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OSTIV/SSA Technical Soaring Coordinator
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SSF EGU representative with Hammond

Acronym List in Appendix I

A - GALILEO
Besides budget problems, China is reported to have registered with ITU for use of frequencies close to Galileo, possibly a political move to reverse the turndown of China for Galileo participation.

B - GLONASS
As of this report's preparation date, there are 12 operable satellites + 3 recently launched not yet set operational + 1 unusable.

C - RTCA
I won't give the usual listing of RTCA Special Committees and Task Forces and other activities, on which I serve for FAI and SSA, all of which are deemed of some potential import to the sport aviation community. In the days just past,I was in Fort Worth for a week of CGSIC and ION meetings. A week after your meeting, I will be attending RTCA's GPS SC-159 meeting.

As I said last report, SC186 struggles to make progress with ADS-B, but it's potential importance to the airsport community is of import in discussions taking place re a mid-air between a glider and a bizjey near Reno, NV. Transponders, or ADS-B, or both?

More than 5000 FLARM devices have been delivered. For more info on this ADS-B type device, see <www.flarm.org>.

D - TRANSPONDERS The USA gliding community continues to call for a nationwide glider transponder code and battery-saving turn-off approval. It looks like Europe is going down the path of mandatory Mode S transponders in much airspace. Kenya is fighting a battle re government imposed restrictions harmful to sporting aviation re transponder requirements.

E - MISCELLANEOUS
There are 29 operational GPS satellites as of the writing of this report and WAAS is alive and well.

F - FLIGHT RECORDERS (FR) A major concern right now is determining how to have FRs work with electric-powered MGs. Up to now, engine noise has provided a means to determine engine operation, but that doesn't work when the engine noise is less than just opening a vent window! In addition, several new FRs are under test pending approval. Nothing happened at the IGC meeting re our COTS proposal.

G - EGU We attended the EGU meeting in Copenhagen on 25/26Feb06. There were 33 in attendance from 17 of the 18 EGU countries and both of the affiliate countries (USA & NZ). EGU's main activity now is working with ESA to lessen the initial onerous concept of EASA taking over from each country full responsibility/authority for all matters concerning aviation,

which would have meant gliding would be governed by folks knowing nothing about it. This is a major activity for all airsports folks in Europe, to protect their independence from EASA-imposed rulemaking.

With the marvelous leadership of Roland Stuck (France, EGU President) and David Roberts (UK, EGU 1st VP) attending the EASA meetings, along with other gliding experts, great success has been achieved in ameliorating some of that EASA onus. They report that EASA has shown a positive attitude regarding the expertise of gliding folks, and is taking advantage of that by putting some gliding folks into key EASA committee positions. EASA now realizes that GA is more complex than they realized and that proportionality must be taken into account - you can't treat gliders as if they were airliners - but must instead concentrate on the risk involved. A major effort is underway now on MDM032, developing a concept for the regulation of aircraft other than complex, motor-powered aircraft used in non commercial activities.

Re European airspace harmonization below FL 195 (towards the classes C, E and G only), we heard about planning for the transition to the categories N, K and U in 2010, transition to Mode S on 31Mar08 and to 8.33 KHz VHF transceivers in 2009. Categories N and K will have VFR Access Rules. K will be especially important. Transceivers will be required in CTR's there and may also be required at specific locations, in TMA's and airways/CTA's. Mode S transponders will be required as well. However, transceivers and transponders may not be mandatory in certain airspace reservations via specific arrangements with ATS, or in TMA corridors.

Transponders for gliders from Becker, Filser and Garrecht cost □2500 and more. High power consumption of these transponders was reported, especially in the present Mode A/C environments.
Positioning of the antenna was a point of discussion. According to ICAO, the antenna must to be mounted on the underside of the fuselage for surveillance purposes, but it was suggested that mounting the antenna on the upper side of the fuselage would provide better TCAS functionality. Dual antenna locations have been discussed in meetings I've attended in the USA w/FAA.

Operational standards required by EASA are being developed under the aegis of OSTIV TSP. This is an extremely important arena, which could have future impact worldwide. Past experience with JAR/JAA study/working groups were quite successful/acceptable. EASA is beginning to recognize that with talk about continuing use of that expertise. Sports Federations could, for example, fulfill some functions.

An MDM 032 Group (with EGU/EAS participation) will have free-ranging powers to recommend a way forward for non-commercial, non-complex aircraft operations. Flying training in a club environment should count as non-commercial. The Annex 2 aircraft (exempt from EASA regulation) could be revised in the medium or longer term. Regulations will need to be developed to cover the use of airspace by both complex and non-complex aircraft. But EASA made it quite clear that it is impossible to cover all of the grey areas. EASA has no intention of changing JAR medical requirements and has no intention of having any indigenous medical expertise – they may instead contract with an expert (EAS is positioning to provide advice on such expertise).

Here's what they adopted re Medical Fitness, unanimously agreed to (Associate members can't vote!), which unfortunately doesn't include my urging of the US option not requiring GP endorsement:

The demonstration of medical fitness for a glider pilot license shall be performed in accordance with the standards set out in ICAO Annex 1, with exemptions. The acceptable means of compliance used for demonstration of medical fitness shall be based on a pilot declaration system. This system consists of a self- declaration form
a) endorsed by a general practitioner (GP) with knowledge of the applicant's past medical history or
b) endorsed by a GP and supplemented by a physical examination, if considered necessary by the GP or
c) endorsed by an aero-medical examiner, performing an appropriate examination if necessary

Medical criteria
The assessment of medical fitness for a glider pilot license shall be performed in conformity with ICAO Annex 1, deleting, however the following items (not yet defined).
1. ....
2. ....
3. ...
These exemptions are considered as consistent with the minimal risk to third parties related to recreational activity. The possible mental and physical degradation induced by age and disease will be taken into account by limiting the aero-medical risk (as defined in JAR-FCL Part 3) to 2% of sudden incapacity in the following year. The personal responsibility of glider pilots is the pivotal rule for short-term illness, fatigue, use of medicines, alcohol, drugs. Mitigating measures are those limitations listed in JAR FCL Part 3. Any mitigating measure shall be entered on the medical certificate.

Re airworthiness, they have CAMO to deal with, under either what is termed the Uncontrolled environment, or the Controlled environment. In the Uncontrolled environment, the owner is responsible for continuing airworthiness. Maintenance tasks, except those defined in appendix VII, can be done by the pilot owner. Tasks listed in appendix VIII can be released by the pilot owner. Once a year, an airworthiness review including a physical survey has to be done by a CAMO, which can only issue a recommendation to the Competent Authority to issue the ARC.

In the Controlled environment, the owner has a contract with a CAMO to delegate the responsibility for continuing maintenance. He has to report the flight hours on a regular basis. The CAMO will issue written orders for maintenance tasks according to the approved program. Tasks can be fulfilled by MOA or by the pilot owner. Once a year, the CAMO performs an airworthiness review. This can be done on a document basis and the validity of the ARC can be extended twice. Every 3 years, the CAMO issues a new ARC (after a physical survey, decision by CAMO).

Both models have advantages and disadvantages. EASA seems to want to force us into the controlled environment. Bureaucratic/Expensive are key words for both.

Lobbying of EC to avoid special trailer licenses above 750 kg trailer weight was successful. Unfortunately, the Council has not yet found a compromise on obligatory exchange of old driving

licenses.

Fransois van Haaff, TO Airspace; Emil Blumer, General Secretary; Matthias Borgmeier, 2nd Vice-President; and Roland Stuck, President were re-elected unanimously. The membership fee was increased for the first time since founding, by 18%. Finances look sound.

The next EGU Congress will be held on 23/24 February 2007, likely in either the Czech Republic or Switzerland, TBD.

-end of report-

Appendix I
ACRONYMS & DEFINITIONS
(a relatively short list, compared to the long one we use)

ADS-B	- Automatic Dependent Surveillance - Broadcast
ANDS	- Air Traffic, Navigation and Display Systems
ARC	- Airworthiness Review Certificate
ATCRBS	- Air Traffic Control Radar Beacon System
ATS	- Air Traffic Service
CAMO	- Continuing Airworthiness Management Organization
CGSIC	- Civil GPS Service Interface Committee
COTS	- Commercial Off The Shelf
CTA	- Control Area
CTR	- Control Zone
EAS	- Europe Air Sports
EASA	- European Aviation Safety Agency
EC	- European Commission
EGU	- European Gliding Union
EnvCom	- FAI's Environmental Commission
FAI	- Federation Aeronautique Internationale
FCL	- Flight Crew License
FL	- Flight Level
FLARM	- no acronym could be determined
FR	- Flight Recorder
GALILEO	- no acronym meaning could be found anywhere
GLONASS	- Global Orbiting Navigation Satellite System (Russian)
GNSS	- Global Navigation Satellite System (generic)
GP	- General Practitioner
GPS	- Global Positioning System (USA)
ICAO	- International Civil Aviation Organization
IGC	- International Gliding Commission
ION	- Institute of Navigation
ITU	- International Telecommunication Union
JAA	- Joint Aviation Authorities
JAR	- Joint Airworthiness Regulations
MDM	- Multi Disciplinary Measure
MOA	- Maintenance Organization Approval

Mode A/C	- Transponder: 'A' transmits one of 4096 codes set by pilot, as assigned by ATC; 'C' includes altitude
Mode S	- Transponder; Selective, by aircraft's assigned address
N, K, U	- Eurocontrol Airspace Category N is airspace within which all of the traffic and all the intentions of the traffic are known to ATC. Category K is airspace within which all of the traffic is known, but not all of the intentions of the traffic are known to ATC. Category U is airspace where not all of the traffic is known to ATC
NAA	- National Aeronautic Association
OSTIV	- Organization Scientifique et Technique Internationale du Vol a Voile
RTCA	- no separate meaning, a private non-profit corporation addressing aviation requirements and technical concepts to advance the art and science of aviation and aviation electronic systems for the benefit of the public, with nearly 300 volunteer organizations, more than 25% of which are non-US, from the entire worldwide aviation community, functioning as a Federal Advisory Committee, to develop consensus-based recommendations on contemporary aviation issues, whose documents are most often used as the basis of government-issued TSOs
SC	- Special Committee
SDP	- OSTIV's Sailplane Development Panel
SSA	- Soaring Society of America
SSF	- Soaring Safety Foundation
TBD	- To Be Determined
TCAS	- Traffic Alert/Collision Avoidance System
TMA	- Terminal Maneuvering Area
TO	- Technical Officer
TS	- Technical Soaring
TSP	- OSTIV's Training and Safety Panel
WAAS	- Wide Area Augmentation System
WGC	- World Gliding Championships