

## Helmut Fendt, Chairman of OSTIV SDP

Here please find some general thoughts that will drive my presentation. I would like to point out that this is my personal position, which is not discussed within OSTIV SDP, as the question about "Permit to Fly" arose after the WGC and the SDP meeting in Szeged took place.

1. The gliders, operated at WGC, are all (as far as I know) designed according to JAR-22 (or CS-22). So, there exists a common basis and understanding of a safety standard.
2. OSTIV SDP has worked with EASA to improve crashworthiness standards in CS-22, but up to now, as this requirement is very "fresh", the majority of gliders at a contest will not comply with these improved requirements.
3. Asking for exclusion of certain gliders from contests, because they are still in the certification process, will imply the consequence to exclude all gliders having a "Permit to Fly" from competitions.
4. Competitions are a testbed for many new gliders, flying with a "Permit to Fly". There are quite a lot of them operated under these conditions at WGCs.
5. The consequence of asking "for complete fulfillment of the latest safety standard" (which means: No Permit to Fly allowed, but Type Certification to CS-22, last issue, requested) would be a drying out of the variety of designs at WGCs.

From my point of view, OSTIV SDP proposes an excellent way forward to avoid "punishment": "Safety pays" can become a wonderful tool, Eric de Boer has put it in short words: "Safety measures shall be rewarded".

The use of safety devices according to the list, offered in "Safety Pays", will automatically lead to safer designs - because the pilots like to win, they want to get the additional points.

To put it in short words: I object to exclusion of gliders from Competitions due to the fact they are operated on a "Permit to Fly" - but I'm very much in favor to reward safety and give the "safer" glider a bonus in gaining competition points. My sincere hope is that IGC will make use of "Safety Pays".

Maybe these thoughts are some assistance for the discussion.

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