each year, and this year we had the great privilege to be in Luxembourg, one of Europe's most historic and beautiful cities. The Federation Aeronautique Luxembourg and the Gliding Club of Luxembourg were perfect hosts, and laid on ideal venues for both business and social sides of the meeting.

Over the course of two and a half days, we covered a wide range of topics. The Participation and Development Working Group ran another well-attended and highly engaging workshop on the first day. This is the third such workshop the team has organised for EGU members. The first session in Amsterdam enabled a broad exchange of views on the issues and challenges associated with increasing participation levels in gliding; the second, in Strasbourg, explored some of the actions that individual countries have been taking in order to reverse the declines it appears that almost all nations are experiencing. The Luxembourg session, began to explore what forms of pan-national actions might be worth considering.

Increasing participation levels is not straightforward, and it appears that no one country has discovered a method of turning things around that is sustainable over anything other than a relatively short period. The Working Group will be considering the further outputs from Luxembourg and formulating specific ideas as to the ways in which the EGU might further support the work of individual nations.

Much of the second day in Luxembourg was taken up with undertaking a detailed review of current, and potential future, regulatory developments. Now that EASA's glider pilot licensing provisions are becoming a reality in all member states, a number of issues are coming to light as countries take care of the implementation of the regulations prior to April 2015 deadlines. For the most part, the changes that are implied are not unduly onerous – though we are still left wondering where any benefits are going to come from. There are, however, a number of areas where implementation is far from straightforward, and where some countries are going to be faced with a range of problems. Two such areas are the new requirements that apply to gliding examiners, and to Approved Training Organisations (ATOs).

In the first case, some countries are going to be faced with the need to train and appoint a large number of new examiners if they are to be able to support instructors and pilots in line with initial tests, and revalidation and renewal assessments.

ATOs are an example of where National Aviation Authorities (NAAs) seem to be adopting a range of interpretations of the Basic Regulation and the associated Acceptable Means of Compliance. In some cases, this is giving rise to extremely complex and costly requirements being forced on national gliding associations and member clubs. These are so severe in some instances, that the financial and operational viability of national gliding associations are being put under real threat.

With time now being very tight, the true scale of the issues that are arising in these and other areas must be properly understood on a country-by-country basis, in order that the most appropriate mitigations can be sought. If your own association is under particular pressure, and you would potentially benefit from EGU support, please do not hesitate in contacting us.

Taking a step back from specific issues that are giving rise to day-to-day concerns, we can now reflect on several years of EASA influence over our sport. Whilst there have been some benefits for gliding that have resulted from EASA's actions, it is true to say that these have been (a) small, and (b) totally out-weighed by the extra burdens and costs that EASA regulations have forced on our sport for absolutely no benefit whatsoever.

It appears that EASA is also beginning to realise that it may have gone over-board when drafting its original rules, and not allowed for levels of proportionality or flexibility appropriate to our sport. Working groups are now being convened to re-examine existing regulations in a number of areas. We should, in theory, be encouraged by such a move. Unfortunately, EASA, and the European Commission, appear to be satisfied to allow years to pass while things are being reviewed and reconsidered, and maybe changed. This is not acceptable to us, and we are going to demand action over much shorter timescales – damage is being done to our sport now, and we must get things sorted now.

The recent European elections seemed to suggest that sporting and recreational aviation is not being singled out for particular attention. Unnecessary bureaucracy, regulation and cost are characteristics of quite a lot that is done on the name of European harmonisation and standardisation.

The EGU will focus on these issues throughout this year. If you would like to provide us with input, please do – we are here to help what happens at all levels in gliding.

In the meantime, as the weather continues to improve, focus on the flying.

Have fun, stay safe.

Patrick Naegeli, President EGU

IMPORTANT! IMPORTANT! JUST OUT! READ ON!

A-NPA 2014-12

EASA have recently issued A-NPA 2014-12, a questionnaire bearing the title “European Commission policy initiative on aviation safety and a possible revision of Regulation (EC) No 216/2008”, the link is:

<http://easa.europa.eu/system/files/dfu/A-NPA%202014-12.pdf>

The European Commission also published a questionnaire on “A Policy initiative von aviation safety and possible revision of Regulation (EC) No 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency”, the link:

<http://ec.europa.eu/eusurvey/runner/2014-aviation-safety>

This appears to present a significant opportunity for European gliding to push back strongly in those regulatory areas that are of particular concern to our sport.

The EGU intends to make a clear, considered and forceful input to this consultation. Europe Air Sports will be making an input for GA in the round - but the direct gliding input must come from the EGU.

It is imperative that all EGU members are actively engaged in this NPA, as such an opportunity will not appear again for some considerable time.

Even though the submission deadline for the consultation has been put back to September, there is not much time for gliding to prepare a properly worked up response. The EGU, therefore, proposes to hold a one-day workshop for members to:

review the scope of the NPA and any limitations on the nature of the inputs that can be made
develop a common view across members of the areas of most pressing concern, and where we want to see significant changes made
identify areas where further, detailed work needs to be undertaken in advance of the EGU making its input
agree the main principles and proposals that the EGU will make on behalf of its members

We are in the process of identifying a suitable venue - it is likely to be in the second half of July, in Germany, either Frankfurt or Hannover, and convenient for a morning arrival/evening departure. **Please keep your diaries free to attend.**

EGU Congress 2014



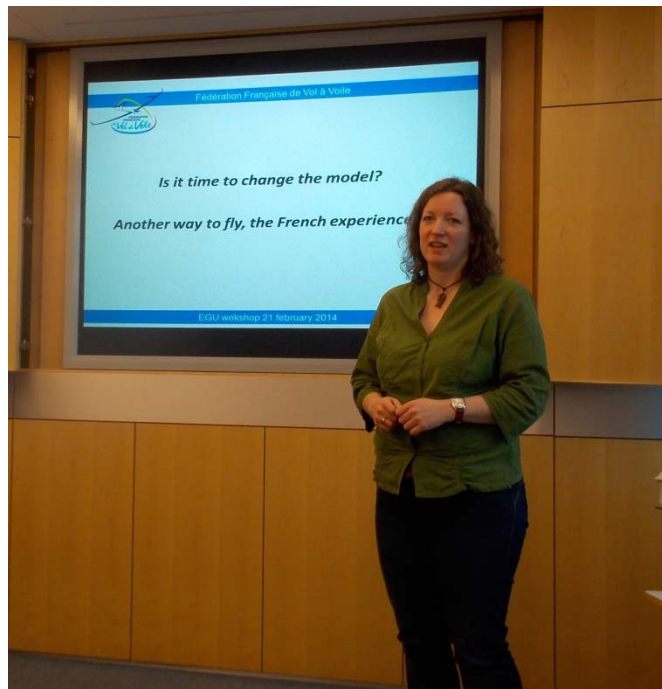
The delegates at the Congress in Luxembourg

On the weekend of 22-23 February EGU held its annual Congress in Luxembourg. The day before, the WG Club development organized a workshop, see below. Key speaker was Hugh Browning who gave a presentation on his work on flight safety in the United Kingdom.

We would like to thank our colleagues in Luxembourg for being excellent hosts. The reports and presentations can be found at the EGU website under "internal section".

EGU Club Development Working Group

The 3rd workshop on Club Development was held on Friday 21st February in Luxembourg. Presentations and reports can be found at the EGU website under "internal section".



*Alison Randle, chairman of the WG Club Development
at the workshop in Luxembourg*

Sailplane Cloud Flying Rating FCL.830 and AMC's published

EASA has published first amendment on flight crew licencing requirements. EU Commission Regulation (EU) N:o 245/2014 of 13.3.2014 introduces several updates and additions to FCL-regulations. For European glider pilots, there is an addition of a new clause "FCL.830 Sailplane Cloud Flying rating". It is a wellcomed and awaited update of EASA FCL-requirements regarding LAPL(S) and SPL.

In several European Union countries a national cloud flying rating has been in use already for decades and facilitated such a sporting achievements like F.A.I Gold-badge altitude (3000 meters rise for a Gold-C or 5000 meters for a diamond to a Gold-C).

Futhermore, on 1st April 2014 was published ED Decision 2014/022/R with an Annex that includes AMC-standards relevant to FCL Amendment of 13.3.2014. On pages 100-102 of that larger AMC-document there are Applicable Means of Compliance (AMC) standards on FCL.830. AMC1 to FCL.830 includes syllabus for theoretical knowledge and flight training for Sailplane Cloud Flying Rating. AMC2 sets requirements for a skill test for the issue of the rating and for a proficiency check for maintaining privileges to use it.

Documents are available on PDF-format. For the FCL-amendment including FCL.830, see:

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2014:074:0033:0057:EN:PDF>

For the AMC1 and AMC2 to FCL.830 see:

<http://easa.europa.eu/agency-measures/acceptable-means-of-compliance-and-guidance-material.php#Part-FCL>

Next step at national level would be a creation of a conversion report by the National Aviation Authority to EASA. Such a conversion report would define terms how convert national cloud flying rights if any, into a EASA Sailplane Cloud Flying Rating in LAPL(S) or SPL.

It should noted that sailplane cloud flying activities may be practiced on such areas where national airspace regulations allow. European Gliding Union wellcomes this new and awaited addition to FCL-regulations. It confirms that our glider pilots in several Member States can continue cloud flying activities,

if airspace regulations it allow, also in the future. Also, it should not be forgotten that with a standardised licence and rating a glider pilot may easily go and exercise privileges to another Member State where activity like cloud flying with sailplanes is possible.

The EGU thanks specialists that have supported work towards this stage and final confirmation of FCL.830

Airspace

The EGU Airspace Group will hold its annual meeting on November the 2nd 2014 and the place is still open but preferably Braunschweig, because the Friday and Saturday are the days of the German Glider Day. Please note the date in your calendars!

EGU Are in the process of revising the position papers on airspace and transponders. They will be on the website in due course.

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>