



Safety recommendation no. 555

Date of the publication	03.12.2019
Number of the final report	2360
Safety deficit	<p>The dual control flights required for training for self-launching authorization can be completed in a touring motor glider (TMG). Today's touring motor gliders do not differ much in operation from powered aircraft, but the difference to self-launching gliders with retractable engines is pronounced. The take-off procedure of a self-launching glider and the risks involved require special and type-specific training. The risks include, for example, a very abrupt change of position in the event of engine failure, which causes the aircraft to suddenly tend to pitch up, or a landing approach with the retractable engine extended and the engine not functioning. It is therefore not sufficient to perform flights at dual controls exclusively on a touring motor glider.</p>
Safety recommendation	<p>The European Aviation Safety Agency (EASA) should take suitable measures to ensure that the training for self-launching gliders with retractable engines is adapted to the type-specific risks.</p>
Addressees	EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<p>Partially implemented. In its mail dated 13 March 2020, EASA stated that training for self-launch take-off is covered by the new Acceptable Means of Compliance (AMC; Part-SFCL), which entered into force on 8 April 2020. In particular, it stated that this training must address propeller drag, the effects of power reduction and power increase, and the aircraft pitch up tendency in the event of engine failure. The more extensive and specifically formulated guidelines that have now been instituted with regard to training for self-launch take-offs are appropriate and adequate. However, the safety issue persists in respect of dual-instruction flights performed exclusively with touring motor gliders (TMG).</p>
Investigation report concerning the safety recommendation	<p><u>Vorbericht</u> <u>Schlussbericht</u></p>