



22 January 2018

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**To:** All Full Members (Associations and their nominated Delegates and Alternate delegates)  
All Affiliated member associations  
All members of the Executive Board  
Presidents of the Europe Airports EAS, the FAI/IGC and the OSTIV

## 25<sup>th</sup> EGU Congress 24.2.2018 Paris, France – Final Agenda

**Date:** Saturday 24<sup>th</sup> February 2018 at 09.00 – 17.00, hosted by the French Gliding Federation – Fédération Française de Vol à Voile (F.F.V.V).

**Venue:** Hotel Best Western Ronceray Opera – in the Paris city centre \*\*)  
10 Boulevard Montmartre  
F-75009 PARIS  
France  
<http://www.hotelroncerayopera.com>

### AGENDA

1. **Welcoming words by the French Gliding Federation F.F.V.V**
2. **Opening of the meeting and roll-call**
3. **Approval of the Agenda**
4. **Approval of the Minutes of the EGU Congress 2017 in London Heathrow**
5. **Ongoing topics for European Gliding**
  - 5.1. Where are we with the EASA/EGU co-operative project “Part-GLIDING”:
    - a) Requirements for Gliding OPS (Operations)
    - b) Development towards a single Sailplane Pilot Licence
    - c) Discussion
  - 5.2. Flight safety
  - 5.3. Airspace
  - 5.4. Technical activities during 2017 (for TO reports, please see annexes on items 5.4 a)...c/d )
    - a) Airspace and Equipment
    - b) Airworthiness
    - c) Training
    - d) Licencing and Medical

[ to be continued ...]

[...continues ]

6. **Report of the Executive Board for the year 2017**
7. **Report of the Treasurer and Financial Report for the year 2017**
8. **Report of the Financial Controllers**
9. **Vote on proposal by the Executive Board on Membership Fees for 2018**
10. **Vote on Budget for year 2018**
11. **Elections\***, see clauses 8.1 – 8.3 of EGU Statutes 20.2.2016
  - 11.1. Election of the President for 3 years of office (2018 – 2020)
  - 11.2. Election of at least one Executive Board Member for 3 years of office (2018 – 2020)
12. **Date and Venue for the EGU Congress 2019**
13. **AOB – Any Other Business**
14. **Closure**

At 19.30 – Dinner at Brasserie FLO – Cours des Petites Écuries F-75010 Paris (within 15 minutes walk). Please note that pre-registration for the dinner (by 15<sup>th</sup> February 2018 at the latest) is required.

#### **ADDITIONAL REMARKS:**

\*) The three years term of office of President Mr. Patrick Naegeli (UK) is ending, as are the terms of the two members of the Executive Board: Mrs. Meike Müller (2<sup>nd</sup> Vice-President, TO Licencing) and Mr. Günter Bertram (TO Airspace and Equipment). Only EGU Full Members have right to nominate candidates.

For practical reasons, nominations for candidates are requested in advance (by Saturday 17<sup>th</sup> February 2018 i.e. one week prior the Congress at the latest, if possible) to the General Secretary, Mr. Mika Mutru ([mika.mutru@gmail.com](mailto:mika.mutru@gmail.com)) with a copy to EGU Secretariat ([glesouef@ffvv.org](mailto:glesouef@ffvv.org)).

\*\*) Practical information for hotel bookings in time (to guarantee availability and negotiated room rate), for EGU dinner pre-registration and also for meeting registration was given in EGU Invitation letter dated on 20<sup>th</sup> December 2017 and distributed in December 2017 to All Full and all Affiliated Member Associations and their nominated Delegates and Alternate delegates.

**Together with this final agenda are attached technical reports and financial documents for the annual General Meeting – Congress 2018 – of the EGU.** More detailed information will be given by EGU Technical Officers present.

**Mika Mutru**

General Secretary

- ANNEXESS**
- 5.1 a) – Report of the TO Operations
  - 5.4 a) – Report of the TO Airspace and Equipment
  - 5.4 b) – Report of the TO Airworthiness and Maintenance
  - 5.4 c/d) – Report of the TO Training, to be covered by item 5.1 b)
  - 6 – Report of the Executive Board: the President and General Secretary
  - 7 – Financial report 2017
  - 9 – Proposal for membership fees 2018
  - 10 – Budget proposal 2018

[Total 2+10 pages]

## Annex to Agenda Item 5.1 a)

### Report of the TO Operations

#### Air Operations sailplane

After the workshop in December 2016 we had from all the participants a clear view that our major topics regarding special operations is normal operation and that we do not need extra set of rules for commercial operations because that there is no difference in operation, if we fly normal operation or commercial operation, and that additional regulations do not add more safety.

Having in mind that the text is not finalised yet, the following is foreseen:

- Towing, aerobatic and competition flights are not seen as specialised operations – these are now seen as normal operations
- Special operations for sailplanes will be listed in AMC/GM for the following flights:
  - Parachute operations, aerial advertising, news media flights and flying display
- Commercial operations: Agreement that no dedicated set of rules is necessary
- Cost-sharing: be able to share the direct costs
- Declaration: for commercial operations a declaration is needed so that NAAs know who is having commercial operations and that they may carry out an oversight
- Flight crew member/crew member: It is agreed that
  - the term 'flight crew member' is superfluous (since there is only the 'one' PIC) and, therefore, is deleted;
  - the term 'crew member' should stay (if a pilot conducts e.g. a proficiency check with an instructor on board, then the instructor is the PIC and the pilot is not a passenger, but still a crew member).

The structure of the new rules will be a cover regulation with two annexes, Annex I - definitions and Annex II – Sailplane Air Operations (Part-SAO). Part-SAO contains the rules to be followed by all operators conducting sailplane operations.

EASA continued with internal review of the draft rules during the summer with the aim to publish the Opinion in summer 2017.

The sailplane expert group (RMT.0698) will then have additional meeting early in 2018 for final discussion about the AMC/GM –materials.

The opinion on OPS sailplanes was published as planned 29 august 2017 on the EASA website:

*<http://www.easa.europa.eu/document-library/opinions>*

With the opinion EASA published drafts of Commission Regulation and the annexes.

We can now confirm that we will have a more simplified set of rules than NCO and that our main topics such as sailplane towing, competition flight and aerobatic flights are normal operations.

Regarding cost-sharing, EASA also proposes that a proportionate contribution of the annual cost is shared together with direct costs.

Publication of OPS regulation is planned for Q3 2018 and rules will apply from 8 April 2019.

A handwritten signature in black ink, appearing to read 'Henrik Svensson'.

**Henrik Svensson**

Technical Officer – Operations  
European Gliding Union EGU  
January 2018



## Annex to Agenda Item 5.4 a)

### Report of the TO Airspace and Equipment

The work of the last 12-month in regards to the field of air space concentrated on following the EASA and Eurocontrol activities. Again, as in the previous year no European Rule making task targeted air space directly.

The integration of unmanned flying objects into the present air space continues but the European process is so slow that national authorities have released time-limited rules. How the safety of all aircraft operating in the same airspace will be satisfied is still undecided. There are technical solutions as well as airspace separation issues thinkable. Neither of them is good for the Gliding community.

#### Commercial Air Transport

Unexpectedly the Commercial Air Transport sector encountered a remarkable growth of 3,5-4 % across Europe. The unsteady situation in the Syria and Turkey area brought also a huge shift from destinations in the east going now rather to the west and south-west. This changes usually do not directly influence our gliding activities but always put extra workload on the ANSP, leading to work power shortages for tasks involving our area.

#### 8,33kHz Radios and Safety Assessment by Eurocontrol

The ruling for the airborne 8,33kHz radios became effective on January 1st. Some national authorities have issued very different exemptions for General Aviation aircraft. Right now, there is no official overview available what where and when is to be done. For flying in states other than a pilot's home state the AIP of that county is the only reliable basis of information.

Eurocontrol's working group to analyse the safety implications on the general introduction, deviations from the introduction and states not having a plan at all to introduce 8,33 kHz radios below FL 195 for all users. The group is looking at all aspects of the introduction of the 8,33 kHz radios and tries to identify safety critical points. A meeting in November was attended by an EAS delegate but did not bring a final and conclusive answer.

#### European Gliding Union Airspace Group (EAG)

This year's EGU Airspace Group (EAG) meeting of the national Technical Officers Airspace attended in Paris had a turn-out of 12 Nations being present. The agreed report of that meeting was distributed to the all EAG members at the end of 2017.

#### *Günter Bertram*

Technical Officer – Airspace and Equipment  
European Gliding Union EGU  
January 2017

## Annex to Agenda Item 5.4 b)

### Report of the TO Airworthiness and Maintenance

#### Overview of past period

During 2017 we implemented new rules (enacted in October 2015) defining a simple and effective 'Self Declared Maintenance Programme' (SDMP) for sailplanes and ELA aircraft, emphasising the engagement of owners. EGU remains available to assist in the intent and interpretation of such changes if required. Further developments in EASA AW&M regulation appear to be stalled in implementation between EASA and various EU policy bodies. Thus, this report will concentrate on Basic Regulation changes where there have been recent developments.

#### Review of the EASA Basic Regulation

The EASA 'Basic Regulation' is rarely revisited (once per decade), and the measures within it set the approach to rule making in the longer term. On 15 December the Council of Europe issued 15689/2017, its proposal on common rules for aviation repealing former EC 216/2008. This is now a matter for the European Parliament. All changes are now scrutinised for political implications, and even EASA themselves are at the will of higher political bodies. EGU will continue to work through Europe Air Sports (EAS) promoting our interests and seeking a full role of Sport Associations in our communities. Key issues for gliding are the role of 'Qualified Entities', the class structure of aircraft (inc. sailplanes) attracting EASA certification and development of airspace.

The 'Qualified Entities' debate is important to gliding since the current regulation preclude Sport Association taking full effective management of their own communities, largely because of concerns over impartiality and conflict of interest issues. These are completely different between commercial and sport aviation. The new rules have resolved many of these conflicts which will enable a greater autonomy for Sport associations, should they so wish to justify it.

Currently, EASA certification requires that unpowered sailplanes of greater than 80kg (single seat, SS), compared to a limit of 300 kg (SS, all-up) for similar micro-light powered aircraft. We have vigorously campaigned that these standards should be harmonised to a single mass criterion regardless of motive power or occupancy, in the interests of a common development path for efficient light sport airframes. Sadly this has been rejected and EASA have persisted in micromanaging weight limits for a wide variety of case and equipment fits. There is however good news in this. The SS weight limit is now formulated at 250 kg (all up), with similar alleviations for other airframe classes, and opportunities to raise this further with the agreement of the national authority under which it will be confined. While not what we sought, this is a welcome outcome.

#### Part ML/CAO (General Aviation Task Force 2)

The final step in simplifying Airworthiness rules will be Part M Light. This development had been on a fast track for European Parliamentary signature during 2017, but at year's end no progress can be reported. From the outset, PML is designed as a separate code from Part M itself. It will be the ONLY code applicable to non-commercial operations of ELA aircraft and separation from the wider issues pertinent to complex aircraft and commercial operation. The amalgamation of Airworthiness and Maintenance requirements will reduce unnecessary complicated documentation.

#### Personal Licensing under Part 66.

Most recent information emerging from EASA suggests that while the EC Opinion was approved during 2016, there remain complications in its administration. The regulation remains close to issue and may be laid upon us at very short notice and may raise issues in unprepared nations. Anticipating a two year implementation process after a final entry into law, a transition period from 2018 to 2020 might reasonably be assumed, but one year of this will be taken up with process changes in NAA's.

#### Howard Torode

Technical Officer – Airworthiness and Maintenance  
European Gliding Union EGU  
January 2017



## Annex Agenda items 5.4 c) and 5.4 d)

### Report of the TO Training

#### Training Organisations

Part-DTO for Training Organisations passed the EU Commission's EASA Committee in October 2017. It happened in the same meeting that approved extra opt-out possible for gliding and ballooning until April 2020.

#### FCL Aspects of Part-Gliding

Work has continued in EASA's Rule Making Task *RMT.0701: Revision of the Sailplane Licencing Requirements*, initially lead by the EGU with our President in the chair. Two meetings will have been held by the time of this EGU Congress. Our principle challenges are National Authorities' desires to be in control.

#### *Andy Miller, 1<sup>st</sup> Vice-President*

Technical Officer – Training  
European Gliding Union EGU  
January 2016

## Annex to Agenda Item 6

### President's Report

The EGU was formed over 20 years ago to represent gliding in anticipation of the emergence of more European aviation regulation. I doubt at that time anyone involved with the EGU or its member associations would have imagined that the EGU would still be as relevant now as it was then.

Indeed, 2017 was as busy as any year in terms of workload, with the pace of work largely driven by externally determined timelines. It was vitally important that we made solid progress on the two main components of Part-Gliding – operations and flight crew licensing - and set things up appropriately for 2018, when the new draft rules will be going through follow-on processes in EASA, the European Commission and Parliament.

Our last annual conference took place in London in February 2017. It was perfectly organised by the British Gliding Association. Whilst EGU members are in regular contact amongst themselves throughout the year, the annual meeting is normally the only opportunity that we have to meet as a collective.

In keeping with the mood of the times, the 2017 meeting was principally focused on the work at hand – the development of Part-Gliding. We used the time to agree the basic requirements that EGU members wanted to see in the new Part-Gliding. The EGU team that has been directly involved in the EASA rule making tasks (Operations RMT.0698 and FCL RMT.0701) have followed that direction agreed at that meeting.

The Operations rules were agreed first, and, after much work and delicate negotiation, the team achieved a very good outcome. The rules for Specialised Operations have been kept to an appropriate minimum and so have averted the risk that aero-towing, aerobatics and competition flying would need to have additional rules drafted.

Flight Crew Licensing is still work in progress, though with a deadline to submit the draft rules to EASA by the end of February 2018. The broad scope of licensing and training, and the varying views among national aviation associations (NAAs) about how the current rules can be relaxed, have meant that work has been complex and a number of the details have still to be finalised – January and February 2018 will be particularly busy months. By the time that we meet at the 2018 conference in Paris, the work will have been largely completed.

On balance, I believe that we will see Part-Gliding provide an improvement over current regulations. Will we get as far as we could given that gliding is a simple and relatively low-risk form of aviation? Probably not. Most NAAs do not know enough about gliding to be able to depart significantly from the regulations they use for power flying. Some would even like to increase or strengthen the rules for gliding. It should be possible to reconcile most of these differences of opinion – though, inevitably and potentially regrettably, compromises will have to be made if we are to avoid securing better rules.

I cannot even begin to estimate how much time has been invested in by the EGU and its members in the most recent phases of work. There are many people directly involved in the work on the development of the new regulations. I would like to thank them for their hard work and dedication. I would also like to thank EGU members for their regular contributions and inputs to the process.

The EGU is not only concerned with the new rules for gliding operations and licensing and training. Work continues on the new airworthiness and maintenance requirements, airspace and safety promotion. Inevitably, however, resources are devoted to those items of highest priority or urgency. We hope that there will be an opportunity to redress the balance – in particular, to devote more time to development-related work – before too long.

The EGU is more of a collective endeavour by its members than it is an organisation. The EGU Board comprises nine elected members, and runs in a very resource 'lite' manner. Our Treasurer, Robert Danewid, and Secretary-General, Mika Mutru, oversee our operations and ensure that we conduct our business as





efficiently as possible. Our finances are in good shape. I would like to thank each of the Board members for their work over the last year, and, in advance, for the year ahead.

In addition, I would also like to say thank you to our members – for their support, and continued trust in the work of the EGU. Each has domestic priorities that are more than enough to keep them fully occupied – and so we appreciate their time, concern and support for the work of the EGU.

I wish you every success in 2018 – have fun and stay safe.

### **Patrick Naegeli**

President, European Gliding Union EGU  
January, 2018

## **General Secretary's Report**

In 2017 EGU's Executive Board had the following composition (term-of-office in parenthesis):

- Mr. Patrick Naegeli, President, UK – (2015-2017)
- Mr. Andy Miller, 1<sup>st</sup> Vice-President, UK; Technical Officer for Training – (2017-2019)
- Mrs. Meike Müller, 2<sup>nd</sup> Vice-President, DE; Technical Officer for Licencing – (2015-2017)
- Mr. Robert Danewid, Treasurer, SE – (2017-2019)
- Mr. Günter Bertram, Technical Officer for Airspace and Equipment; DE – (2015-2017)
- Mr. Henrik Svensson, Technical Officer for Operations; SE – (2017-2019)
- Mr. Howard Torode, Technical Officer for Airworthiness and Maintenance; UK – (2017-2019)
- Mr. Jürgen Kubicki, Executive Board Member; DE – (2017-2019)
- Mr. Mika Mutru, General Secretary, FI – (2017-2019)

Additionally, Mr. Roland Stuck, EGU Honorary President (FR), has acted as EGU's webmaster as in previous years. In London Heathrow, Mr. Jukka Helminen (FI) and Mr. Kristjan Sveinbjörnsson (IS) were elected as EGU's financial controllers for 2017. Their report will be considered under Agenda item 8.

In 2017 the Executive Board held five meetings – 6.2.2017 by teleconferencing prior the Congress, 19.2.2017 in Heathrow (immediately after Congress), 16.5.2017 at LSBH Sportsschule in Frankfurt am Main, 1.11.2017 by teleconferencing and 2.12.2017 once again at LSBH Sportsschule in Frankfurt am Main. By this way only two meetings were especially arranged requiring travelling. Main focus in all meetings has been monitoring of EGU/EASA co-operative work for "Part-Gliding".

No any EGU Workshops were held during 2017 and that was according to work plan. Two groups of "EGU National Point-of-Contacts" were maintained to support EGU Technical Officers work on Part-Gliding when needed: one for Gliding Operations and one for Licencing and Training. It has been upon EGU TO's how much information exchange has been needed.

EGU Newsletter was published three times in 2017. Editor of the newsletter was Robert Danewid.

Hungary's Full EGU Membership after joining to EGU in 2016 was unanimously confirmed by the Congress 2017 and their delegates were welcomed to our community. It was a great pleasure by the Congress 2017 to receive a preliminary invitation to Hungary for EGU's general meeting in 2019. Naturally, this needs still to be confirmed.

One more year has now been completed and once again we wish to thank the F.F.V.V – The French Gliding Federation – and their staff in Paris under direction of Mr. Luc Guillot for holding the EGU Secretariat and giving organizational support. Special thanks to Valérie Borzoni and Ginette Lesouëf for their excellent work.

### **Mika Mutru**

General Secretary, European Gliding Union EGU  
January 2018





## Annex to Agenda Item 7

### Financial report 2017

#### General

In March 2014 the bank accounts of EGU were moved to the French bank Bred Bank Populaire in Paris. In the day to day work the account is handled by FFVV. At FFVV Valérie Borzoni is responsible for our accounts. Valérie has been very helpful during the year, the service is fast and accurate. I would like to thank FFVV and especially Valérie for her excellent work and assistance!

#### Financial situation 2017

Please find enclosed the “Statement of Receipts and Expenses” and the “Balance” sheet for the working year 2017.

The accounts for the last working year are closed with an excess of 8 481 €.

The reason for the excess is that the board decided to omit one board meeting and instead have had a couple of skype meetings.

Furthermore, EASA is covering most of our costs for meetings related to Part Gliding. This was not known when the budget for 2017 was worked out.

According to our statutes we shall aim for an excess of not more than 10 %. However, as we have had a couple of years with deficit, on a longer term we adhere to the 10 % rule.

#### Membership fee proposal 2018

The membership fee for 2018 is proposed to be the same as for 2017. The proposal will be voted on at the Congress.

#### Budget proposal 2018

Please find attached the budget proposal for the working year 2018. The proposal, which is based on the proposed membership fees, will be considered at the 2018 Congress. Note that the budget assumes that the number of board members is not increased.

Limhamn, Sweden 2018-01-22

**Robert Danewid**

Treasurer, European Gliding Union EGU

#### Please find

- “Statement of Receipts and Expenses” and “Balance” – on page 8
- “Proposal for membership fees 2018” – on page 9
- “European Gliding Union Budget Proposal 2018” – on page 10



**Annex to Agenda Item 9**

**Proposal for membership fees 2018**

CATEGORY	2014 fee €
A	100,00
B	
C	
D	800,00
E	1 250,00
F	1 900,00
G	2 500,00
H	3 800,00
I	5 200,00

		2018 fee €
<u>Full Members:</u>		
F	Austria	1900
E	Belgium	1250
F	Czechia	1900
E	Denmark	1250
E	Finland	1250
H	France	3800
I	Germany	5200
D	Hungary	800
A	Ireland	100
A	Iceland	100
A	Luxemburg	100
F	The Netherlands	1900
E	Norway	1250
E	Poland	1250
A	Slovenia	100
E	Sweden	1250
F	Switzerland	1900
G	U.K.	2500
		<b>27800</b>
<u>Associated Members:</u>		
	New Zealand	150
	USA	150
	VGC	150
	South Africa	150
	Canada	150
<b>TOTAL</b>		<b>28550</b>

**Annex to Agenda Item 10**

**European Gliding Union  
BUDGET PROPOSAL 2018**

<u>EXPENSES</u>	<b>171231</b>	<b>Budget 2018</b>	<b>Budget 2017</b>
Executive Board & TO's			
Travel & subs.	10 222	13 000	14 000
Part Gliding	4 376	6 000	5 000
Telecom/post			0
Office expenses	265	200	100
Organ. Congress/Workshops			
Membership EAS	9 500	9 500	9 500
Other			
Bank charges	61	100	150
Tax		0	
Website maintenance		150	150
	<b>24 424</b>	<b>28 950</b>	28 900

<u>RECEIPTS</u>	<b>171231</b>	<b>Budget 2018</b>	<b>Budget 2017</b>
Membership fees	28 550	28 550	28 550
EASA	4 042	1 000	
Other			
Reserves			50
Interest	312	300	300
	<b>32 904</b>	<b>29 850</b>	28 900

**Assumptions**

- 2 physical Board meetings
- No change in fees
- No costs for congress