



EUROPEAN GLIDING UNION

# EGU Newsletter 3/2019

December 2019

Editor: Robert Danewid [robert.danewid@gmail.com](mailto: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.

EGU wishes all glider pilots and their families a Merry Christmas and a Happy New Year

## A report by the President

Patrick Naegeli



A few months ago, the EGU shared the news with its members that the EASA Committee of the European Commission had approved the new Sailplane Flight Crew Licensing (SFCL) regulations. Since then, EASA – with input from the EGU and a small number of national aviation authorities (NAAs) – has been creating the Acceptable Means of Compliance (AMC) and Guidance Materials (GM) that will accompany the new Implementing Rules (IR). Work on the AMC/GM text has now been completed and the finalized text will be discussed at a stakeholder meeting in early January 2020.

The implementation of the new SFCL regulations will take place in April 2020, and NAAs will be allowed a period of up to 12 months, running through to April 2021, to complete the full implementation of the new rules.

We expect the formal notice of the new SFCL rules and implementation timings to be made through the Official Journal of the EU in either January or February 2020.

The EGU considers the new SFCL to be a very significant improvement on the current sailplane regulations in a number of respects. For example:

- **There will be a single Sailplane Pilot's Licence** – replacing the current two licence SPL and LAPL(S) system – that will allow pilots to change the way in which they comply with medical requirements without having to apply for a new licence.
- **Touring Motor Gliders (TMGs)** are now considered to be a class of sailplane. As a consequence, sailplane pilots will be able to:
  - Train and have their licence initially issued for use in either TMGs or other types of sailplane
  - Add TMG privileges to a licence in a much more straightforward way than before
- **Sailplane Instructors (FI(S))** operating within either an ATO or DTO can extend pilot privileges without needing to involve an examiner or the NAA directly in the process. This will, for example, make it much easier and less bureaucratic to add

new launch methods, and aerobatic and cloud flying privileges.

- **Simplify the revalidation** of FI(S)s by removing the need for a Flight Instructor Examiner to be involved – though they will still be needed for the initial issue or renewal of an FI(S).
- **NAAAs will have more discretion** as to what they can permit competent authorities to do in their regions. They can, for example:
  - Determine what documentation a pilot needs to carry, or have easily to hand when they fly
  - Permit pilots to exercise certain privileges on an unsupervised basis prior to achieving a full sailplane licence
  - Introduce a modular form of sailplane licence that will permit sailplane pilots to achieve licensed status without having to have had completed all of the elements of the new EASA sailplane licence

There will, of course, be restrictions on how much discretion any NAA will be able to exercise, and they will only apply within the geographic limits of the particular EASA member state. Nevertheless, this enables more flexibility to be exercised at a country level.

There will be more details forthcoming on the AMC/GM in early 2020 following the stakeholder meeting. We urge all EGU members to keep an eye out for new information, and to engage early with their NAAs in order to make sure that the transition to the new rules can be made as smoothly as possible.

The EGU will continue to provide its members with as much information and support as possible through the course of 2020. If any members have immediate questions or concerns then please contact us as quickly as possible.

With SFCL coming to maturity during 2020, the EGU can rebalance the amount of time it spends on regulatory developments and other matters.

As a consequence, the EGU will be adjusting its 2020 priorities to focus on the following subjects:

- SFCL transition support to EGU members
- The implementation of new, simpler airworthiness and maintenance
- Airspace developments, electronic conspicuity and interoperability, and the emergence and integration on unmanned aerial systems
- Improving gliding safety

Our next annual conference – taking place in Copenhagen in February – will also provide us with time to discuss each of these topics, as well as any other subjects that are of current concern to members. If you want to raise a particular topic for discussion during the conference, please let us know so that we can structure the agenda accordingly.

In closing, I would like to personally thank my colleagues on the EGU Board and the many volunteers from across EGU members for all their work at a European level during 2019.

I do hope that 2019 was a good year for you, your organization and you members. I also hope that 2020 offers more opportunity and progress in all areas of your work.

Have fun, stay safe.



## EGU Congress 2020 in Copenhagen, Denmark

Secr Gen Mika Mutru

Next General Meeting of EGU will be taking place at hotel DGI-Byen in Copenhagen on Saturday 22nd February 2020. Congress will be hosted by the Danish Soaring Federation DSvU, a Full Member of EGU representing glider pilots in Denmark. Planning for this annual event for EGU Full and Associate Member associations to meet each other has already started. Official EGU Congress 2020 invitation with practical information for registration and hotel booking etc. will be sent out in early December.



## Airspace and Interoperability

TO Airspace Andreas Peus & Ole Gellert Andersen

The EAG meeting on 30th March 2019 in Hamburg clearly revealed, that problems with sufficient airspace for gliding in Europe is an increasing problem, but there are significant differences from one country to another.

The EGU-Board decided at their meeting in October in Frankfurt, that airspace and interoperability shall have a very high priority in the EGU in the coming years, and we are working on a specific plan for the work to be done. This plan will be presented for the persons of contact on the coming EAG-meeting in Frankfurt on 18<sup>th</sup> January 2020 in the LSBH Sportsschule in Frankfurt.

EGU has had a fantastic teamwork with EASA on regulation of training and licensing, and we will take actions to have the same good cooperation with EASA on airspace-topics. The interests of EGU and Europe Air Sports must be taken in consideration, when changes in airspace are being planned. EGU will discuss best-practice with

EASA, because airspace is designed very differently in the European countries, and all NAA's should learn from a country, which can design airspace with consideration of the impact on the gliding activities.

The Gliding Associations in Europe must negotiate with their NAA's, and EGU will support the member-associations with support, good ideas and solutions from other countries.

## Implementation of new Engineers License – Part 66L

TO AW&M Howard Torode

The new European Part66L Engineer's licence was implemented into law in October 2018 with a two year implementation timescale. Time has now moved on, to the point where National Aviation Authorities (NAA) should have been in a position to issue these new 'L' licences in the coming year. Predictably this process is now running late in many nations, but I understand that some nations are now committed at least to converting existing national licence holders into the new status under what is politely referred to as 'Grandfathering'. This you may already be managing this using a 'conversion' report.

New applicants for this 'L' licence will, from now on, be required to demonstrate practical experience and competence but also to pass several theory examinations, albeit that formally no theoretical training is required. Sadly there is no examination material currently available and remain this to be formulated. Many NAA's are hoping or expecting the gliding movement to develop such questionnaires. I am already aware of several National Gliding Associations who are already in discussion on these developments. Deadlines seem to vary for April to October next year, when the new licence comes into force. In this respect, the EGU can foresee a role as a facilitator in engaging interested nations in collaborating or exchanging examination material.

In such a way we would hope to minimise the duplication of unnecessary work on substantially the same subject matter. Currently we see two possible approaches:

1. Providing a focal point, or a protected site where we might post useful information on policies and procedures being operated in EGU nations, extending to



posting examination questions for use of other nations. Such sharing would be expected to be on an equitable basis and would rely on the responsibility on the provider to ensure that he has the rights to make such information public. Further, EGU could not accept any responsibility for the appropriateness of such information.

2. We might also consider a workshop, probably in early 2020, where representatives would be able to cross fertilise ideas and develop ways for sharing information. I wish to hear of any interest and offers that might be made at such a workshop which we would sponsor at an accessible central location in NW Europe. I would need your responses to me by mid Dec 2019.

There is much to be gained politically by a single initiative for gliding in this area. The possession of a central data bank for European gliding should provide our movement with a standardised approach which should also be seen as a proactive contribution to the EASA safety initiative in GA.

Please provide me with your early reactions as to the usefulness of these ideas.  
h.torode@ntlworld.com

*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*

<http://www.egu-info.org/>

