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Regulatory Update

This brief note is intended to update you on three of the issues that the BGA is currently engaged with.

EASA Pilot Licensing.

As reported on the BGA website news, EASA has published its opinion on proposed Flight Crew Licensing requirements. The BGA Future Licensing working group under Chris Gibson is currently reviewing the text. As this rulemaking activity continues to progress towards adoption by the European Member States, the BGA will be working with its colleagues in the GA Alliance as well as the European Gliding Union and Europe Air Sports to identify and to resolve issues of concern.

We expect the EASA pilot licensing requirements to apply to us following a long transition up to 2015. Between now and then, the BGA will be developing a number of points of detail and working very closely with clubs to ensure that we have an agreed transition plan in place to minimize the impact on everyone involved. You will hear more from us in due course. It may be of interest to you that the CAA agrees in principal that the existing training structure, i.e. CFI-led instructors operating from clubs with a national (BGA) administration function, is both fundamentally compliant with the proposed EASA requirements and is the preferred way forward.

The CAA will be issuing a paper within the next few days giving their overview of the expected effects on pilot licensing in the UK of the impending EU legislation. This largely ignores issues related to gliding because we are currently unregulated in terms of pilot licensing. The CAA is, of course, fully engaged with us on these matters.

EASA Pilot Medical.

The EASA consultation on pilot medical requirements and, of particular interest to us, the Light Aircraft Pilot Licence GP medical, has closed. The BGA and others, including the CAA, are concerned that the most recent EASA proposals will effectively reduce the numbers of GPs who will get involved, will drive up the cost of GP medicals and will exclude some from holding a medical. There is a significant amount of discussion currently underway between the BGA (including Peter Saundby and others) and other air sport organisations, the CAA

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and EASA. The EASA final opinion has yet to be agreed. The BGA is developing a political response should this be required to ensure a proportional outcome for all pilots from 2015.

Standardised European Rules of the Air.

Following the SERA consultation, the BGA used its political contacts to pressurize the European Commission into closer consideration of our specific concerns. This led to a meeting between the BGA and a colleague from the LAA with the Commission's SERA specialist drafting officer which has recently resulted in a number of helpful modifications to the SERA proposals. However, even if the latest proposals are adopted, there are still issues of concern over the SERA IFR requirements in Class F and G, e.g. the need to be in RTF contact with controllers when flying outside VMC, despite that not being an ICAO requirement. Again, the BGA is developing a political response if required to ensure a proportional outcome for all pilots. SERA is expected to apply from 2012.

I hope the update is of interest.

Regards

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