



EGU Newsletter 2/2014

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Editors note

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

EGU has now started work on a Gliding Roadmap, to complement the GA Roadmap, read more below.

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>

A report by the President

Welcome to the autumn newsletter of the EGU. I hope that you have had an enjoyable and successful gliding season. The year seems to have been a good one for gliding in many parts of the continent. Europe hosted two successful world gliding championships in Finland and in Poland, as well as a very exciting World Sailplane Grand Prix final in France – and the OLC and other national ladders record a very impressive range of flying more generally. European glider pilots certainly seem to make the best of the available weather.

In the last newsletter, I reflected on how much of an affect EASA has made on gliding in Europe. My 'score sheet' was not a particularly positive one for the organization.

After many years of work, and after having spent untold amounts of money on developing new regulations that directly or indirectly impact on gliding, EASA has left us, in general, in a significantly poorer position than we were at the outset.

Years of regulatory upheaval have led to significant extra costs and unnecessary administrative and operational burdens. These directly affect national gliding bodies, gliding clubs, glider owners, students and pilots. Very little, if any, benefit has come about from the work of EASA. Safety – apparently a key driver for creating EASA in the first place – has not been improved in any way, shape or form.

Gliding has not been singled out by EASA for special attention – many other air sports are in exactly the same position as we are. The bottom line is that for much of air sports, EASA has proved to be an unmitigated disaster. Can you imagine what good we would have been able to achieve if we had been able to redirect all of the money and man-time that we have spent dealing with nugatory regulatory developments into other areas?

However, I mentioned in the last newsletter that there were some indications that things were beginning to change in EASA's approach to the lighter end of aviation, gliding included. Recent changes in the senior leadership of the organization seem to be giving rise to a much more pragmatic approach to both the development of future regulation, and the simplification amendment of items already implemented.

The recent decision to delay the deadline for full compliance with EASA flight crew licensing requirements until April 2018 is significant. Without such an extension, many countries would have struggled to get themselves into a position to meet the new requirements. EASA also needed the extension for its own purposes – many of the necessary details of how Approved Training Organizations were supposed to operate were still not defined or in place.

The extension not only gives us three extra years – at least in those countries that have decided to take full advantage of the delay – but also means that we have more time to see if we can inject more common sense and pragmatism into the design of the regulations. Indeed, it gives us more time to see if we can get rid of large sections.

The delay in FCL implementation was not the only thing to take place recently. Over the course of the summer, EASA asked for ideas and suggestions as to how the basic regulations that underpin its regulatory framework could be usefully changed. At relatively short notice, the EGU convened a working session in Hannover for its members, so that it could put together a detailed, and up to date position paper on the sorts of things that we would like to see substantially revised. Our input was made both direct to EASA, as well as through Europe Air Sports. I'd like to thank those of my colleagues that organised the meeting, and those members that were able to attend, for their contribution to a very important initiative.

In October, EASA convened a safety conference in Rome. The agenda was arranged around several panel sessions, each of which dealt with a different perspective on aviation regulation and activity. It was a valuable opportunity for representatives from across the air sports community to meet with national and international regulators.

The EGU was well represented at the meeting and continued to hammer home the points of greatest concern to our members. We have captured what our members have told us they want (and, equally, do not want) from EASA in the form of a series of 'Roadmaps' – one for each of pilot licensing, training, and continued airworthiness and maintenance – that provide a clear explanation of what we need to achieve.

Our hope is that we will see the attempts by EASA to engage directly with air sports quickly followed by real change in the range and detail of aviation regulation. Unfortunately, we do not have much time. We certainly do not have the luxury of being able to allow things to unfold over the usual, lengthy timescales that EASA typically follow. We will keep pressure up on various fronts over the autumn and winter period.

As the days grow shorter, and 2014 comes to close, we all hope that we can look forward to a 2015 that is a good in the air as it is productive on the ground.

Have fun, stay safe.

Patrick Naegeli, President EGU



EGU Gliding Roadmap

During the latest board meeting the board decided to produce our own roadmap. The work will be finished at the end of the year and the result will be presented at the Congress in Berlin. Mainly two areas will be covered; Airworthiness/ Maintenance and Licensing/ATO. We would like to hear our members view on our Roadmap!

AIRWORTHINESS REGULATION

Recent successes of detail

- Policy acceptance of EAS General Aviation Strategy containing many sought for relaxations, and NPA2014-12 considering Basic Regulation.
- GATF proposals for simplified maintenance and ARC procedures, are eagerly awaited, released January 2015?
- Relaxation on classification of replacement parts fitted on airframes without Form 1
- CM guidance on fitting of new sport and safety equipment and cockpit instruments, followed up by CS-STAN (NPA2014-24).

What needs to be made better

- Proportionate regulation to enable Sport Associations to play a proper role in delivering a sound Airworthiness function to clubs, pilots or owners, on the airfield.
- Licensed engineers imbedded in the Associations, overseeing the mentoring of motivated appointees from within the Association
- Risk-related regulation, monitored against an established risk register and self-prepared safety statistics and internal audit leading to.....
-a light touch oversight by National regulators applied to the Association rather than individual owners.
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How to achieve this

- Through a process of combined AW&M approvals for ELA1/2 airframes, operating non-commercially in a self motivated voluntary structure by Sport Associations. (already started within GATF).

- A demonstrated substantiation of the competence of such an Association, leading to the devolving of proportionate regulation.
- Define national authority involvement to be limited to proportionate review and audit at specified management levels and intervals.
- Encourage a self motivated, holistic approach to safety via a locally developed Safety Management System

New policy approaches needed

- EASA (through GATF) to understand the merit of Sport Associations in managing previously unconsidered case of largely voluntary and self motivated sport aviation community
- A better approach to personal engineer licensing using a progressive, proportionate scheme enabling the mentor of basic engineers using self accreditation within Association.
- A seamless transition for those already in possession of one or more EASA maintenance privileges
- Review all new legislation and clearly identify its applicability to light GA and Sport Aviation

LICENSING AND ATO

The EGU strongly supports 6 principles identified by EASA management board safety strategy

- Proportionate approach, separate from Commercial Air Transport (CAT)
- A philosophy of minimum necessary rules
- Adopt a risk based approach
- Protect 'grandfather rights'
- Minimise bureaucracy and apply the EU 'Smart Regulation Principles'
- Make best use of available resources of expertise and delegate responsibilities to the appropriate level

Safe & capable pilots

Developing them rests on:

- Instructors
- Examiners
- Personal Development

Regulation must help, not hinder:

- Instructors
- Examiners
- Personal Development

Helping, not hindering

Minimum necessary rules

- Delete, entirely, the FIE(S) certificate
- Replace with FE(S) who has the experience specified in FCL.1010.FIE
- Allow CRI(S)
- Proven value in other categories (aerobatics, towing, recency)
- Allow an SPL be used as LAPL(S) if pilot has only a LAPL medical.
- (Should be like ATPL>CPL>PPL with, similarly, no extra fees for the holder)

ATO

- Allow existing national training organisations to train pilots to SPL/LAPL(S)

Medical

- Easier to achieve a LAPL(S) Medical – less bureaucracy (driving license) and lighter medical requirements



EGU Congress 2015

The 2015 Congress will be held in Berlin on February 20-22. Invitation and programme will be sent out in early December, but please note the dates.

The Friday will, preliminary, be spent on the EGU Club Development project and the EGU Gliding Roadmap.

Airspace

The EGU Airspace Group held its annual meeting in Braunschweig on November the 2nd 2014. Below is an extract from TO Airspace Günter Bertrams report/minutes

Nine countries were present.

The extract of most briefings in regards to **SERA** gives the opinion that the changes can be handled by glider pilots and will not generate too many problems. The situation is quite different in Austria where massive air space changes will happen in December. The ANSP states that they are necessary due to SERA implications. The Austrian Aero Club plans to have an Online tool asking Pilots for their experience in regards to clearances and flexible use of airspace.

It is deemed necessary to get the EGU “No Flight Plan” initiative of EGU going. At present it is Belgium, Germany, Poland, Czech Republic and Austria which do not require Flight Plans from Gliders. It was again stated that some pilots might not obey to the present restrictive rules which of course cannot be used in any official or unofficial briefing as it would jeopardize our position as pilots.

RPAS-UAV-UAS

A discussion on the future impact of RPAS (UAV, UAS) operation on Glider flying led to a very diverse picture. While the above 150kg RPAS are part of the EASA rulemaking the ones below are under national regulation. Austria and at least Germany have come forward with some regulation. Germany has the first RPAS Commercial Air Transport serving some North Sea Island with Emergency Medical deliveries when ships and aircraft cannot operate.

8,33 Radios

The national diversities in regards to the implementation of the 8,33kHz radios were discussed. The most demanding rules seem to be set in The Netherlands. The possibilities for delayed and/or complete out-opt

options for air sports communities were discussed. The part of the regulation in regards to the state and military aircraft seems to be one chance to challenge the need for a conversion of all other airplanes.

Surveillance

I repeated the information received at an EAS visit to DG Move in September 2014. The Plans for the future use of surveillance equipment are delayed until 2020. An initiative by DG Move will be started soon to look at new technologies in order to make use of the latest developments in surveillance.

The EAG has diverse opinions on the use of transponders in gliders. The same is true in respect to new technologies to be used and their conformity with ICAO standards.

No new information is available on the request to have one unique Transponder Code (7001) for Glider Operation. This could ensure that air traffic control personnel could easily identify Gliders and their special operation.

HETA: Harmonized European Transition Altitude

I reported on the process of the HETA working Group at EASA. Another two meetings are planned for this year. A NPA will then be published allowing everybody to comment. Within EAG Belgium is afraid to lose significant amounts of air space. Germany on the other hand hopes to have a simpler air space structure by raising the TA to 18.000 feet.

The three options looked at are:

1. do nothing
2. raise the TA to harmonised Level above 10.000feet
3. raise the TA to 18.000feet

The discussion is slightly superstitious as the UK and Norway will go to 18.000feet in 2017 with or without a European TA.

EASA GA Road Map

Jean Philippe gave inputs on the EASA's General Aviation

Roadmap; http://www.svfb.ch/media/120608VS/2.1_easageneralaviationstrategyv2.pdf . EAG asked him to forward the papers which he did immediately after the meeting. Risk hierarchy is one of the buzz words that might allow for simpler rules and regulations for GA and of course air sports.

All presentations will be available on the EGU website.

