

EUROPEAN GLIDING UNION

Representative Organisation of European Glider Pilots



Report to the IGC-Meeting 2013

As in previous years, the past year has also required a significant volume of activity from the Executive Board and Technical Officers. During the Congress Meeting 2012 in Amsterdam, Patrick Naegeli was elected president in succession of Patrick Pauwels who was not willing to stand anymore. He left the board after 19 years of engagement.

Here is a brief overview of the subjects which have required attention during recent months.

EASA has continued to publish NPA's (Notice of Proposed Amendment), CRD's (Comment Response Document) and Opinions. EGU has done its best to attend workshops/meetings and to comment on all these documents as necessary/as possible within the deadlines.

Licensing & Medical, Training Organisations

The Commission Regulation Nr. 1178/2011 - 'Technical Requirements and Administrative Procedures related to Civil Aviation Aircrew', amended by Regulation 290/2012 came into force on 08th of April 2012. Nearly all member states have postponed this date to 08th April 2013 by using the 'Opt Out' possibility. The transfer of existing GPL's into a new FCL-licences must be finished before 08th of April 2015. This has to be organised in the member states by so called 'Competent Authority' and has to be based on a EU-approved 'Conversion Report'. The existing training and licence related privileges will be compared with the new FCL-requirements and privileges. Uncovered items might require additional training.

In the respective Annex I-Part FCL and Annex IV-Part MED, we find the details for 'Flight Crew Licensing' and 'Medical'. As mentioned last year, glider pilots will have the option for

- a SPL (Sailplane Pilot Licence) which requires a Class 2 medical certificate or
- a LAPL(S) (Light Aircraft Pilot Licence – Sailplane) and fulfil the LAPL medical requirements which are different (from the Class 2 (below ICAO-standard)).

In Annex VII-Part ORA - Organisation Requirements for Air Crew - we find the rules how training must be organised and how to become an 'Approved Training Organisation'. Although some less stringent requirements for 'Non-Complex' ATO's (e.g. gliding clubs) our day-to-day operations will become more complex (structure and administration). As from 8th of April 2015 all training must be organised in an ATO.

The fact that the transfer is spread over two years, that training still can be given outside an ATO until April 2015, and the start of the LAPL-concept can be delayed until April 2015, might bring us as user/gliding organisation in a mix of systems without a clear overview.

On top, we all will be faced with extra costs: fee for the licence, instructor/examiner certificates, ATO...

As requested by the Congress, Andy Miller, TO for ATO's, has set up a platform to inform the members and give the possibility to exchange experiences for the set up and for the implementation.

Operations

For us, as mentioned last year too, the 'NCO'-part is important as it concerns 'non-commercial operations with other-than-complex motor-powered aircraft'. Until now no further news.

A few ago weeks ago the CRD to the NPA 2011-16 was published with the reactions/answers on the requirements for 'Qualifications for flying in IMC', initiated by the FCL.008 working party. Important here are requirements for the cloud flying possibilities for gliding in the member states where it is authorised.

Continuing Airworthiness

Howard Torode, the TO for maintenance and airworthiness, kept a close eye on the technical aspects.

A special EASA workshop took place on 6th of November 2012 in Cologne, attended by several glidirepresentatives, with two major items on the agenda:

- NPA 2012/15 about the Part 66 'L-Licence'

This reviewed proposal - the initial plan was heavily opposed by the our light aircraft community and withdrawn by the EU-COM as it was too complex - is prescribing the requirements for mechanics for ELA1 aircraft (incl. sailplanes / powered sailplanes). Unfortunately the outcome is still complex and the EGU and EAS will file comments before end of January. The concept is still oriented to the commercial world and we only can hope that the rule maker will listen to volunteers' world.

(250 hrs. course, experience and examination is to demanding for pure volunteers!)

By 28th of September 2015 all mechanics must have a Part 66 licence. A hot item will be the transfer of all existing national issued certificates into a Part 66 L-Licence...

- NPA 2012/17 about changes to Part M

As mentioned last year, after the EASA conference on Part M in October 2011, a 'Special Task Force' was launched to prepare some adaptations on short notice.

Changes are now proposed on the concept, the content and the way of approval of the aircraft maintenance program and the way the airworthiness review can be organised.

More changes may be expected in the future.

During a workshop held on 29th of October 2012 some initiatives were announced to make some aspects of certification simpler and more effective. One of the proposals is the 'Alternative Procedure for design Approval' which enables the executing modifications and repairs by non-Part 21 design organisations.

Important to mention is also the 'Strategic Plan for general Aviation' composed by EAS end of August 2012 and asking clearly and motivated for a review of the EU-rulemaking. The actual system simply does not fit the light aviation! This document was endorsed by the EU-COM and the EASA Management Board, and an action plan is launched. Nevertheless it will last 4 or 5 years before we will see any result. This means keep fighting to survive the coming years...

Airspace

Günter Bertram, TO for airspace, attended a number of meetings related to airspace and management and organised the annual workshop on 3rd and 4th of November in Frankfurt. Broader participation by our members would be more than welcome.

The Standardized European Rules of the Air (SERA) are published and applicable from 4th of December 2012. However, by way of derogation, Member States may decide not to apply the provisions of this Regulation until 4 December 2014. SERA affects all air sports categories, so be vigilant and check!

Implementing Regulation (EU) No 1079/2012 prescribes the requirements for the 8.33 kHz radio channel spacing for the Single European Sky and is applicable as from 7th December 2012. Member states have to start now there implementation plans. By 31st December 2017 all aircraft must be equipped with appropriate radios.

Statistics

Also important in negotiations are the statistics on activities, incidents and accidents. (In fact, EGU seems to be the only organisation who can present reliable figures. They are used very careful with the necessary explanation as misuse could easily occur.

Finances

Luckily, the EGU's financial situation is healthy. As proposed, a smart reshuffle of membership fee calculation was approved by the congress without big changes in the overall budget.

Membership

The membership is stable but there are still some active gliding nations missing. So let us use every opportunity to explain the necessity of the EGU and promote membership.

Communications

Thanks to Roland's webmaster skills, EGU has a very useful website with easy access to all reports, documents, regulations, etc. Four newsletters were published to keep the members informed about the topics of the moment.

Relations

EGU continues to maintain good relations with Europe Air Sports, which is the only platform representing the whole air sport community (large numbers count!) and thus able to establish good relations at the political level, such as the EU-Commission, EU-DG's and regular meetings with EASA. There is also close contact and exchange of information with the IGC, the OSTIV Safety & Training Panel, the Association of Manufacturers. Maintaining the necessary independence but, in cooperation with the other partners, we can survive in this complex world.

Conclusion

Our gliding world has become very complex and all key persons from the club level to the top need support to cope with the administrative and organisational tasks.

Next congress meeting

This annual gathering will take place on 23rd -24th of February 2013 in Strasbourg. Due to the success of last year's workshop dedicated to 'Marketing, Club Development, Recruiting and keeping Members', a follow up meeting will take place on 22th.

Important to mention is the celebration of the 20 years' existence of the EGU.

And as the first congress meeting took place in Strasbourg, the FFVV is again the host of this event. The EGU is very grateful for this offer and likes to thank the FFVV for the support since 1992!

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