

Verband Deutscher
Segelflugzeughersteller e.V.

European Glider Manufacturers
and Suppliers association



Occurrence Reporting & Reg. 376/2014

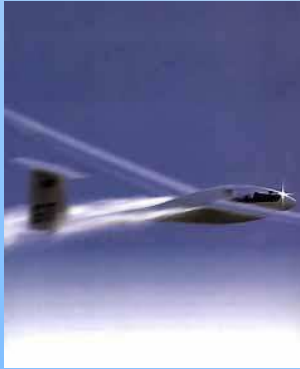
**The perspective of the European
sailplane manufacturers**

by

Werner Scholz, Spokesman of the
European Sailplane Manufacturers



5th IORS Workshop Reg. 376/2014 - Cologne 04.Dec.2014



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Introduction

„The European sailplane manufacturers“

- two associations:
 - European Glider Manufacturers and Suppliers association, Czech Republic, Slovenia, Lithuania
 - Verband deutscher Segelflugzeughersteller, Germany
- approx. 20 manufacturers of sailplanes in Europe
- representing nearly 90 % of world-wide production
- more than 20.000 sailplanes produced
- typical small companies (10 – 120 employees)
- often very long tradition (up to nearly 90 years)



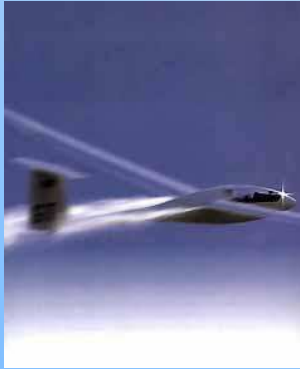


Manufacturers & Occurrences

How are we already involved? (1)

- We know "our market" (= the approx. 70 000 operators & the Sport organisations) very well since a long time
- Occurrences and accidents lead to a loss of pilots
→ this will erode our market, therefore we care a lot!!!
- As TC holders any safety problem due to airworthiness issues become known immediately...
... for initial AW this is really seldom the case
... for continuing AW the issues are mostly minor
- As POA / DOA and sometimes MOA holders we already are obliged to report such occurrences





Manufacturers & Occurrences

How are we already involved? (2)

- We are also “part of the community”
... most accountable persons at manufacturers / maintenance organisations are glider pilots
- This gliding community is a rather close-knit group
... nobody can fly / operate alone
... practically all clubs and many MO are run on a club/federation basis with non-paid volunteers
... the community is rather open-minded & friendly
... open exchange about flight optimization and weather
→ other glider pilots are comrades and often friends!
- A typical manufacturer often has a customer base and partner company network grown over a long time
... communication is easy and well working internally





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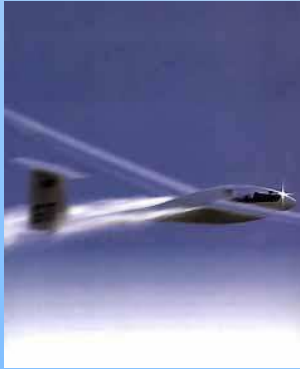


International organisations

How is information spread across borders?

- Gliding is mostly organised in the member organisations of Europe Air Sports (= all EU air sporting federations)
- Additional cooperation and exchange of data within the European Gliding Union (= all gliding associations)
- Further work done in the OSTIV (organisation scientifique et technique internationale du vol a voile) in the sailplane development panel and the safety & training panel (OSTIV is part of the FAI gliding sporting organisation)



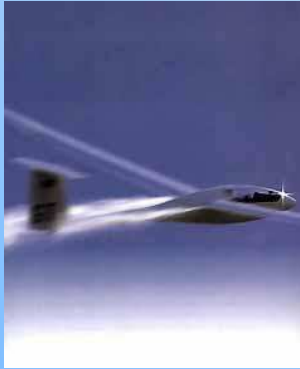


Safety status today

What is the situation in gliding today? (1)

- Gliding very strong in Germany
(> 40% of sailplanes, > 35 % of glider pilots in Europe)
 - Internal European Gliding Union data shows that types of operation and accident rates and causes don not vary much between member states
 - Germany has a dedicated accident investigation system (BFU data base) which covers all German registered sailplanes and German glider pilots
- ➔ Germany safety & accident data is good representation of gliding in Europe in general



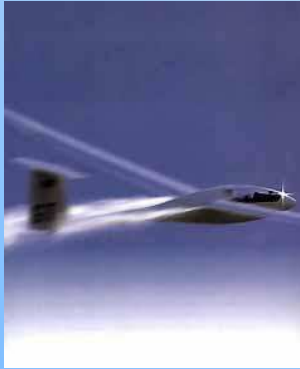


Safety status today

What is the situation in gliding today? (2)

- approx. 30.000 pilots & 12.000 sailplanes in Germany
- Annually approx. 86 accidents / 11 fatal accidents and approx. 12 fatalities...
... typically no damage to third parties on the ground
- Statistically with only minor variations, mostly due to the "gliding season weather" (i.e. the amount of flying)
(data 2004 to 2013, www.bfu-web.de)
- BFU has a list with all accidents and reports for accidents of special interest



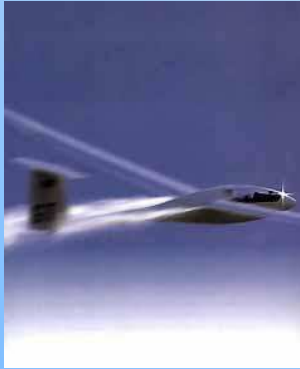


Safety status today

What is the situation in gliding today? (3)

- The main causes in fatal accidents are
 - ... loss of control during take-off or landing
 - ... ground contact during outlandings
 - ... ground contact or loss of control in the mountains
 - ... mid-air collisions during thermalling
- Accidents due to technical (airworthiness) reasons are extreme rare





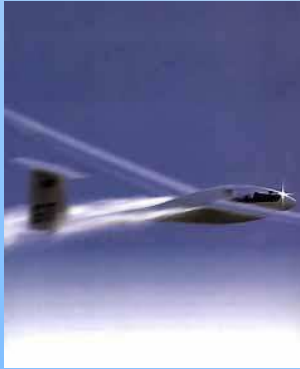
Safety status today

What is the situation in gliding today? (3)

- The main causes in fatal accidents are
 - ... loss of control during take-off or landing
 - ... ground contact during outlanding
 - ... ground contact during go-around
 - ... misjudgment
- Accidents due to technical (airworthiness) reasons are extremely rare

Why all this accident data?





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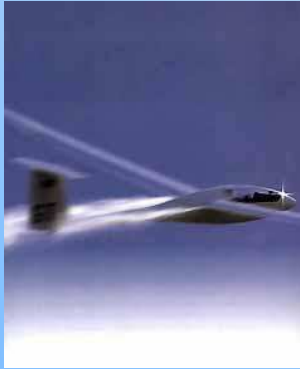


Safety status today

What is the situation in gliding today? (4)

- The safety situation is well known & understood in gliding
- Therefore additional occurrence reporting is not expected to bring new data or knowledge
- If no benefits are to be expected – could there be any disadvantages due to occurrence reporting?



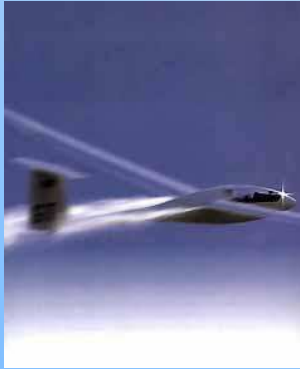


Occurrence reporting in 376/2014

What are the main points? (1)

- Each approved organisation must participate
... for gliding these are DO / PO / MO / CAMO / ATO
- Beside organisations also pilots and other persons responsible must participate
- Beside mandatory reporting systems, voluntary systems have to be established
- Non-reporting is not an option – a non-reporting person faces a penalty





Occurrence reporting in 376/2014

What are the main points? (2)

- The reporting systems must guaranty anonymity
 - Reporting is directed to several authorities (EASA / NAA / national accident investigation)
 - Data shall be made available to interested parties
 - A "just safety culture" shall be created
- ➔ a rather complicated and elaborated system!





Occurrence reporting in 376/2014

What are the main problems? (1)

- The small organisations and clubs with voluntary staff have no resources for such an elaborate system
- The NAA (and accidents investigators) have not the resources to work with a much larger number of data (today only major accidents are looked at)
- Nobody expects really new or surprising insights
- The main accident causes cannot be “healed” by any action by EASA / NAA / accident investigators





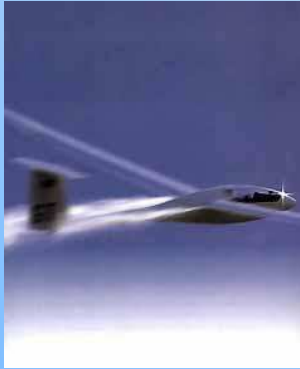
Occurrence reporting in 376/2014

What are the main problems? (2)

- The need for a mandatory reporting will lead to an atmosphere of mistrust...
 - ... has my comrade seen the occurrence?
 - ... has he reported?
 - ... shall I inform all other comrades of my report?
 - ... if I inform them, what about my anonymity?
 - ... shall only one or all members of organisations and clubs report?
 - ... is the data really not used for legal purposes?
 - ... what about the insurances?

➔ The final result is the contrary to a safety culture!!!





Occurrence reporting in 376/2014

What are the main problems? (3)

- And it will cost effort and money...
 - ... new amendments to the organisation manuals
 - ... definition of new responsible persons
 - ... how can the system be really independent?
 - ... additional audits and contacts to authorities
 - ... possible fees and penalties
- ➔ The final result is another grab into the rather shallow pocket of sport aviation!!!



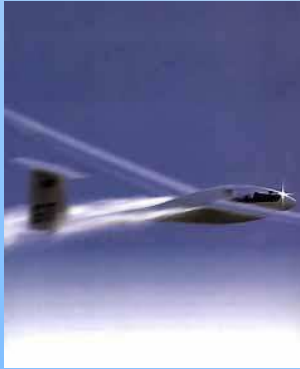


Occurrence reporting in 376/2014

What are the main problems? (4)

- And again it is a system not tailored for sport and recreational aviation...
 - ... complicated wording
 - ... the text already indicates tailoring for commercial operations and large organisations
 - ... nobody has ever claimed that this shall help especially general aviation or even more sport aviation
- ➔ Again a fine example of “one size fits all” which already has hurt so much sport aviation!!!



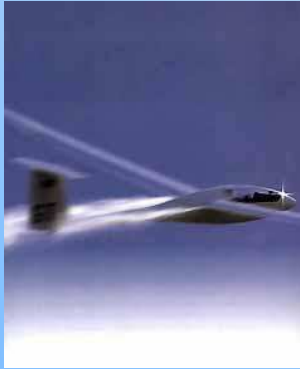


Occurrence reporting in 376/2014

What are the main problems? (5)

- ➔ The regulatory impact assessment:
- ➔ No benefit for gliding is expected
(we know our situation)
- ➔ Extra effort and costs will occur
(leading to less resources for safety improvement)
- ➔ Mistrust and friction will be the outcome
(worsening the cooperation towards authorities and
de-motivating our members)





Possible way forward

How to implement without doing harm?

- Use the possibilities of 376/2014 to minimize negative impact within the sport and recreational flying communities
... Para (7) & Art. (6)(2)
- Give incentives to use existing data and reporting possibilities and do not require new and unneeded new tools where no benefit is to be expected
- Avoid introduction of penalties in fields of aviation where no money is made by flying





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GA Roadmap

How to enhance safety in GA?

- EASA and EU commission have already indicated that general aviation needs better rules...
... the GA Roadmap is today forming
- Avoid that implementation of Reg. 376/2014 will be a shot in the arm for this important development!!!



GA Roadmap:
towards simpler, lighter,
better rules for General Aviation





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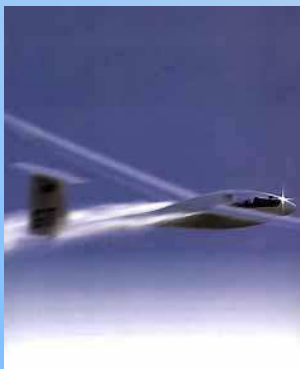
The person

Who is doing this presentation?

Werner Scholz

- active glider pilot & instructor (from age 15 on)
- aerospace engineer (University of Stuttgart)
- working for a sailplane manufacturer 1997 – 2003 (last 2 years as head of design organisation)
- since then member of an independent design office, supporting several certification projects and organisation approval processes
- speaker for the European sailplane manufacturers since 2004 with regular visits to EASA
- active in the German Aero Club, OSTIV and Europe Air Sports





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**Thank you -
any questions?**



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