



EUROPEAN GLIDING UNION

EGU Newsletter 1/2019

March 2019

Editor: Robert Danewid robert.danewid@gmail.com

Editors note

On the EGU website <http://www.egu-info.org> you find a lot of useful information. If you have forgotten the password to the internal section, please contact EGU.



2019 Congress delegates

A report by the President

Patrick Naegeli

The 2019 annual meeting of EGU members was very successful. We were able to reflect on a number of significant, positive developments that occurred during 2018, and agree common position on the priorities for our work in 2019 that will continue to improve and enhance the environment for glider pilots across the region. We were delighted to welcome two new

members - Cyprus and Spain - as well as some new 'faces' around the meeting table.

We would like to express our thanks to the Hungarian Gliding Association for hosting the event. Peter Szabo and his team provided took care of every aspect very well, and ensured that the formal meeting and the social schedule were excellent and aligned very well.

The meeting finished with a considerable feeling of optimism among members in all areas of ongoing activity - a tribute to the significant amount of work by many volunteers over several years. Whilst we are not complacent, we are confident that the ongoing work on the Gliding Rulebook and Part-M light will move to successful conclusions over the coming months. Indeed, in the time since we met in Budapest, the EASA Committee of the European Commission began its consideration of the Rulebook and did not raise any significant questions about the proposed text.

We are looking forward to our next annual meeting in Denmark, and, hopefully, another positive and optimistic meeting.

Have fun, stay safe.

Update on Sailplane Air Operations

TO Operations Henrik Svensson

In October OPS Sailplane Regulation passed the EASA Committee with a positive vote and in December the regulation (Commission Implementing Regulation (EU) 2018/1976) was published. The rule will be applicable 9 of July 2019, which is a little bit earlier than first anticipated.

As earlier described – sailplane towing, competition and aerobatic flights are not considered as specialised operations, but as normal operations (No risk assessment and checklist needed)

There are also a possibility for commercial operations with sailplanes (i.e. commercial passenger flying) and there are no additional rules for this, except for requiring a declaration that must be sent to the National Aviation Authority.

Here is a link to EASA webpage and regulations:
<https://www.easa.europa.eu/regulations>

Sailplanes - Air Operations

Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council

↑ [EN](#) [FR](#) [REGULATIONS](#)

Commission Implementing Regulation (EU) 2018/1976

Acceptable Means of Compliance and Guidance Material

GM to Article 3 of Commission Implementing Regulation (EU) 2018/1976 Part-66L

In the OPS regulation, under subpart IDE (Instruments, Data and Equipment), there is a short part regarding use of transponder (SAO.IDE.135 transponder) saying that sailplanes shall have a transponder required in accordance with part of SERA (Rules of the Air). This may be confusing, but it is clarified in the *GM1 SAO.IDE.135 Transponder*, stating that a transponder in a sailplane is only required, when operating in a portion of airspace such as a transponder mandatory zone (TMZ).



Airworthiness and Maintenance – Part 66L for Certifying Staff

TO AW&M Howard Torode

At the recent EGU Annual Congress the EGU nations recognised the issues facing gliding across Europe posed by the urgent need to implement the Part 66L engineer's licence. The lack of in-depth guidance, particularly in respect of qualification procedures for new applicants, leaves this very much in the hands of National Aviation Authorities. The Congress discussion revealed a wide range of implementation processes and response times are being adopted across our member nations. Because implementation is a national issue, the EGU's opportunities for concerted action are limited. However we can see a role in communicating common experience and material for possible use by individual nations. Your Technical Officer will continue to research the availability of existing educational and examination material with a view to providing a consolidated position on the way ahead in the absence of clear EASA guidance. This might involve a face to face meeting between

representative of the most involved nations during the coming period.

Airspace and Interoperability

TO Airspace Andreas Peus & Ole Gellert Andersen

At the conference in Budapest “Airspace and Interoperability” was presented as the next very important topic for the EGU. In fact there was not much new to say – yet – but the EASA Safety Conference in Vienna in November 2018 had clearly pinpointed the need to be aware of the development in the number of future airspace-users in competition with the gliding community. All new airspace-users need a part of the airspace for their activity, and this need could eventually be a problem for other airspace-users – i.e. glider pilots. Andreas Peus and Ole Gellert Andersen have already learned, that the challenges in airspace are very different within the countries in Europe. Some gliding associations do not have significant problems with the airspace, and others really have. We need to know this scenario to prioritize what is the most important topic.

EGU has asked the member associations to find a person of contact in airspace matters. These POC’s have been invited to attend a meeting in Hamburg 30th March 2019, where we shall learn and prioritize the inputs from each country.

Another part of this work is “Interoperability”. What is that? Is it the design of a cockpit or is it the way to land a glider in an airport with commercial traffic? Not really! But it is the way gliders fly, where other airspace users also are.

What can be done to integrate the gliding in these patterns and traffic? Airspace is only a tool in this eventual conflict, and the easy way would be: Hey you gliders – you can’t fly here, get off! But that is not good enough.

What can we do to see and be seen. Which technical solutions could be used to enable glider flying, and which possibilities can be seen in the future, which - at low cost - could help us and the other air traffic to live in harmony?

See you in Hamburg 30th March.

The EGU is the association of European Gliding Federations or Gliding Sections of National Aero Clubs.

Its aim is to represent the interests of all glider pilots in Europe with respect to regulatory affairs.

EGU monitors the developments in European aviation regulation and when necessary, takes action to prevent unfavourable or even dangerous rules affecting our sport from being set up.

The EGU currently counts 20 full members and represents more than 80,000 glider pilots

