



EUROPEAN GLIDING UNION

EGU Newsletter 1/2015

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Editors note

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

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>



*EASA has until 2018 to revise the rules for ATO, FCL and more.
Support EGU in our work for proportionate ruling!*

A report by the President

Patrick Naegeli

Modern communications technology is an indispensable part of enabling the international gliding community to remain in close contact. We make extensive use of it, and our activities would be far less efficient without it. Face-to-face meetings, however, remain an equally indispensable part of what we do. They allow for a very much richer exchange of ideas, wider variety of valuable debate, and the strengthening of social bonds. It is for these reasons that the annual EGU conference is so important, and

why it is a very valuable part of refreshing and motivating the collective efforts of the European gliding nations for the year ahead. No amount of technology can do it as well.

The Deutsche Aero Club was kind enough to host this year's conference in Berlin, and provided us with the ideal venue for our meetings as well as wonderful hospitality. On behalf of the EGU and all of its members, I'd like to thank the DAeC, and the team that organised everything, for their hard work and generosity.

Whilst we are still in the process of sorting the details out, the 2016 conference is likely to be in Austria, probably over the weekend of 20-21 February. More details to follow.

At the start of this year's conference, our Development Team arranged the fourth of the day-long working sessions focused on maintaining and growing participation levels in gliding. As on all previous occasions, the various presentations and associated discussions added new perspectives, and generated new ideas, on what are well-recognised topics and key concerns for every gliding nation.

The EGU started the development initiative at the request of its members three years ago. At that time, it was agreed that the initiative would run for a period of time, and then be reviewed before a decision was taken as to what more/else should be done. The 'A Team' of Alison Randle, Arne Wangsholm and Alexander Giorgas – and their increasingly large network of international contacts - have done a great job of running the initiative and keeping us focused on the topic. We are now at that point when we need to decide what to do next.

When I say 'we', I actually mean 'you'.

The EGU Board is very supportive for a continuation of the initiative. But it is the EGU members that must now not only decide on whether or not the initiative continues – but, most importantly, on what it should focus on next. I am, therefore, asking that you let us have your thoughts on this as soon as practically possible, so that we can make a properly informed decision.

As part of the Berlin conference, the EGU Technical Officers walked us through a range of topics that are on our 2015 priority list. What was clear from the associated discussions is that the issues facing European gliding are as much local as they are continental. The interpretation that national aviation authorities are placing on EASA regulations is, in many instances, making life even more complicated for EGU members. Even though the deadline for the implementation of EASA FCL has been put back to 2018, many countries are planning on doing things sooner than that – regardless of whether they are fully ready or not. The EGU will be compiling a schedule of 'cut-over' dates among its members and making it available shortly. If you are facing any particular difficulties as a result of the transition timings in your own country, please let us know and we will do what we can to share relevant information.

It is interesting that, at just time when we seem to be faced with challenges at the national level, things appear to be getting slightly easier with EASA. There is no doubt that the new leadership of EASA, very much led by Patrick Ky, is taking a far more practical view of the regulation at the lighter end of general aviation. The EGU wrote directly to Monsieur Ky last November in an attempt to secure greater flexibility in the weight limits for gliders in Annex II. Our request has been taken on board and is now part of the opinion that EASA recently published on the proposed changes to the Basic Regulations.

We are optimistic that there is a real change in approach on the part of EASA. This does not mean that we will get everything that we want or need – but it gives us the confidence to invest more time in detailed work and negotiations. Where necessary or appropriate, we will engage directly with EASA alongside our work with EAS. There are currently two, very shortly to be three, members of the EGU Board directly involved in EASA working groups. I suspect that we will need to increase our effort still further in due course.

Whatever the subject, our work needs to remain totally aligned with the needs of our members. We will, as a consequence, be reaching out for regular input and feedback. In keeping with my earlier reference to the value of face-to-face meetings, we will also be looking to arrange topic-specific working sessions for members along the lines of the ATO meeting that took place last summer. Indeed, we are in the process of

arranging a follow-up event for members on that very topic right now. Please be responsive to our requests for input, and make every effort to attend working sessions.

I never cease to be amazed at the progress that is made on so many fronts by our highly committed volunteers across European gliding. In closing, I'd like to thank Markus Gnaegi for his years of service to the EGU. Markus served as our General Secretary, and was invaluable in ensuring the smooth running of the Board, our communications with members and other external groups, and the organization and smooth running of various EGU events. Mika Mutru has succeeded Markus as EGU General Secretary. Mika has been an EGU Board member for a number of years, and so has the knowledge and experience to be able to take over from Markus very smoothly. Once again, thanks to Markus, and also to Mika for taking the role on.

I do hope that the weather is beginning to improve, and that the main part of the soaring season is now not too far away. Enjoy 2015.

Have fun, stay safe.

EGU Congress 2015

The 2015 Congress was held in Berlin at the Hotel Golden Tulip on Feb 21-22. 15 member associations were present. Saturday was spent listening and discussing the reports from the Technical Officers. The more formal topics were dealt with on Sunday morning.

The minutes of the Congress as well as some of the presentations given can be downloaded on the EGU website, internal section. The minutes of the Board meeting held on 22.02.2012 are also available.

The venue for the 2016 Congress will be Graz, Austria and the dates the weekend of Feb 20-21.



Patrick Naegeli and Markus Gnägi listening to TO Operations Henrik Svensson



EGU Congress in progress

New Secretary General

Mika Mutru (49) from Finland was selected by the Board as EGU General Secretary. He replaces Markus Gnägi (CH) who successfully served as Secretary General for the last six years. Mika has been the Finnish EGU-delegate since 2000 and Member of the EGU Board since 2011. He took up gliding in 1981 and is also very active on the National and Nordic gliding scene.



Mika Mutru

Rules for Air Operations

TO Operations Henrik Svensson

The new regulation on Air Operations, non-commercial operations, part-NCO is applicable since 25 august 2013, but member states have the possibility to “opt-out” part-NCO until 25 august 2016. During April

2014 Regulation 379/2014 (Part-SPO: Specialised operations) was published and we finally had a regulation that confirmed that many of our different activities that are defined as specialised operations shall comply with Part-NCO.

The regulation defines:

Operators of other-than-complex motor-powered aeroplanes, and helicopters, as well as balloons and sailplanes, involved in non-commercial operations, including non-commercial specialised operations, shall operate the aircraft in accordance with the provisions specified in Annex VII (Part-NCO).

So the following commercial specialised operations with other than complex motor-powered aircraft shall be conducted in accordance with Part-NCO

- *competition flights or flying displays, on the condition that the remuneration or any valuable consideration given for such flights is limited to recovery of direct costs and a proportionate contribution to annual costs, as well as prizes of no more than a value specified by the competent authority.*
- *introductory flights, parachute dropping, sailplane towing or aerobatic flights performed either by a training organisation having its principal place of business in a Member State and approved in accordance with Regulation (EU) No 1178/2011, or by an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.*

Regarding introductory flights, every member state will carry out oversight of operations; this may give extra “problems” in some countries, but hopefully no big issues.

The Guidance Material GM (Regulation 379/2014) states various parts of introductory flights such as cost of operating the aircraft and definition for an airsport-organisation promoting aerial sport.

TO Training Report

TO Training Andy Miller

European glider training heads for an interesting 2015.

Not just the gliding itself: training for that continues to be endlessly fascinating.

The year shall see training under Part-FCL become a requirement in several significant member associations while other Member States have taken the opportunity to delay implementation until 2018. The EGU will be watching both with great interest.

Among many difficulties, the ATO requirements themselves are under review. An EGU workshop to develop proposals for the revised ATO regulations will be held during late spring. Details are being finalised: date and location should be announced very soon. Last year's EGU workshop on the review of the Basic Regulation was successful.

Meanwhile, EASA has published its proposals for amendments to Part-FCL in NPA 2014-29.

This proposal contains some good analysis of damage threatened by regulations, but the EGU has been dismayed to see corrections proposed for aeroplanes, although not sailplanes.

Corrections and other positive proposals have been developed in association with Europe Air Sports.

- The deadline for comments on this NPA has been extended by 2 months - now 17 May 2015.

- Regulation (EU) 2015/445, authorising 3 year deferment of FCL & ATO requirements, has just been published (17 Mar 2015).

TO Airworthiness and Maintenance

TO AW&M Howard Torode

PROGRESS TOWARDS 'PART M –LIGHT'

Following the EASA Rome GASS meeting, I have been nominated as the Europe Air Sport (and thus EGU) representative on the Task Force to revise Part M for use in light/GA aviation. EASA set out early terms by which 'Part M – Light' (PML) would be pursued in an economical a timescale as possible.

To achieve this, the terms of the activity set out by EASA, propose to build on the measures agreed in previous meetings of the Task Force, and to extract all references to formal organisation (Maintenance and CAMO) such that the key player, the OWNER, is free to engage each/either/neither according to his choices of how to meet his airworthiness commitments. This might not be the preferred option for all stakeholders but I believe it holds fundamental merit in maximising our self determination. PML, as conceived, will be a formal Annex to main Part-M, which in turn means it becomes a focal point for ALL future developments applied to GA/Sport aviation, free from compatibility issues with respect to mainstream aviation. The current expectation is that PML will provide an optional alternative approach to Airworthiness and Maintenance for both CAT and non-CAT operators under ELA2, thus including all sailplanes, motor-gliders and tug aircraft.

During our GATF2 meetings we have addressed several related issues arising in current NPA's including the contentious 'Time Between Overhaul' (TBO) NPA, EASA concerns on Defect Reporting and qualification levels for Independent Certifying Staff. Notwithstanding this, and taking up the deletion of rules pertaining to Subpart F&G organisations, the central rule document has reduced to 17 pages only. Remaining issues include: the templates associated with customised maintenance programmes and defining the range of roles that might be fulfilled by Subpart (F&G) organisations as we anticipate that owner will continue to seek the assistance of qualified National Associations.

The current plan is to publish an NPA in summer after our last meeting of the current series in late April. While more work remains to be done, and a new regulation is well over 18 months away, the project remains on track, and the group is optimistic that this measure will enable a step beyond the measure of GATF1.



Its springtime! Time to go flying