



# EGU Newsletter 1/2026

March 2026

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## Editors note

On the EGU website <http://www.glidingunion.eu> 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

Arild Solbakken



Over the past decades, Europe's aviation regulatory framework has grown in size and complexity, resulting in bureaucratic and burdensome regulations in many areas for General Aviation.

The gliding community faces mounting challenges that threaten its future: shrinking free airspace, declining membership, decreasing volunteer support, and increasing economic pressures — all compounded by disproportionate regulations and excessive bureaucracy.

On the regulatory side, we have previously achieved good results in simplifying regulations through collaboration with other air sports communities and the authorities. Part SFCL, Part OPS and the Sailplane Rule Book, implemented in 2016, are good examples. But our community is still suffering in other areas. The regulations for "Airworthiness & Maintenance", and "Aircrew" now desperately need modernisation. Simplification in these areas have become vital for the future of gliding.

## Airworthiness & Maintenance - Part 66L breakthrough

Task-based license preservation is coming – Simplification of the 66L framework regulation has started. A recent success for the gliding community was the agreement with EASA on an alternative, task-based method for maintaining a licence for balloon and glider technicians (Part 66L), reached last year. This year, a broader review of the Part66L regulation with the objective to achieve a simplified framework will take place. See more information elsewhere in the newsletter.

## Aircrew - Pilot Medical Declaration (PMD) proposal submitted

The introduction of a Pilot Medical Declaration (PMD) as an alternative to a classic medical remains a central concern of the EGU. Although the proposal is met with resistance from aviation physicians, there are positive signals from EASA. The agency's General Aviation team has expressed its intention to treat PMD as one of the first initiatives in the new "Declared by Default" program. EASA's recently launched "Rulemaking Simplification Project" offers a promising opportunity for this. We intend to pursue this together with Europe Air Sports.

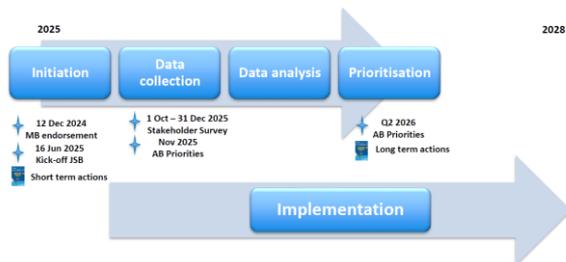
## EASA Rule Simplification Program – Genuine Opportunity or Just a Catchy Slogan?

As announced in our the EGU Newsletter 2-2025, EASA launched a Rule Simplification Programme as part of the EU's Better Regulation policy at the end of last year. According to EASA, "The programme is a strategic initiative aimed at making aviation regulations clearer, more coherent, and easier to implement, while maintaining high safety standards and supporting innovation and competitiveness in European aviation".

To collect input to the programme, EASA conducted a Stakeholder Survey at the end of last year. The EGU

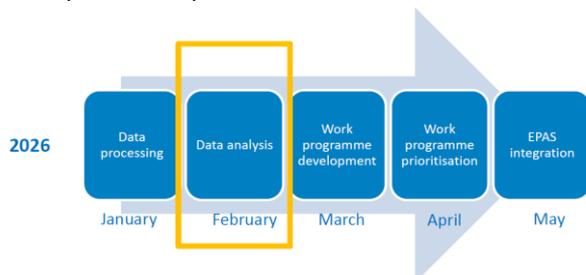
compiled feedback to EASA on the regulations covering three key topics, the Pilot Medical Declaration, the Part-66L Review, and the Part-SFCL. The EGU promoted the survey and encouraged all its members to make a supporting submission and also to publicise the initiative within its countries.

At the recent EGU Congress in Frankfurt, the EASA Simplification Programme was presented by its manager Michaela Verissimo, including the results from the survey.



The data collection phase was successful, with a high level of engagement from the industry, associations and the public. The number of Proposals for Simplification per Area / Regulation, showed that the two top priority topics of EGU, Continuing Airworthiness and Aircrew Regulations, were on top of the survey feedback. In addition, 118 proposals on the sailplane rulebook were received, the majority on licensing.

EASA reported they have a strong momentum: stakeholders engaged, short-term actions defined, and data collection and analysis successfully completed. The work programme is under development and priorities will be made soon.



A natural next check point with its stakeholders is the AERO 2026, where EASA will present the status and further plans of the Rule Simplification Programme. The EGU will use the opportunity there to engage with expert level in EASA, and plans to join forces with Europe Air Sports to work with EASA and ensure our priorities are included in their future agenda.

However, since EASA's resources are limited, we need to be ready to take on much of the detailed work ourselves.

We encourage you, the members, to join us for this work, through the various working groups in EGU.

This will be priority tasks for the EGU this year and we wish to do it alongside you the members, and with other fellow air sports communities.



EGU Congress 2026 in Frankfurt

## A report from the General Secretary Ted Richards



The 33<sup>rd</sup> Annual Congress of the EGU was held in the Holiday Inn at Frankfurt Airport, Germany on 28 February 2026. The Deutscher Aero Club, under the leadership of their Chairman, Claus Cordes, ensured that all arrangements were very practical and well organized. The vast majority of EGU Full Member associations (16 out of 23) were represented by their delegates and alternate delegates, with the number of participants totalling 30 including on-line presence from one Associate Member. The majority of the day was taken up with a Technical Session addressing ongoing and future work for the EGU. The Annual General Meeting of the EGU then took place in the late afternoon. Two long-standing members of the EGU Board, Ole G. Andersen (DK) and Mika Mutru (FI), were retiring and Frank Schellenberg (NL) was elected for a 3-year term. Claus Cordes (DE), Robert Danewid (SE), Ted Richards (UK), and Henrik Svensson (SE) were re-elected for 3-year terms. Some minor alterations to the statutes were agreed by the meeting along with the proposed membership fees for the coming year. Our support to Ukraine continues also in this year with no fee for their membership.

On the day before, Friday 27<sup>th</sup> February, an early evening session was arranged at the meeting hotel. The purpose was to provide an opportunity for those

meeting delegates who were interested to meet Board members for detailed discussions on relevant workstreams. This followed a similar format to last year. It again proved a very valuable opportunity to exchange ideas and information, which will be repeated at next year's event.



*A big thank you to Mika Mutru, who after 10 years as Secretary General, is retiring*



*An equally big thank you to Ole Gellert Andersen for many years as TO Training*

On the day after, Sunday 1 March, the EGU Board held an in-person meeting where, in addition to routine business, Board Members were elected to the posts of First Vice-President (Meike Müller (DE)), Second Vice-President (Henrik Svensson (SE)), General Secretary (Ted Richards (UK)). Following the revisions to statutes, Jens Trabolt (DK) and Lilla Szamosujvári (HU) were also confirmed as Technical Experts.

Preparations are now underway for EGU Congress 2027, which is anticipated to be held in Budapest, Hungary, hosted by the Hungarian Gliding Association.



## Part 66L TO Frank Schellenberg



At the European Gliding Union (EGU) Congress 2026 in Frankfurt, the Airworthiness & Maintenance (AW&M) workstream presented significant progress on resolving the long-standing Part-66L recency issue affecting sailplane engineers across Europe.

For several years, the requirement in Part-66 for licence holders to demonstrate 6 months (or 100 days) of maintenance experience within the previous two years has proven unrealistic for many glider engineers. Typical annual inspections on sailplanes require only a few days, and many certifying staff work on a voluntary or part-time basis. This has created increasing pressure on independent certifying staff and raised concerns about a future shortage of qualified Part-66L personnel.

Following sustained engagement by EGU with European Union Aviation Safety Agency (EASA), in cooperation with European Ballooning Federation (EBF) and Europe Air Sports (EAS), EASA has now committed to introducing a more proportionate, task-based recency pathway. This new interpretation allows licence holders to demonstrate recency through a representative cross-section of practical maintenance tasks carried out within the previous two years, rather than relying solely on time-based thresholds.

EASA has already updated its FAQ (19023) to reflect this interpretation and confirmed that formal rulemaking will follow under RMT.0735. Furthermore, the recent Notice of Proposed Amendment NPA 2025-12 (B) supports task-based recency (AMC2 66.A.20(b)(2)) and clarifies competence requirements for independent certifying staff. A way to accomplish your recency is by doing 6 annual inspections in the previous two years in combination with recording the follow-up maintenance done .

EGU strongly supports these proposals and encourages members and national associations to submit supportive comments during the consultation process.

Please support this NPA by leaving a comment via the EASA comment response tool. We need your support to ensure the NPA will be accepted as such.

To do so, before the end of March, go to:

<https://hub.easa.europa.eu/crt/docs> , login or make an account (anyone can), right click on CRT in front of the line stating NPA 2025-12 (B) and select add/edit comment.

**Please see a response suggestion on the page 5.**

Beyond recency, EGU continues to advocate for broader simplification of the 66L framework: preservation of independent certifying staff status, a modular licensing structure aligned with practical sailplane maintenance activities, and the potential development of a genuinely proportionate, standalone 66L system comparable in philosophy to Part-ML.

This progress represents an important step toward safeguarding the future of sailplane maintenance in Europe, ensuring that regulatory requirements remain practical, safety-focused, and compatible with the volunteer-based structure of our sport.

*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 23 full members and represents more than 66,000 glider pilots*

## WINGS

### TE Lilla Szamosujvári



We are about to launch the **WINGS Scholarship!** Check our webpage, <https://glidingunion.eu/>, in the near future for more information!

## EGU website

Have you visited our website?

<https://glidingunion.eu/>

A lot of information.

## EGU List of contacts

President: Arild Solbakken

1<sup>st</sup> Vice President: Meike Müller

2<sup>nd</sup> Vice President: Henrik Svensson

Secretary General: Ted Richards

Treasurer: Robert Danewid

Contact details can be found on the website



Photo Kjetil Nordheim

# 2025-12 (B) Summary for Clubs & Owners

Topic	Impact
Part-M Subpart F/G	Fully replaced by Part-CAO / Part-CAMO
CAMO requirement	Required depending on operation type
CAO privilege	Suitable for most gliding clubs
Certifying staff	Part-66 applies unless Part-ML privileges used
NDT qualification	Formal qualification required under organisational approval
Leasing responsibility	Must be clearly documented
Sailplane category	Remains non-complex

## Suggested Response

### AMC2 66.A.20(b)(2) Privileges - Page: 216

The introduction of a realistic task-based recency requirement (as an alternative to an unrealistic time-based requirement) is strongly supported by the European Gliding Union. We support the AMC as written. There has been a very detailed analysis to arrive at the figure of 6 annual inspections with their associated maintenance. This is a realistic and achievable figure for the ballooning sector, which it must be understood is not at all like fixed-wing aviation.

### GM1 66.A.20(b)(2) Privileges - Page: 216

The introduction of a realistic task-based recency requirement (as an alternative to an unrealistic time-based requirement) is strongly supported by the European Gliding Union. This change recognises the working environment in the ballooning sector, where maintenance work is often done only at weekends during the flying season, and where engineers work very part-time and often as volunteers – yet are the sole and critical resource supporting airworthiness in their geographical region or club.

We support the GM as written, with the details on how to achieve the task-based recency as per AMC2 to 66.A.20(b)(2).

### GM1 66.A.20(b)(3) Privileges - Page: 218

European Gliding Union supports the new text as written. We understand that not every independent engineer will be competent on every possible task on a sailplane and it is correct to emphasise in guidance the responsibility to undertake only work for which the engineer is demonstrably competent. This is most important for independent staff where there is no CAO organisation overseeing work.

## Conclusion

For sailplane maintenance, NPA 2025-12 (B):

- Does **not introduce new technical maintenance requirements specific to gliders**
- Continues transition away from legacy Part-M Subpart F/G
- Strengthens reliance on Part-ML + CAO/CAMO framework
- Clarifies responsibilities and certifying staff qualification
- Improves legal clarity rather than adding operational burden