



EGU Newsletter 3/2013



December 2013

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Editors note

Please continue to keep EGU updated on the implementation of all the new rules.

The editor would like to wish all European Glider Pilots a Merry Christmas and a Happy New Year with lots of thermals, ridge wind and good waves.

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A report by the President

At this stage in the year, most glider pilots, gliding clubs, and national gliding associations begin to reflect on just what sort of year they have had. Typically, the starting point for these reflections will be the weather, and how it affected the amount and quality of flying that was done. Often, the end point is the hope that the next year will be better than the last.

Whilst the EGU is not quite so directly involved with day-to-day flying, it also looks back and thinks about how its own gliding 'season' has gone, and thinks about what 'good' would look like for the year ahead. In contrast to gliding in many parts of Europe, regulation and development are year-round activities, and so we are as busy in the winter as we are (regrettably) in the summer.

The EGU agenda is concerned with two things, in increasingly equal measure: regulation and the development of gliding.

Regulation

The EGU's regulatory-related work falls into three main areas:

- monitoring, along with others, emerging policy/regulatory themes in order to assess their potential relevance/implications for gliding
- to work directly to influence and negotiate the detailed development of laws and rules in order to ensure the optimal outcomes for gliding;
- and, once regulations have passed from formulation to fact, to help keep national associations informed of implementation-related issues and opportunities by the cross-sharing of learning and experience between EGU members.

The development of regulations seems to proceed at an almost glacial speed, with a gestation period measured in years (but sometimes feeling more like lifetimes). This means that we are only able to celebrate success periodically. We were able to do so very recently, when it was announced that the Sailplane Cloud Flying Rating (SCFR) had been finally agreed – and in a form that is little different from that which the gliding community have been arguing.

When the SCFR formally introduced sometime early next year, thousands of pilots across Europe will be able to continue to exercise cloud flying privileges under EASA – something that had been seriously at risk. For those nations that have either never had that privilege previously, or for whom cloud flying has been a marginal or largely ignored possibility, we would encourage you to consider how the new provisions might help in stimulating more activity/interest among glider pilots.

Any success in the regulatory domain usually comes after years of hard work and delicate negotiations. The EGU is directly involved in several important work areas at present. Earlier this year, Henrik Svensson, a member of the EGU Board, was selected as a member of the EASA Safety Standards Consultative Committee - GA Subcommittee. We worked closely with Europe Air Sports to make this happened, and it puts gliding right at the heart of the next round of EASA developments.

I won't say too much more about regulation in case I cut across anything that one of my colleagues is reporting on elsewhere in this newsletter. I do, however, want to say that the one area where we are struggling a little with our remit is when it comes to being able to share the experience of individual countries with the rest of the EGU members.



Patrick Naegeli

It works well in some areas – certain countries are active, but there are a few that are largely silent or disengaged throughout the year. There are certain subjects where things work better than others – airworthiness and maintenance, for example. It would be enormously helpful all round, if we were able to increase the level of contact and engagement between the EGU and member associations. Might I ask that you think about this and let me know how you think things might be improved.

Development of gliding

Clearly, this is a very broad subject, and one where the EGU can only make an effective contribution if it is properly focused. As a consequence, we have set our sights clear on working with, and on behalf of our members, in specific areas, including:

- **participation levels** – you will be aware of the development initiative that was started following a decision by members at the EGU Conference in 2012.

The work of the core team has progressed since then and, following the workshop in Strasbourg this year, the team has been expanded to include members from a number of new countries, and plans are being made for a third workshop in Luxembourg next year.

Volunteers are undertaking this work. Volunteers who are doing things alongside their regular volunteer work for their national gliding associations. Regular volunteer work that they do alongside their day jobs. Remarkable.

- **Interoperability** – the EGU has run a specific airspace programme for a number of years.

It is increasingly apparent, however, that airspace is one facet of a much broader topic that relates back to interoperability in airspace. In addition to physical airspace design and operational constructs, it draws in other, importantly related topics such as technology and future changes in the range and type of air space users (e.g. unmanned/autonomous vehicles).

As a consequence, the EGU will be transitioning its airspace programme into one that considers this broader set of topics, and the consequences for gliding.

- **Safety** – the EGU has tried to collect, and make sense of, safety data from across the region for a number of years. The fine ideal of being able to present a single picture of gliding safety, in all its relevant dimensions, remains just that – a fine ideal. In practice, it is almost impossible to achieve at any meaningful level, given the very wide range of ways that safety-related data is collected/categorized across the region.

The need for a properly informed understanding of safety performance remains a priority, and the EGU will continue to collect data on fatal accidents by country. It will, however, be fundamentally reviewing how else it might be able to develop a Europe-wide safety agenda.

One area where the EGU can add considerable value is in helping individual countries share good safety practice. This will certainly be an area where the new safety agenda looks to make early progress.

The EGU is responsible for representing gliding at a European level, no one else. National aero clubs and pan-national bodies such as Europe Air Sports have an important role to play, and we must continue to work closely with them. Only the EGU, however, concerns itself solely with gliding.

The next EGU Board meeting takes place in the UK at the end of November – part of a new plan to hold at least one EGU Board meeting in a different member country every year. The Chairman of the BGA has accepted an invitation to attend, as has a member of the EAS Board. I look forward to a very productive and informative discussion.

In the meantime, I hope that your review of 2013 is a helpful and encouraging one. My best wishes for the forthcoming festive season, and I look forward to seeing you in Luxembourg in 2014, if I don't hear from you beforehand.

Have fun, stay safe.

Patrick Naegeli, President EGU

EGU Club Development Working Group

Alison Randle, EGU WG - Club Development

Workshop on Marketing, Club Development, Recruiting and Keeping Members – Part III

09:30 – 17:00 Friday 21st February, Luxembourg

The big questions remain:

- Why don't people fly more?
- Why do glider pilots stop gliding?
- How can we keep them?
- How can we recruit more of them?

It isn't all bad news; there are success stories! Our next workshop will be a mix of ideas and actions, bringing together existing work and plans for future work.

Call for papers

We have an opportunity for the presentation of papers at the workshop. There will be fewer papers than at previous years, because we also plan to report on the work of the group and to hold panel discussions



Alison Randle

on specific areas of club development.

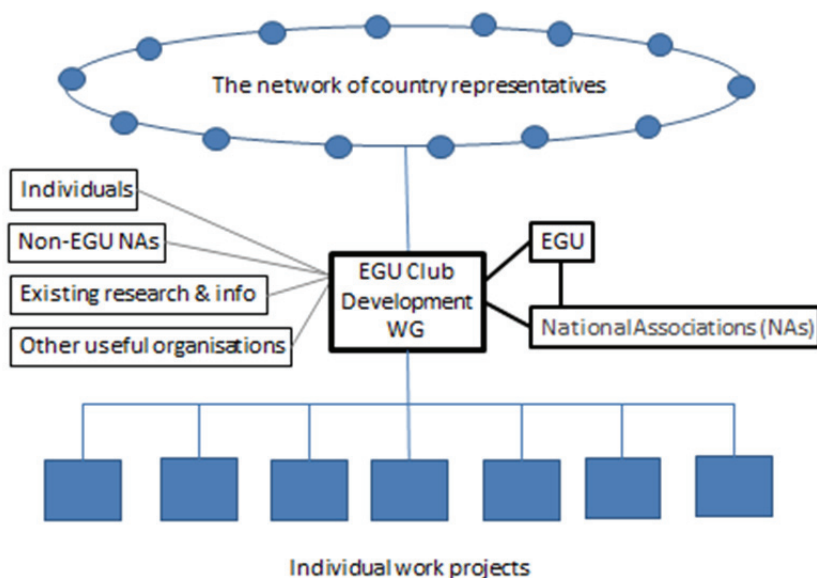
We are interested in topics that will help build understanding of this complex subject and will help to encourage discussions. We are not looking for a complete set of answers!

Is there an example in your country of a piece of work that has helped to attract people to, or keep people within gliding? Or perhaps there has been a study which could help us to understand why people glide (or why they stop gliding)? This is a wide subject. If you have any ideas or suggestions for a paper, please email Alison Randle alison@gliding.co.uk with a brief outline, by Sunday 8 December. This will give us time to plan the whole workshop programme and also

allow plenty of time to write the full paper after that. Please be assured that we will find ways of including all the work, even if we can't include it at the workshop.

Call for delegates

In addition to the EGU representatives, we wish to widen the invitation to include people who have experience and a special interest in club development and participation.



The network of country representatives

Our network has grown since last year, and we hope that all representatives will be able to attend the workshop. We are looking forward to welcoming more representatives to help knowledge and information flow to and from clubs across Europe.

Our invitation remains open to include people who have experience and a special interest in club development and participation and have many contacts at clubs in their country. Ideally these would be people who will be able to join the project as part of the network of co-operation. We would also welcome people who have time to volunteer on specific work areas. Please do pass this on to anyone in your country who may be interested in club and glider pilot development. We look forward to hearing from you and to meeting you for a productive workshop in February.

Accident Statistics

Henrik Svensson, TO Operations and Flight Safety

We still miss reports from several countries regarding fatal accident data for 2010 and 2011. We would also like to collect if possible, number of accidents, number of members and gliders, launches and hours/year, XC km/year. It would be nice if you can send your statistic to Henrik Svensson, TO Flight safety. henrik.svensson@segelflyget.se. Or you can use the accidents pages in our database. The database can be found under the internal section of the EGU homepage.



ATO – Approved Training Organisations

Transition period for the conversion of national glider pilot's licenses into EASA LAPL(S) or SPL is currently going on. At the moment there is no need to discuss licensing requirements itself as they are set in Part-FCL as published. However, as the conversion process in practice is in the hands of national CAA's, there may be quite varying experiences - both positive and negative ones - in each EGU country. In the forthcoming EGU Congress 2014 certain time for mutual discussion and sharing of information about experiences in practice is planned.

For glider pilot training (for a LAPL(S) or SPL and its ratings) new EASA-requirements have been implemented. Gliding organizations in each EGU-country are currently working for their Approved Training Organization (ATO) systems. Some have a plan to create one or few "umbrella" ATO's, some individual ATO's to each local gliding club. For time being we do not have status information how drafting work at national level is going on. During the Congress 2014 we will have information from countries that have processed their ATO system further towards approval. At the same time it may be a very good opportunity to change some experience between EGU countries in which stage they nationally are and also if good practical solutions have been found especially for those particular points in the ATO-requirements that are felt challenging.

When attending our forthcoming Congress, the Delegates are encouraged to have some feedback about their national situation.

Airworthiness and Maintenance

A report by Howard Torode, TO AW&M

During the summer there have been significant developments enabling some of the freedoms that our sport needs. While progress remains slow and some of the documentation appears lengthy and

bureaucratic, this trend is encouraging. While adoption in the nations remains, as ever, in the gift of the NAA's, it is important that we all press to take up and use these opportunities in order to demonstrate our need for them, and further relaxation actions. As I have previously noted, if your NAA raises issues or obstacles to these measures, EGU would appreciate notification of the problems. While we are unable to intercede at national level, we can help coordinate and if necessary raise common issues with EASA and their standardisation team.

GA Seminar 1-2 October 2013 and GA Roadmap

http://easa.europa.eu/events/events.php?startdate=01-10-2013&page=General_Aviation_seminar_2013

This wide ranging seminar took place last month. It was underpinned by presentations of the EASA/EAS Roadmap for General Aviation, led for EAS by Julian Scarfe. This significant document identifies current concerns, particularly where these involve changes to the Basic Regulation. The seminar continued to review many issues of certification including several challenges facing the regulation and certification authorisation of new technologies. Principal among these are the installation and modification needed to accommodate new equipments, for navigation, safety and sporting purposes.

Radios, Transponders and FLARM installations – Standard Changes and Repairs



Howard Torode

During the seminar, detailed guidance leaflets were presented concerning the replacement and installation of evolving cockpit equipment. These should enable installation of a wider range of manufacturer- approved equipment, and replacement of ageing equipments, without formal modification action. FLARM is mentioned specifically but one must assume that future collision avoidance systems can be covered provided they are correctly supported by their manufacturers.

These regulatory developments will form part of the evolution towards a CS-Standard Changes and Repairs (CS-SC/SR), a measure that has been sought by EGU for some years. EASA admitted that progress will be slow (because the concept is 'new?'), but will embrace 'standard practices' from established regulation and manufacturers. EASA will be starting with 'easier' topics (such as the

equipment installations above) but are already moving on the items such as battery installation and metal skin repairs. The latter is presumably mainly for the power aircraft community and draws heavily on AC43-13. From unconfirmed reports, some level of publication might be expected next year.

Certification Memorandum CM-21.A-K-001 - Parts without Form 1

This was issued in July as a result of activity within the Task Force on Part M for GA, and enables a wider range of components and replacement parts to be fitted without need for a formal Form 1 EASA accreditation, provided that the owner is made aware and approves of the fitting of the specified items. This will be of particular interest to motor glider operators whose engines are of automotive standard, and older airframes (on a SAS, without a TC holder), and those installing 'soaring' equipment. Note that a 'CM' does not require EU approval, so these measures are immediately available to you, given your NAA's acceptance.

Engine Time Between Overhaul – Opinion issued

At a late stage in the formal 'opinion' process of NPA/CRD 2011-15, regulators have introduced changes to the classes of airframes which qualified for broader interpretation of manufacturers TBO regulations. Following our comments and pressure by Europe Air Sports, the 'good news' is that glider tugs can now

benefit from these rules of interpretation which allows a regime much closer to 'On - Condition' maintenance, albeit that continuing checks are required. The 'bad news' is that this privilege has been withheld for airframes engaged in 'ab-initio' (ie. Basic) training. The rationale for this ruling is emotive and not remotely in line with Risk -Related regulation. This will affect those clubs who, for example, use motor-gliders (or ELA aeroplanes) for basic training. Currently EGU is unclear on the scale of the impact of this imposed regulatory change. Please contact Howard (EGU TO AW&M) if your organisation has concerns over this. EGU is in contact with EAS as to how to raise our concerns at this late stage.

Part 66 – Engineer personal licensing

All has remained quiet since we last made input to the CRD of NPA 2012-15 in 2012, when we raise concern as to the impact of this regulation on the overall effectiveness on airworthiness in sport aviation. Nevertheless we are aware through contacts that developments are ongoing on the official side. Indications are that existing national privileges will be transferred to the new licences. The timescale for transition has yet to be announced, but could appear immediately with possibly a two year transition period. We need to be prepared for such an eventuality. Finally the examination process for new candidates for this licence (post transition) remains unclear but will be laborious (9 exams for glider maintenance alone). While all have accepted that Part 147 Training Organisations will not be required to run these courses and examination, the opportunities for National sporting associations to become involved remains unclear.

Airspace

A report by Günter Bertram, TO Airspace

A short report from the meeting of the European Airspace Group (EAG), held in early November. The full report will be on the EGU website.

SERA - Standardized European Rules of the Air.

All the nations represented plan to adapt the Commission Implementing Rule EU No 923/2012 on the 4th of Dec 2014 as they have opted out of the process in 2012.

The experience made by the T/O in their countries reaches from heavy activity to complete easiness. Austria is re-planning its complete air space set up while for example Germany does some more or less cosmetic adjustments only.

The date 4th of December is not adjusted with the regular Aeronautical AIRAC Cycle which needs another adjustment on the timeline either forward to the 11.11 or postponement the 9th of Dec. Time is already running out.

SERA Part C will be entering the NPA process pretty soon and the plan is to incorporate the Regulation into Part A and B which were published in 923/2012

HETA = Harmonised European Transition Altitude

EASA started the process to harmonize the Transition Altitude. The first meeting of the established working group is going to happen on Dec. 5th. The air sports communities' representative is Günter Bertram.

The EAG delegates general opinion is that the higher the transition altitude, the better. LvB stated that the higher transition altitude will make glider flying even more difficult in Belgium as the difference between QNH and Standard setting usually is to the advantage of the glider Pilot.

8,33 kHz Radio conversion

The conversion towards the 8,33 kHz radios is proceeding very differently. While The Netherlands are pushing ahead the other countries are still undecided on their way forward. Germany sticks to the plan to be a 8,33 kHz country on the 1st of Jan, 2018. To what advantage nobody knows.

Again the proposal was made to get 20 harmonised frequencies for gliding in Europe, in the context of '8.33'.

Mode S Transponders

As reported from the last NETOPS meeting the introduction of Mode S Transponder Systems in Europe is very diverse and definitely behind all time schedules. The wish to have a unique Transponder Code, like the 7000 for VFR and the 1000 for IFR, for glider activities was not picked up by Eurocontrol.

The EGU Board:

The request by the EGU board to update some of the EGU policy papers was discussed and agreed to make proposals till the End of the year. A new policy paper on UAS will be prepared.

- RPAS/UAS/UAV
- Air space policy
- Technology requirements in Gliding i.e. FLARM, Navigation, Transponder etc.

EGU Congress 2014

The Congress will be held in Luxembourg on February 22nd-23rd at the Centre National Sportif et Culturel, hosted by the Fédération Aéronautique Luxembourgeoise. The invitation will be sent to all members prior to Christmas, but please note the dates in your diary and that on Friday 21st the 3rd workshop on Club Development will be organized, see above.

Proceedings from the 2nd Workshop on Club Development

The proceedings from the workshop in Strasbourg have now been published and can be found on the EGU website. We hope you will find the content useful.

On the EGU website you find a lot of useful information. If you have forgotten the password to the internal section, please contact EGU.

<http://www.egu-info.org>

