



EUROPEAN GLIDING UNION

EGU Newsletter 1/2016

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Editor: Robert Danewid robert.danewid@gmail.com

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>
This is the first newsletter for 2016. As Part Gliding proceeds we plan to publish more Newsletters as we usually do.

A report by the President

Patrick Naegeli

There are signs that spring 2016 may be coming early in many parts of Europe. Temperatures – typically in the low or negative degrees Celsius – have fluctuated wildly. In late February, the forecast for Vienna included a period at a very pleasant 17 degrees. Graz, Austria's second largest city and not far away, was expected to be similarly mild. And so it was that the EGU 2016 Annual Congress took place in an environment that had more in common with mid-spring than mid-winter. I could stretch the analogy even further and suggest that the mood of the delegates – despite the majority of the agenda being concerned with EASA-related matters – was also decidedly more 'spring' than 'winter'.



Delegates at the Congress in Graz

The Austrian Aeroclub hosted the 2016 meeting, and organised everything perfectly – even down to the spring weather! Graz was a truly beautiful backdrop for our work. This year, we decided to try a new format for the meeting, and to concentrate everything into a single day, so as to allow the maximum travel flexibility for those attending. This change in format seems to have

worked very well, and the feedback from delegates was universally positive. Insofar as we can reliably plan for future events, I think that we will continue with the single-day timing for the main meeting.

The clear focus for the meeting was on the future – particularly the period through 2016 and 2017. During this period, the overwhelming focus of our work will be on the redraft of the EASA regulations for gliding. The initiative goes under the working title of 'Part-Gliding' for the moment. If we get the development of Part-Gliding right then we will have re-established a regulation 'lite' regime for gliding that: removes those items from the current regulations that are irrelevant or damaging to our sport; simplifies those regulations that should exist to the point where they actually deliver useful value to our sport in the simplest and most straightforward way; and, allows for individual nations to permit even more flexible provisions for gliding where it is not possible to achieve an EASA-wide mechanism, for whatever reason.

The EGU has created three new working groups to address the detail of the Part-Gliding work. There are already important timelines associated with their work:

- **Operations** – led by Henrik Svensson and Gunter Bertram

EASA will directly lead and facilitate the Operations work stream under Part-Gliding. The EGU will nominate 3 people for the team. The first proper working session of the group will be taking place in Cologne in May, and will be followed by a number of other formal sessions through to the end of the year, including a significant stakeholder event in December 2016.

The first part of 2017 will be concerned with reviewing and finalising the draft new rules. Thereafter, we will be subject to formal Commission and Parliament-determined timelines. The hope is that we will have new operations-related regulations in place during the second half of 2018.

The 3 people that the EGU will nominate for the EASA-led working group will be drawn from volunteers from EGU member associations. Clearly, not all will be part of the EASA group – but we will need a larger team working behind the scenes on the details. Henrik and Gunter will be sending out a call for volunteers shortly.

- **Licensing & Training** – led by Andy Miller and Meike Muller

EASA have limited resources and cannot direct as many people as they would have liked to all areas of Part-Gliding. One of the consequences is that they cannot assign any significant staff time to the licensing and training component until some point in 2017.

Clearly, this would have led to too much of a delay in one of the more important areas of Part-Gliding. As a consequence, we have agreed an alternative approach that will permit work to start straight away and enable EASA to increase their level of commitment as resource availability allows.

The net effect is that the EGU will directly lead the work on licensing and training. At the heart of the effort will be an EGU team, drawn from across EGU member nations. EASA have offered to provide the team with meeting facilities, and are planning on sending people to attend the group's working sessions. Whilst this is not quite the way in which we would have hoped to have the work proceed, it does mean that we can start straight away. Inevitably, we have to be prepared for the programme to take slightly longer as well.

In all likelihood, it will be sometime in the second half of 2017 before we will be handing over draft new rules. When you add the time it then takes for EASA, and the European Commission and Parliament to take care of the broader administration, it is easy to see that the (much needed) new rules will not be in law before the FCL opt-out ends in 2018. This will begin to cause major problems some considerable time before April 2018 as nations realise how much change is going to be needed in order to comply with FCL – and how little had already been done at the local level.

There is already talk within Europe of having the current opt-out extended for another year or so. In reality, this is not going to help much. Work is critically required to determine when a switch to the new system is going to be feasible. We see this as an early priority – and are quite prepared to argue for things to be pushed back until the early to mid-2020s, if that is what is needed in order to allow everyone enough time to transition without much trouble.

- **Communications** – Robert Danewid and Mika Mutru

Robert and Mika will adapt our normal means of communicating with EGU members. They will ensure that we are ahead of the need to make sure that

those interested can get good information of the progress of Part-Gliding.

Clearly, the EGU has very limited resources. So, please do not expect fancy, new, real-time, always-on social media and website reports. We will, however, try and make sure that the key topics are always regularly reported on.

Howard Torode's Airworthiness & Maintenance team have been working on the review and redrafting of EASA rules for some while. As such, it makes sense to allow the work of that team to continue and then carry across its outputs to Part-Gliding in due course.

So, 2016 has started out as a very interesting year. I have no doubt that it will remain so – maybe getting even more interesting at times.

The UK have offered to host the 2017 EGU Congress, and France the one after. Let's hope that spring comes early in both places.

Have fun, stay safe.



Operations

TO Operations Henrik Svensson

With the coming OPS work for gliding, we still wait for the decision of a new "opt-out" for OPS for sailplanes, planned later this year. We was informed late in 2015 that EASA committee agreed that OPS rules for sailplanes (part-NCO) will have a further opt-out until 8 April 2019, this will be formalized during spring 2016. For balloon it will be extended to April 2018.

So when it comes to more suitable OPS rules for sailplanes, identification of main issues in current OPS rules must be identified.

Operating rules for sailplanes, as it is in AIR OPS is very complex (1679 pages) and it is difficult to

find everything concerning how to operate with sailplanes in all different parts of OPS. We can find gliding in NCO and also in CAT and SPO. Our aim will be to focus on a more simple structure and on items that are in line with what we need to operate a glider in a club environment. In this we do not see any need for CAT activities in gliding for example.

First step in our work with OPS will be an identification of only needed parts in OPS for gliding, i. e. what we want to have in our operational rules such as responsibilities for pilot-in-command, what kind of documents needed when flying. Other important areas are about weighing and CG of sailplanes, what kind of instrument that is required when flying and other equipment and of course different kind of operations such as trial flights.

The first step of this work in EGU will be carried out by a group of people; EGU will then nominate 3 people from this group for the EASA OPS working team.

First real working session with EASA about OPS will take place in Cologne in May and then later this year (December) EASA will host a workshop about OPS for sailplanes, were all interested stakeholders will be invited.

I will later send out a call for volunteers who are interested in helping EGU with the work to create simpler OPS rules. If you already want to contribute, please feel free to contact me!

Airspace

TO Airspace Günter Bertram

News from Eurocontrol-Netops Meeting 14

Commercial Air Traffic was growing in 2015 by an average of 1.5%, while the tremendous rise in Turkey and the increase in flights to and from the UK to Spain push the number. The pre-crisis numbers of 2007 have not yet been reached again and are only expected in 2020. On average 27.000 IFR-flights are performed per day in Europe.

The seven-year mid-term forecast ranges from 0.7 to 3.4% depending on the scenarios used in the prediction. Of course there is also a wide regional difference. A new 20-year forecast will

be updated at the end of 2016 for the first time since 2013.

French ANSP- Air Navigation Service Provider (ANSP) gave a briefing on the restructuring of the airspace for IFR purposes. A 10% reduction of air traffic controllers might in my opinion trigger more discussions on airspace usage in Terminal Air Space, as fewer people have to handle more traffic, which would be easier by having more airspace C+D available for their use only.

VFR-Flight Plan issue A Eurocontrol task force will start work on the harmonisation of VFR Flight Plans. The new “Harmonised VFR Flight Planning Procedures Focus Group” (HVFP FG) presented the first ideas through a Working Paper.

SERA Part C The Single European Sky Committee has signed SERA Part C on the 23rd of February. The deadline on the NPA on the AMC and GM was again pushed back. It is now March 15th. There are no direct implications for Gliding.

Training and Licenses

TO Training Andy Miller

NPA 2015-20 – Training outside ATOs

The closing date for comments on this NPA has just passed. EGU comments were informed by useful information and views from the Congress.

In summary:

- Sailplane training in Europe is not broken and so does not need fixing.
- The EGU disagrees with EASA Legal’s view that the Basic Regulation does not permit the Task Force’s proposals for Registered Training Organisations (RTOs).
- The EGU challenged the assumption that NAA oversight added any value to sailplane training.
- The RTO proposal is a significant improvement over the current, damaging, ATO requirements. If RTO prove to be impossible, the NPA’s Basic Training Organisation (BTO) proposal is second best.

Full text of the EGU response is available from andyasmiller@gmail.com.

The Agency’s intention is to produce an opinion by mid-summer. A Comments Review Meeting for the NPA has been fixed for mid March.

Medical

The British Gliding Association has changed its medical requirement so that possession of a driving licence is all that is needed for glider flying. (No legal changes needed).

Meanwhile, the UK CAA is proposing a similar requirement for GA power flying with UK National licences; no firm outcome yet. There is a clear intent to influence EASA.

Part-Gliding

Board members have started discussions in preparation for the Licencing & Training aspects of Part-Gliding. Some key aspirations are already identified:

- Minimum cost or other burdens on glider pilots
- The FIE(S) certificate, in particular, is an unjustified imposition
- Competency based qualifications
- TMGs, while simple and delightful to fly, can pose tricky regulatory issues.
- It is difficult to identify benefits from NAA intervention
- Minimum change from Part-FCL



Airworthiness and Maintenance

TO AW&M Howard Torode

Part M Light has emerged from the comment review (or CRD) phase, which ended on 15 January 2016. The recombining of the separate strands of Continuing Airworthiness and Maintenance has now been formally confirmed by the introduction of a new simplified code for

organisations who expect to deliver both airworthiness and maintenance together through this single approval, exclusively under Part M Light. **This will be known as Part CAO (Continuing Airworthiness Organisation).** It will be progressed to maturity alongside Part M Light, and fast tracked to implementation in the same timescale, without any further consultation rounds. Essentially, PML will set out the necessary measures by which airworthiness and maintenance will be demonstrated, while Part CAO will contain requirements and procedures for any organisation approved to deliver those services. Together PML and CAO will form an appropriate code, specifically for light /sport aviation; free standing from Part M (which will continue to be the rule for heavier CAT aircraft and operations). **A fast-track implementation for 'Part M Light' and Part CAO is expected to pass them into law, in the late 2017 to early 2019 timeframe.** With this, EASA have cooperated in a rule that is suitable for all sport aviation for organisations such as Sport Associations not engaged in Commercial Air Transport (as defined in the Basic Regulation.) At our Annual Congress in Graz we recognised that, while simplified rules are welcome, even these carry with them change and inconvenience. The EGU involvement in the rule making process is only the first stage, and a great deal of further work is required in each nation, to convince your own NAA to bring that rule into effective operation. Many of you may be addressing this at the present time, and some

may feel fatigued by your the continuing efforts, and may not bring commensurate rewards. To enable your full effectiveness, EGU is tracking the timescales of future regulatory activity. Sadly we can never be precise in this, as it necessarily contains predictions beyond our control. I have updated my timeline diagram to show the current understanding of regulatory activity (see below). It shows that the present round of regulatory simplification should remain stable for about two years. However, the slow-running Part 66 personal licensing regulation now appears to be aligning itself to the 'fast track' PML/CAO regulation in around 2018/19. **We have never underestimated the likely impact of Part 66, even in its 66L form, on the effectiveness, and indeed motivation, of our engineers.** While PML/CAO has enabled greater privileges in their role, their interaction and relationships with CAO organisations will need some clear explanation. It may well prove convenient to address both transitions simultaneously if at all possible, in the same round of negotiations and changes. **We expect to raise some EGU workshops for education and discussion in that timeframe.**

In the meantime I have raised the issue of coordinating these events with EASA. They advise me that, from their position, they see no complexity or inconvenience, should PML/CAO legislation enter into law before, or after Part 66L. However, since these revisions will be enacted a national level, it is likely that EASA will not be particularly influential in the negotiations.

