



EUROPEAN GLIDING UNION

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Editors note

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



Earlier this year, I provided an overview of the main changes that we, the EGU, were looking to have included in EASA's new Sailplane Rulebook. Through the early part of 2018, we actively participated in the rulemaking task group formed by EASA to work on the Sailplane Rulebook. This work was subject to a number of reviews by EASA staff, national aviation agencies and other stakeholders. The good news is that, for the most part, the scrutiny that the draft rules has been subject to have led to very few changes needing to be made.

As a consequence, and if all goes according to plan, 2019 should mark a significant turning point in the EASA regulation of sailplane activities.

During the EASA Committee meeting in February 2019, we expect the new sailplane flight crew licensing (SFCL) rules to be put to a vote. If the new SFCL rules are accepted then, along with the recently approved Sailplane Operations rules, the creation of a new 'Sailplane Rulebook/Part-Gliding' will be complete. All direct sailplane rules will now be in one place and will come into force by April 2021 at the latest. Taken together with the recent revisions to the Basic Regulation and the rules governing training organisations, the Sailplane Rulebook establishes provides much more workable and relevant provisions for sailplane activities than EASA's original, fundamentally flawed regulations.

Is the new Sailplane Rulebook perfect? Probably not. The EGU would have liked to embed a greater emphasis on the use of output standards, and less use of specific quantitative criteria, in the rules to make sure that gliding training and operation is carried out effectively and safely. We have, however, had to balance our own knowledge and understanding of gliding with the need for ICAO compliance and the demands of national aviation associations. On balance, it is a great improvement.

Of course, it is not yet a done deal. But, it will be, “If all goes according to plan”.

Whilst there will be a need for continued engagement with EASA through 2019, the EGU has an opportunity to rebalance its work and give greater priority to other, very important topics. Two come immediately to mind – airspace/interoperability and safety. As you will read elsewhere, the EGU will be holding its next European Airspace Group meeting early in the new year. An agreed EGU position on key airspace developments, and the technology elements that are being considered to aid with conspicuity and interoperability, is an important precursor to effective engagement. We hope that all EGU members will play an active role in the work of the EAG.

Our next annual conference – taking place in Budapest next February – will also provide us with time to discuss how we best focus EGU activities in support of regional safety, as well as any other topics of current concern to members. If you want to raise a particular topic for discussion during the conference, please let us know so that we can structure the agenda accordingly.

I do hope that 2018 was a good year for you, your organization and you members. I also hope that 2019 offers more opportunity and progress in all areas of your work.

Have fun, stay safe.

Patrick Naegeli

Part-Gliding Licences – a summary

TO Training Andy Miller

The past few months have given a short pause, both for Declared Training Organisations (DTOs) and the licencing part of the anticipated Gliding Rule Book.

Implementing Regulations (IRs) for DTO are now in place and, although Acceptable Means of Compliance (AMCs) are not yet out, declarations have been made and are being put into practice. The next work will be to review the AMCs when they appear and then, over the following year or so, build a picture of how these new arrangements actually work in practice.

For the Gliding Rule Book, EASA is making its final revisions to the text for its Opinion, which should go to the EU Commission in a month or two. We do not think it will be long before the IRs will be in place; AMCs will take a little longer.

(although the TO-Training is a Brit, he has no idea about how Brexit will turn out)

Airworthiness and Maintenance – Part 66L for Certifying Staff

TO AW&M Howard Torode

The new regulation covering the licensing of certifying staff (engineers) for the maintenance of ELA1 aircraft was enacted into law on 18 August 2018. This is known as Part66L (for light), and applies to all ELA1 aircraft including sailplanes, powered sailplanes, hot-air and gas balloons. This rule has been in draft since 2008, including a re-issue of the NPA as NPA2012-15 during that year. Since then its ratification has been delayed by several procedural hurdles, but even so we would not describe it as ‘anticipated’ or ‘long awaited’. So far the rule has been published with no AMC or Guidance, and EGU believes that, without this, the 2 year implementation period is rather optimistic, particularly as much of it relies on initiatives by National Airworthiness Authorities (NAA). It seems quite likely that regulators have not appreciated the large number of sailplane airframes that require certifying staff across Europe (estimate to be in excess of 20,000).



There are two main issues facing existing qualified engineers, and new candidates respectively. For existing engineers there is the issue of securing transfer from current national qualification to the

new EASA accreditation, the so called 'Grandfathering' of existing qualifications. This must be carried out nationally in association with your NAA, so EGU has little leverage or assistance to offer.

In the training and qualification of new sailplane engineers to Part66L standard there is huge 'grey area' or void in the regulation because, apart from a skeletal syllabus, EASA has offered no guidance on the processes for qualifying and examining new candidates. It does not prescribe approved training organisations leaving this to the choice of NAA's. One possible new development here may be the new rules on the establishment of 'Qualified Entity' status, which was enacted in the new EASA Basic Regulation (passed into law on the same date). This could well allow Sport Associations to retain, more or less, their traditional approaches to engineer training, examination and monitoring, given of course, the approval and cooperation of their NAA.

Following initial enquiries, we find a significant variance in the situation and approach across our active member nations. While smaller nations find that NAA's are ready to take a conciliatory view, probably because of small numbers of persons involved, large national associations may well face considerable scrutiny particularly if their current processes are managed with the sporting body.

One common area in which EGU may be able to help is cooperation in developing and sharing training course material and examination paper for new engineers. The recent survey reveals that, while coverage is patchy, there is extant within nations a certain volume of suitable material, which could at one time improve the quality of training and examination in nations and lead to greater standardisation, and quality of engineers. We will review this matter at the upcoming Congress in Budapest, with a view to holding a workshop for national representatives short afterwards. This might also prove a suitable platform from which to raise, with EASA, the current shortcomings in the rule that the absence of supportive material has created.

Your Technical Officer (Airworthiness and maintenance) would be pleased to receive any of

your comments, views and inputs on this situation.



Airspace

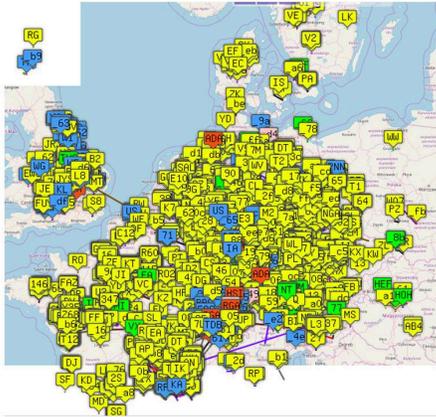
TO Airspace Andreas Peus & Ole Gellert Andersen

EGU has successfully finished the main part of the work regarding DTO and licensing. Now it is time to enhance another important topic for glider pilots: The access to Airspace
On the recent meeting in Frankfurt in December the EGU board decided to start up working on the EGU approach to airspace. Andreas Peus, DE and Ole Gellert Andersen, DK were appointed to be in charge of this topic, and the first thing to be done was to notify the EGU delegates of this decision asking the members to appoint a specialist from each country.

EGU will invite these specialists to at workshop in the first quarter of 2019, where we shall talk about the most important issues regarding Airspace, which the strategy must be built upon.



Commercial traffic over Central Europe on 1535 July 24th 2018



Gliders over Central Europe on 1535 July 24th 2018

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Operations

TO Operations Henrik Svensson

In October OPS Sailplane Regulation passed the EASA Committee with a positive vote, this means that we may expect a publication of Regulation/ EASA decision during spring 2019.

Sailplane expert group (RMT.0698) had in November a working meeting with EASA for discussions and finalization of the AMC/GM. There were only minor issues to resolve at this meeting, so good progress was also achieved with AMC/GM.

As earlier described – sailplane towing, competition and aerobatic flights are **not** considered as specialised operations, but as normal operations (No risk assessment and checklist needed).

There are also a possibility for commercial operations with sailplanes (i.e. commercial passenger flying) and there are no additional rules for this, except for requiring a declaration that must be sent to the National Aviation Authority.

Take the opportunity to read the draft rules again! The opinion on OPS sailplanes can be found on the EASA website:

<https://www.easa.europa.eu/document-library/opinions/opinion-072017>

With the aim to have a Sailplane Rule Book, that holds all a glider pilot needs to know about regulations for gliding, this rule book will have a dedicated chapter of the coming operations rules for sailplane and a chapter with the licensing rules. Additionally, continuing airworthiness rules (part- M Light) and Initial airworthiness (CS-22) will also be part in the glider rule book. It will be a book that have an easy access and easy to read for glider pilots, published at EASA webpage.

Operational rules for Balloons was published during 2018, and EASA has also published a Balloon Rule Book, this can be found on the EASA Website (What to expect for Sailplane Rule Book?):

<https://www.easa.europa.eu/sites/default/files/dfu/Balloon%20Rule%20Book.pdf>



Cyprus to join EGU

Cyprus will join EGU! They will be officially accepted as a full member at the Congress in Budapest in February 2019. Welcome!

EGU Annual Congress 2019 in Budapest, Hungary in February

Secretary General Mika Mutru

26th general meeting of the EGU - namely EGU Congress - will take place on Saturday 23rd February 2019 nearby Budapest Liszt Ferenc International Airport. The Congress will be hosted by Hungarian Gliding Association who joined to EGU just few years ago. Official invitation to the general meeting - with preliminary agenda - has been just recently distributed to all EGU member associations and their nominated delegates and alternate delegates. As it has been during past years, information update on European gliding topics as EGU/EASA "Part Gliding", lighter maintenance regulations, flight operations and last but not the least airspace and interoperability will play technically the most interesting role in this annually important meet between EGU Members and their delegates.

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

EGU wishes all glider pilots a Merry Christmas and a Happy New Year

