EUROPEAN GLIDING UNION

Representative Organisation of European Glider Pilots

Report to the IGC-Meeting 2014

As in previous years, the past year has also required a significant volume of activity from the Executive Board and Technical Officers.
The annual Congress Meeting took place in Strasbourg so as to remember the foundation of the EGU in 1993 and to celebrate its first 20 years of existence. All the past presidents were present: Fransois Van Haaff, Peter Eriksen, Roland Stuck and Patrick Pauwels. A celebration reception and dinner were offered by the FFVV. On top, the mayor invited all board members and delegates for a drink at the town hall. (An overview of the past 20 years and some pictures are published on the website)
As in 2012, on the day before the congress meeting, a second workshop took place to discuss 'Marketing, Club Development, Recruiting and keeping Members'. (Publication with the presentations is available)

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

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, which came into force on 08th of April 2012 forms the basis for the actual training and licensing.
The 'Opt Out' period, used by most member states, came to an end on 8th of April 2013.
The three major parts: medical certification, licensing transfer and approval of training organisations had to be organised by the respective competent authorities (CA) of the member states.
From last April, all medical examinations must be in conformity with Part MED. Before the 8th of April 2015, all existing licences/ratings must be exchanged into a Part FCL-licence/certificate and from then on, all training must be given by ATO's (Approved Training Organisations). It is up to the user (gliding federations/clubs) to arrange this in due time in accordance with respective CAs.
Although the implementing rules are community law, the acceptable means of compliance (AMC's) give the CAs the possibility of some interpretation, resulting in making things often more complex than necessary. In conformity with the "Fees & Charges Regulation", every member state has created its own fee system, thus serious differences. The 'EU-standard and level playing field' is drifting away…
At this moment, all federations/clubs are working flat out to get the necessary approvals, to modify/ adapt the existing organisations and to get the licences transfer done before the deadline of April 8th 2015.
Although training for the SPL/LAPL(S) and related certificates is "non-complex" by definition, the actual requirements are still too demanding. The EASA-announced 'Light ATO' version, is postponed for another two years.
Andy Miller is in charge of distributing/exchanging information and experiences between the members.

Operations

The 'NCO'-part (important as it concerns 'non-commercial operations with other-than-complex motor-powered aircraft') also became active and the requirements for 'Qualifications for flying in IMC', initiated by the FCL.008 working party, came to an acceptable solution 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.
We are still waiting for the final "EASA Opinion" about the Part 66 'L-Licence'.
The reviewed proposal - the initial plan was heavily opposed by the light aircraft community and was

withdrawn by the EU-COM as it was too complex - prescribes the requirements for mechanics for ELA1 aircraft (incl. sailplanes / powered sailplanes). Unfortunately, the last draft version is still complex and the concept is still oriented to the commercial world. We can only hope that the rulemakers will listen to the voice of volunteers. (250 hrs. course, experience and examination are to demanding for pure volunteers!) By 28th of September 2015, all mechanics will be forced to have a Part 66 licence. A hot item will be the transfer of all existing nationally-issued certificates into a Part 66 L-Licence…

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NPA 2012/17 about changes to Part M
The outcome of the EASA conference on Part M in October 2011, was a 'Special Task Force' to prepare some adaptions at short notice. During a workshop held on 29th of October 2012, some initiatives were announced to make some aspects of certification simpler and more effective. But for the time being nothing happened…

It is also very quiet about 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. This document - proving that the actual system simply does not fit light aviation! - was endorsed by the EU-COM and the EASA Management Board. However the process is moving very slowly…

Airspace

Günter Bertram, TO for airspace, attended some meetings related to airspace and management and organised the annual workshop on the 9th of November in Frankfurt. Broader participation by our members would be more than welcome.

The Standardized European Rules of the Air (SERA) will become effective in 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. 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 that can present reliable figures. They are used very carefully with the necessary explanation as misuse could easily occur.

Membership

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

Finances

The EGU's financial situation is healthy. A proposal for a smart reshuffle of membership fee calculation (lower fee for federations with a small number of pilots) will be discussed by the congress without big changes in the overall budget.

Communications

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

Relations

EGU continues to work closely 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.

Close contact and exchange of information is kept with the IGC, the OSTIV Safety & Training Panel, and the Association of Glider Manufacturers. Maintaining the necessary independence but, in cooperation with the other partners, we can survive in this complex world.
The EGU is very grateful and wishes to thank the FFVV for the back office support since 1992!

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. In less than ten years, the whole regulatory side will be changed completely!

Next congress meeting 2014

This annual gathering will take place on February 22-23, 2013 in Luxembourg. 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 21th.
An update can be presented during the upcoming meeting in Varese.

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