



# EGU Newsletter 2/2020

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## 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.

## A report by the President

Patrick Naegeli



The last EGU newsletter was issued in April. This was shortly after many national governments were introducing measures to combat the spread of the COVID-19 virus. At that time, we highlighted a number of the issues that were of concern to members, and the areas that they were increasingly focusing on. These included:

1. *Protecting the health and safety of all association and club members, staff and visitors*
2. *Ensuring the security of gliding sites and assets, and the preservation of cash to ensure that clubs can survive for as long as possible*
3. *Maintaining contact with gliding club members in those situations where flying is not possible, and social distancing and other measures make it difficult or impossible for people to visit clubs*

4. *Preparing for an orderly, safe return to flying operations once restrictions start to be lifted*

In the early days of Coronavirus, there was considerable uncertainty as to how much of an impact it would have, and for what period of time. For the last six months, most nations have gone through multiple enforced transformations – in, for example, the nature of working and social environments, and how people are expected to behave when around others. The impacts on economies and the livelihoods of individuals has been very significant, and the repercussions are flowing down to many areas of life, including gliding.

Very recently, a short survey was carried out among EGU members to determine how gliding activity had been impacted by the Coronavirus pandemic. Data was received from a subset of EGU members. Along with other information that we have had from members, we think that a reasonably accurate high-level picture is emerging of the impacts that the pandemic is having on our sport.

it appears that very few countries have been little affected by the pandemic. For those for whom it has been more of an issue:

- There have been reductions in gliding activity – in some case very significant reductions, the precise level depending on the scale of ‘lockdown’ imposed by individual governments.
- Many/most countries continue to operate with some forms of restriction in

place that continues to depress flying and club activity.

- For many, the start of the soaring season coincided with the period when restrictions were most severe. Despite some relaxations taking place as the season progressed, we expect 2020 to be a very bad year for total gliding activity. Many countries are expecting flying activity levels to be down by anywhere from 20-30%, but as much as 50% or more for some.
- As the season is coming to an end across Europe, there is little prospect of any significant further recovery that will change the overall outlook for this year.
- Prospects for next year remain depressed and are likely to remain so until the spread of COVID-19 is brought under control, or a vaccine is found.
- Reduced flying levels have translated into an immediate reduction of flying income that severely impacts many/most clubs. Many clubs, however, are more reliant on membership fees than flying income. If membership levels decline also, then the economic problem will be amplified.
- Reduced access to gliding and lower flying levels has already begun to feed through to membership levels:
  - In general, however, membership levels have only dropped by a relatively small amount so far.
  - Most countries are concerned, however, with what membership levels will look like in 2021 if the pandemic continues for much longer. Significant declines in the membership levels of gliding clubs is possible. It will take clubs some time to recover membership levels. At worst, however, membership declines may well threaten the fundamental viability of some clubs.

Over the last month or so, it has become clear that many countries are struggling to keep the COVID-19 virus under control. Infection rates are on the

rise in some areas, and a fresh round of actions are underway in order to minimise the risk/impact of a second 'spike'. The bottom line is that there is no clear end in sight to the Coronavirus pandemic as yet, and gliding is likely to be impacted in various ways for some while to come – potentially into the next gliding season. We need to remain resilient and take every opportunity to build

Unsurprisingly, the work of the EGU has slowed during 2020 but not stopped. Work continues on airspace and electronic conspicuity, and plans progress for the new work areas that were agreed during the 2020 Congress in Copenhagen. The Board is planning – Coronavirus permitting – on holding its first Board meeting since the Congress in Frankfurt at the end of October. At that time, we will consider:

- The detailed timelines for the EGU's priority workstreams.
- The EGU budget for 2021 – fully recognising the financial hardship suffered by most of its members.
- The format for the 2021 Congress – including an early decision as to whether or not it is feasible to consider with plans for a physical meeting.

We will engage with members on each of these topics following the Board meeting.

We will all look back on 2020 with a mixture of feelings – there have, after all, been many good things that have happened in our sport over the year. We should, however, expect to face difficult times every now and again. Gliding has endured all manner of challenges in the past, and all of us will be working hard to make sure that it deals with the current crisis as well as can be expected. I and my other Board colleagues sincerely wish you every success and good fortune.

Have fun, stay healthy and safe.

*Patrick Naegeli*



## Part SFCL

New rules for Sailplane Flight Crew Licensing, the Part-SFCL, were finally approved by the EU Parliament on 24<sup>th</sup> February 2020 and entered into force on 8<sup>th</sup> April 2020 as Regulation (EU) 2020/358. Since that date, holders of a LAPL(S) or SPL must follow rules in Part-SFCL, and not those of the former FCL.

The regulatory text of (EU) 2020/358 can be found in all EU languages in EU Official Journal No L67/2020 published 5<sup>th</sup> March 2020, see: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2020:067:FULL&from=EN>.

In addition to the Regulation it is necessary to take into account AMC/GM materials detailing how the requirements can be fulfilled. They are available on the EASA website, see: <https://www.easa.europa.eu/sites/default/files/dfu/AMC%20%26%20GM%20to%20Part-SFCL%20%E2%80%94%20Issue%201.pdf>.

### New features

The new Part-SFCL simplifies licensing rules for glider pilots in several ways compared to previous ones in FCL. First of all, there will be only one single licence: the SPL (Sailplane Pilot Licence). Another happy thing is that there is no limited validity period for the SPL. It never expires. Naturally, certain requirements still exist for maintaining rights to use the licence and keeping ratings or privileges active, but procedures for refreshing them after a pause or reduced flying activity have been made easier.

Holders of a valid LAPL(S)/SPL (based on the former FCL) need not do anything specific other than to follow the rules set in Part-SFCL for using and maintaining their existing LAPL(S)/SPL. For them, there is no administrative burden due to this change. However, if such a LAPL(S)/SPL needs to be amended by the national authority, e.g. for adding a new rating onto the licence, it will automatically be re-issued in the form of the "new style SPL".

Some of the main features of the Part-SFCL compared to the former FCL are:

- there is only one single licence, the SPL;
- there is no expiry date set anymore for the SPL or for its ratings - except for the FE(S) - minimizing administrative actions, but there are certain terms set out in

Part-SFCL for recent flight experience required for using the licence, ratings and/or privileges in practice;

- the area of applicability of the licence depends on the level of valid Medical Certificate: with LAPL-MED the SPL is valid in EASA-countries; outside them an ICAO-compliant medical - MED Class 2 - is needed;
- the aerobatic rating is now divided into two privileges: a basic aerobatic privilege, and an advanced aerobatic privilege. The holder of a LAPL(S)/SPL with an aerobatic rating according to former FCL.800 is considered to have rights as a holder of an advanced aerobatic privilege SFCL.200 c);
- the FIE-rating (Flight Instructor Examiner) no longer exists. It is replaced by privileges specifically assigned to an experienced FE(S);
- the flight examiner's rating FE(S) is valid for 5 years;
- a modular licence restricted to a national area is an option (if agreed/created by national authority) e.g. for allowing solo flying locally without supervision for those pilots who have not completed the cross-country training part required in a fully Part-SFCL compliant training syllabus for "a full SPL".

### Transition for national licences

Transition from the use of national glider pilot licences for flying EASA gliders ends on 8<sup>th</sup> April 2021. Pilots who have not yet converted their national licence into an EASA-licence, must take that action by next April at the latest. Some countries may maintain their old national licences for EASA Annex I gliders (e.g. for oldtimers) whereas some others may maintain only one licensing system, the SPL. Individual pilots should check these details with their national gliding association. Conversion of national licences must be done in accordance with a conversion report created by the national authority and accepted by EASA. In the conversion process, the licence holder should maintain the level of the licence and ratings/privileges as they were (so called grandfathering of rights). National gliding

associations should ensure, together with their CAA, that the conversion of national licences and ratings respects a pilot's existing rights ('grandfathering'). Instructions on how to apply for conversion should be available from national authority or gliding association.

### **Requirements for gliding training**

The training for the glider pilot licence is still regulated in many European countries by national law. After 8<sup>th</sup> April 2020 EASA regulations - for gliding training organizations and for training syllabuses - should replace any national regulations. Transition into the new system may be easier for those countries who have already implemented FCL- and ATO/DTO-requirements a few years ago. Some countries have awaited completion of EGU's "Part-GLIDING" project that has now taken place by publication of the Part-SFCL and relevant AMC/GM materials.

Training according to the Part-SFCL shall take place in a DTO or an ATO. EASA has published AMC and GM materials (AMC=Applicable Means of Compliance; GM=Guidance Material) defining the required syllabuses for both theoretical and flight training content. In countries where training has been taking place in ATO/DTO using FCL-requirements, the gliding training organizations must bring their training programs in line with SFCL instead of FCL by 8<sup>th</sup> April 2021 at the latest. For them this change may be quite easy. But those countries who are only now changing their national gliding training into the world of EASA training may have to work harder in replacing the old national training programs/organizational arrangements with new ones based on syllabuses in AMC/GM materials and EASA-requirements. Late publication/availability of both Part-SFCL and AMC/GM materials texts prior to the implementation date of 8<sup>th</sup> April 2020 may have caused some additional burden at club level. There has been a very short time to make or finalize the required preparations and to introduce and implement them down to gliding club level.

### **Theory examination management**

A new challenge for gliding training organizations and clubs may be the administrative requirement concerning management of theory exams for the licence. In the EASA training world, theoretical

examinations are under the responsibility of the national CAA. Requirements for theory exams are set out in AMC/GM materials, for example by requiring a minimum of 120 questions in the required 9 subjects.



### **Glider pilot - please study the Part-SFCL and AMC/GM-materials**

The EGU recommends all glider pilot should study the Part-SFCL and especially the requirements set for using the glider pilot licence and its privileges/ratings continuously. Additional information is also given in AMC/GM materials. For national gliding associations, and for clubs having gliding training as a part of their operation, it is vital to study and be aware of the new requirements.

### **EASA "Sailplane Rule Book" – new edition available**

After all this, as the Part-SFCL has been finally completed, EASA has revised its very helpful publication "Sailplane Rule Book", a compendium of the most relevant EU-rules for European sailplane pilots. The new edition, Part-SFCL inclusive, became available on the EASA website September 2020.

### **Fly safe and stay safe**

The European Gliding Union is interested in hearing how the final transition to EASA-world in gliding training proceeds. The ball is now in the hands of national gliding associations / aviation associations and hopefully you have been in co-operation with your national CAA to ensure continuity of gliding training. We all know that training and getting new glider pilots into the sport of gliding is a vital issue for our magnificent sport's future.

*Ole Gellert Andersen & Mika Mutru*

## Environment - reminder

EGU has decided to revisit the Development topic and first out is environment, more specific the “electrification” of gliding. Tugs, winsches, SLG, TMG etc. There is a growing market for this and EGU want to closely follow it. So we want to start a network that can closely follow the development and make inputs.

Do you have someone in your “ranks” that are interested and/or has knowledge about this? Please send contact details to EGU.



## Diversity - reminder

Why are there so few women in gliding? Is it because the majority of glider pilots are “old grumpy men”. Whatever it is we need to change this. And to do that we need to learn more. So we want to start a network that can discuss and develop ideas to recruit more women to gliding. Do you have someone in your “ranks” that are interested and/or has knowledge about this? Please send contact details to EGU.

*“Everybody wants improvements but no one want changes”*

## New website

At the beginning of November the new website of EGU will be up and running. Same address as before, but much more modern and full of information.

*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 18 full members and represents more than 80,000 glider pilot*

