



EUROPEAN GLIDING UNION

# EGU Newsletter 3/2017

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Editor: Robert Danewid [robert.danewid@gmail.com](mailto:robert.danewid@gmail.com)



## Editors note

*EGU wishes all European Glider Pilots a Merry Christmas and lots of gliding in 2018!*

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

## A report by the President

Patrick Naegeli



*Patrick Naegeli – EGU president*

Our last newsletter was sent out in mid-summer – hopefully it was a very busy time of year for your clubs and your pilots. It was a very busy time of year for our work on the new EASA gliding regulations. The third of the formal meetings of the rule-making team (titled RMT.0701 by EASA) took place in June. It focused on the detail of the early draft of the new Implementing Rules (“IRs”) and the work needed to meet the February 2018 deadline for the draft to go to EASA.

Earlier this year, EGU members agreed a set of basic objectives that the new rules should achieve:

- A single Sailplane Pilot’s Licence – ICAO-compliant when a pilot holds the required medical, otherwise recognised across by EASA member states if a pilot holds a sub-ICAO EASA medical.
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- A revised structure of pilot licence privileges that will:
  - Achieve the correct balance of involvement of NAAs and gliding associations/clubs in the issue and maintenance of pilot privileges, keeping things as simple as possible.
  - Ensure that there is clear and appropriate distinction between those privileges that can be administered by instructors and those that require the involvement of examiners – using the latter only where absolutely necessary.
  - Make experience and training requirements properly proportionate to gliding, and the granting of privileges as close to a competency-based approach as feasible.
- The maximum reasonable delegation of responsibility from national aviation authorities to gliding associations and

their clubs for extending/adding pilot privileges to the basic EASA Sailplane Pilot's Licence.

- Simplifying the IRs and moving as much of the detail into the accompanying Guidance Materials ("GMs") and Acceptable Means of Compliance ("AMCs"). This would allow a greater level of discretion over the adoption of the IRs by national aviation authorities.

Progress has been made, though there is much work still to be done in what is now a very short period of time. The remaining work covers: the finalisation of the IRs; the development of AMCs and GMs; the detailed justification for all amended regulations together with tables showing the comparison of new versus old rules; and, a summary Regulatory Impact Assessment. The total work required to deliver each of these has been broken down into discrete components and allocated to sub-teams of RMT.0701. Progress will be reviewed regularly over the coming three months in order to ensure the February deadline will be met.

We have been working towards new gliding regulations for many years. Not everything EASA-related needs to take years to evolve. Some things can emerge very quickly and require a quick response by the gliding community if we are to either exploit an opportunity or avert a crisis. Over the last three months we have had one of each.



*Patrick in his ASG 29 E*

First the crisis. We received word that the Legal services unit of the European Commission was planning to oppose the extension of gliding's opt-out from EASA FCL regulations from 2018 to 2020. This would have meant that gliding would

have been subject to EASA regulations from April 2018, thereby creating major problems for many NAAs and gliding associations, and forcing us to apply rules that we and EASA agree are not fit for purpose. A very rapid round of communication and engagement between gliding associations and their NAAs helped create a body of support for the extension and it was subsequently confirmed that the new deadline will be April 2020. It is true to say that we had a very nervous few weeks during the late summer, but fortunately things went our way.

In contrast, the opportunity that we might have relates to an opinion that EASA have formed on a possible sub-ICAO LAPL. If agreed, it would permit individual EASA member states to introduce licence privileges on a modular basis – largely determined by the particular needs of individual nations. This may appeal to countries that would like to allow licenced pilots to fly without having had to train for the full range of ICAO-permitted privileges. There are, however, several potential issues that need to be addressed if the opinion is to turn into reality:

- It must be supported by EASA member states. The concept of a modular LAPL is not new – a similar proposal was made some years ago – but failed to obtain the necessary level of support needed to become part of the EASA system.
- The current opinion does not cover sailplanes and would need to be extended.
- The opinion proposes the introduction of the sub-ICAO LAPL for a trial period through to 2023. It would then be reviewed on the back of accumulated experience and data before a decision is taken on the longer-term future of the concept.

We have asked EASA to investigate the inclusion of gliding in the proposal, and will keep you apprised of developments.

The next chance that we will have to meet and consider EASA developments, and the proposed regulations, will be at our annual congress in Paris in February. Kindly hosted by the FFVV, the congress takes place immediately before the new draft regulations for gliding are formally

submitted to EASA. I am sure that we will have a very important and active discussion – and we will invite our principal EASA contacts to the meeting to make the forum as rich as possible. As before, however, I would ask that if you have any questions or queries concerning any aspect of the work of RMT.0701 then please contact me immediately. Similarly, if any issues emerge that challenge the basic aims that EGU members had agreed, then we will consult with members without delay.

We will, of course, have much more than EASA to talk about when we meet. It is important that we make time to consider other developments – safety, interoperability and airspace, to name but a few. If you have any topics that you would like to table for discussion, please let Mika Mutru know once you have seen the draft congress agenda.

In closing, many, but not all, EGU members will be aware that David Roberts, Europe Air Sports President, was taken ill shortly after an EAS meeting in September. Having undergone a major surgical procedure, David is now resting at home and recovering his health. David has been at the forefront of representing the interests of gliding, as well as the wider sports and recreation flying community, at the European level for many years. On behalf of everyone in gliding, we all wish him a speedy recovery.

We are now approaching winter. Some will hibernate from gliding until the start of the next season; some will keep flying despite the cold; and, others will escape to warmer places. However, you intend to spend the next few months, enjoy yourself.

Have fun, stay safe.  
*Patrick Naegeli*

## EGU Congress 2018

Secretary General Mika Mutru

Annual EGU Congress 2018 will be in France

F.F.V.V. - The French Gliding Federation - will host our next annual EGU Congress 2018 in Paris, France, on Saturday 24th February. Official invitation and detailed information for

registration and hotel booking will be sent to all Full Member and Affiliated Member Associations as well as their nominated Delegates and Alternate Delegates during December.

## Operations

TO Operations Henrik Svensson

The opinion on OPS sailplanes was published as planned on 29 August 2017 on the EASA website: <http://www.easa.europa.eu/document-library/opinions>

With the opinion EASA published drafts of Commission Regulation and the annexes. Also draft AMC and GM can be found, but EASA will have a meeting with the sailplane expert group (RMT.0698) in spring 2018 for finalization of the AMC/GM.

We can now confirm that we will have a more simplified set of rules than NCO and that our main topics such as sailplane towing, competition flight and aerobatic flights are normal operations.

Regarding cost-sharing, EASA also proposes that a proportionate contribution of the annual cost is shared together with direct costs.

Publication of OPS regulation is planned for Q3 2018 and rules will apply from 8 April 2019.



*Henrik*

## Training

### TO Training Andy Miller

#### Declared Training Organisations

At the end of October, the Commission's EASA committee approved Part-DTO.

- It will be a new Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011
- Available as an alternative to ATO
- Applicable 8 Apr 2018, but sailplanes (& balloons) may continue national arrangements until 8 April 2020
- (Aeroplanes and helicopters may continue as JAR-registered facilities until 8 April 2019)

We do not like all of it: as always, this regulation is a compromise between different requirements.

But it is better than Approved Training Organisations.

In time, the EGU will gather feedback from members on how it has affected them.

.... and compromise brings me to RMT.0701's work for Part-Gliding:

The President message includes a comprehensive description of the Rule Making Task's work and progress so far. Some personal observations:

There is plenty of goodwill towards gliding, but everyone brings baggage

- I particularly like the EASA officers we work with, but they must follow the Agency's rules and procedures. It is they who will steer our desires through the next processes and on to the Commission.
- The Commission itself is a significant, perhaps the significant, challenge. The President describes the alarm at the end of summer when the gliding opt-out was threatened; other new regulations, important for gliding, face difficult passage through this stage. We must take this into account
- Some authorities trust organisations, not individuals

- Some authorities are terrified that they will be blamed if a glider should crash and cause damage: they feel the need to be in the cockpit with each pilot, making sure that all is well
- Officials with experience of only regulated aviation have trouble understanding how sporting aviation can thrive with a lighter touch.
- While everyone strives to improve gliding regulation, some see improvement as more tests, others as fewer of them

These attitudes, even the goodwill, are little changed from when Part-FCL was first drafted 10 years or more ago.

The result, of course, will be compromise.



*Two instructors from the Bannerdown Gliding Club, UK, take a break from flying with trainees. Alison Arnold, the Club's Deputy Chief Flying Instructor and daughter Sam, the Club's newest Basic Instructor.*

## Airworthiness and Maintenance

TO AW&M Howard Torode

Earlier this year, at the EGU annual congress, the EGU board accepted an action to maintain communication on the likely EASA implementation schedule for future AW&M measure such as Part MLight and Part66L engineers' personal rating. Several opportunities have been taken to sense developments, at AERO Friedrichshafen, and via EAS and direct contact with EASA. As of this date, there is no further definition of likely implementation timescales. Indeed it would appear that Part M Light, which has already exceeded its implementation timescale, is still without any definitive schedule, being in limbo between EASA and the EC. While this is to be regretted as a measure we are actively seeking, our principle concern now centres on Part 66L.

Recent information from EASA (November 2017), suggest that their schedule for implementation of personal engineer's licences for light aviation foresees NAA's issuing licences from September 2018, with mandatory exercise if these licences by September 2019, a schedule originally scoped around mid 2016. This remains unchanged, notwithstanding that at least 50% of the originally allowed suspense period has now been eroded by procedural delay. Part 66 is already in use in some European nation, and might be rapidly assimilated in its 'L' form. However, across the 27 nations subscribing to EASA there will be many whose NAA's will not be able to make this transition seamlessly, and could easily result in a national engineer workforces for gliding, or even sport aviation in general, becoming disenfranchised overnight.

Our influence, as the 'end user', is limited in this, but we must recognise that, with only 9 months left (and counting!) the prospect of confusion and hiatus is mounting. We already have previous experience of National Aviation Authorities (NAA's) foreclosing our operations as a result of lack of awareness of changes taking place in respect of lower priority sectors such as Sport Aviation. I would be pleased to hear from any contacts of any issues that might be arising in nations, and the level of appreciation of this situation among your NAA's, who will be the first

to be pressured by this transition timescale assuming it is adhered to by EASA and the commission. Depending on responses I receive, the EGU Board may take up direct action to question the realism of this timescale via Europe Air Sports, and will certainly report to the 2018 Congress in February.



*EGU president and treasurer*

## Airspace

TO Airspace Günter Bertram

European Gliding Union Airspace Group meeting in Paris on the 25<sup>th</sup> of November 2017

Twelve nations were represented at the meeting in Paris. It is very promising to have new people in the room who are willing to continue the uphill battle in regards to airspace access for Gliding. The Air Navigation Service Providers attitude towards the Gliding community vary according to the delegates from being cooperative to completely restrictive.

The exchange of **good practices** in regards to national Airspace design was of course an important part of the meeting, and let straight into the specific issue of airspace data for the application in the data bases used in the navigation tools and loggers used by Glider pilots. Today the national associations or individuals extract the **data from AIPs** and put them into files, but they are unable to give a guarantee of the correctness of the data.

As access to airspace is often limited to aircraft being equipped with radios the need or not-need **for 8,33 kHz** took up some time. The outcome of the discussion is not conclusive as NAA's are stilling work out how they will handle the

situation in 2018. Amongst others The Netherlands, Switzerland and Germany require all aircraft to have the new radios starting January 1<sup>st</sup>, 2018. It is very important for every glider pilot to check the regulation especially going abroad as they might differ extremely.

One positive aspect to use more airspace is given by some states through their national regulation that they do not require a **Flight Plan** for cross border VFR activities. Sadly there are only six states and therefore EGU will prepare another letter to its members asking them to approach their national authorities to use the leeway granted by the SERA regulation to do the same. The pros and cons of the newish airspace user **Drones** was discussed. Everybody seemed to agree that drones are a fact and the important question depends on a how to get along with each other. Airspace segregation either for the drones or for us the Gliders is according to the EAG members not the way forward. An important issue will be how collision avoidance between manned and unmanned aircraft will be achieved.

Less access to airspace is approached by FFVV through the introduction of **communication phraseology** which explains the specific demands of a transiting glider, and gives some tools for clearance negotiations with Air Traffic controllers. The introduced terms are “Circling”, “Direct glide transit” and “Cross country transit”. A very intensive exchange on the pros and cons of **surveillance equipment** happened within EAG.

Finally, the EAG came to the conclusion that previously there is no other technical system than the Modes S Transponder readily available to fulfil all the specifications of all airspace users. EAG is of the position that no national or European Mandate shall be given for a total requirement to equip with Mode S transponder. The pilots know best on the positive aspects the transponder might have on their operation and therefore install the transponder if they see the need for it.



*The EGU is the association of European Gliding Federations or Gliding Sections of National Aero Clubs.*

*Its aim is to represent the interests of all glider pilots in Europe with respect to regulatory affairs.*

*EGU monitors the developments in European aviation regulation and when necessary, takes action to prevent unfavourable or even dangerous rules affecting our sport from being set up.*

*The EGU currently counts 18 full members and represents more than 80,000 glider pilots*