

BRIEF REPORT '3rd EASA INDUSTRY MEETING'

18-11-2004 – Horion Haus – Cologne

Present:

EASA top management

+ 200 participants from manufactures, airlines, maintenance cy., ...

Representatives from the

Gliding / air sports world:

EGU – P. Pauwels, J. Neumann

EAS – R. Schuegraf, M. Paul

DAeC – D. Dornheim, Gaidis Neimanis

BGA – P. Stratton

DGU – H. Hald, J. Feldborg, ?

German manufacturers – Werner Scholz (Micro), Christian Streifeneder

Czech manufacturers

➔ Gliding world was well presented, EASA-top is aware of the gliding attendance and interest!

1. Intro - P. Goudou

- The aim for handling application shall be one day only.

➔ Change of EU Reg. 1592/2002 is necessary with extention to 'licensing & operations', preparation is on going

2. Certification news – W. Schulze

- In 2004 already 11 719 approvals given by EASA!

(more DOA's needed in France and UK to reduce the direct requests to EASA)

- Agreement on numbering system of TC and STC's.

The letter "A" stands for aeroplane but will also be used for gliders.

➔ *We must ask for correction , this is not conform ICAO*

A sailplane is not the same as an aeroplane

- In case of an emergency for operational/commercial reasons, art. 10.3 of Reg. 1592/2002 gives the NCAA's of the member states the authority to release a variant...

3. Fees & charges – S. Brian

- Fees must cover the certification work

Charges must cover other costs (e.g. training; publications, ...)

- Actual proposal is the result of a long fight, intial internal EASA, later with the CAA's (via the Management Board), thus a political arrangement!

- Lots of comments have been received, not much can be changed ..

(➔ *advise of E. Sivel: read the rules profoundly and use the rules on a clever way, that can safe money!*)

4. CRD Licensing & Ops – E. Sivel

- Overview of the response handling and procedures used for a CRD

Need to bring Reg. 1592/2002 and Annex II in line with the Lic. & Ops-decisions

- Final writing of the E.R. will start 24/11 (in fact on 22/11!)

- All pilots will be touched by the Lic. & Ops. requirements except the pilots of aircraft excluded via Annex II

But... taking in account the announced principle to make a distinction between commercial and non-profit, this can have an influence e.g. for the microlights ...

- For commercial licences:

Continuing of the actual JAR-FCL-system is foreseen

- Non-commercial licences:

Besides the usual licence, possibility for a restricted PPL is proposed

E.G.U.

- for non complex aircraft/non commercial activities
 - with lowered medical requirements
 - > proposed to accept a general practitioner
 - using an 'accredited body' for the administration and issuing the licences
(-> *several bureaus may be possible – dixit Sivel*)
- Operations:
 - for commercial ops.: continuing of JAR OPS system
 - aerial work: cfr. JAR OPS 0/4 with certificates via the NCCA
 - corporate aviation: cfr. JAR OPS 2
 - for non-commercial activities with non-complex aircraft 'simple' rules

E. Sivel's answer on our question if aero towing is aerial work or not was clear:

- special founded organisation for towing activities only = commercial organisation = aerial work!

(Thus can become difficult for 'tug-syndicates' ...)

but:

- towing operations in aero-clubs is NO aerial work

➔ In relations with E. Sivel's presentation, Cl. Probst gave a special message to the gliding movement:

- EASA is aware of the problems the gliding world is faced with!
- EASA is looking for a 'adequate and acceptable solution' in relation to Part M!
- EASA requires our input / proposals to prepare a solution in due time (= before 2008!)

➔ During the lunchtime Dr. Lohl - Director Certification- repeated the will of EASA to find a solution!

4. Equipment - Markus Görnemann

- Overview was presented of the different received questions (e.g. from EGU)
 - > about the problem of certification of equipment, R. Hardy referred to Part 21.A.303 and 305
this gives an opening to use non certified equipment if this is not required via the CS!
 - > A 'Form 1' document will be necessary for all parts
 - > important is the input of the LBA with the proposal of using a 'Letter of agreement' for the time being, until Part 21 is changed.
 - > of course, these equipment may not cause any hazard, nor have any influence on the airworthiness condition of the glider

➔ Y. Morier invited the gliding community (and only us!) to see him with proposals to find a solution!

5. General information about rulemaking:

In 2005 'workshops' will be organised in relation to Part 66, Part 147 and Part 145 (with support from the NCCA's)

6. Standardisation / Technical Training – F. Banal (new QM)

- Some info about the principles and differences between JAA and EASA (Spanish English was hard to understand ...)
- In the far future training can/will be organised for the "users"
Actually only for own staff.

7. RIA – Part M - E. Sivel

- Information over the set-up, rules and planning of this "Regularity Impact Assessment" study
 - it covers ONLY NON-commercial activities!!

E.G.U.

- research on the impact/effect of subpart E / F / G / H / I
 - impact on the working overall
 - relation to ICAO-requirements
 - impact to safety, environment
 - and also the SOCIAL impact!!
- RIA is executed by Euro AirSafe
(Consortium of Bureau Veritas (F), UK CAA and Senasa (ES))
- Timing:
 - Operation has started on 15/10
 - Final report must be ready before 21/02
 - EASA-RIA-report must be ready before 15/03
 - The necessary NPA should be send out before 28/03
 - The new regulation into force on 28/09/2005
- R. Schuegraf said that an agreement was made that Euro AirSafe should meet EAS.
→ *EGU must get organised to be also present at that meeting.*

Conclusion:

- EASA knows very well that the 'gliding movement' exists, and is organised!
(also the manufactures must organise them self!)
= we must be present at all times/places!
 - Fees & Charges: not much to do by us, manufacturers should be better organised
 - IPAQs and not fixed Loggers are handheld and not affected by Part 21
 - EASA is willing to find a solution for "the sport equipment"
 - EASA is aware of the problems (may be not all, not in all details)
 - the RIA is important, but also EASA's request for input from EGU
 - EASA has invited us twice to give input
- We have to "feed" them with our proposals based on our knowledge, experience→ but on a very short time!!! before end of December!!!!

Attached a coy of the given presentations.

This brief report is drawn up by Patrick with the assistance of Jannes and Helge.

My personal proposal:

- sending a letter to Cl. Probst with a confirmation that we have received/understood his request, and that we will send our input in x weeks
 - meetings with Probst/Sivel and Morier/Corbeel
- establish a working group to table all problems/ideas/solutions
(e.g. 2 days 'Klausurtagung?')
- engaging a professional to prepare the final text proposals
(we do not have the time/experience to clear the job in 1 month!)

Patrick