



# EGU Newsletter 1/2021

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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



It is now a year since COVID-19 became a central concern for many nations. The pandemic has had a massive impact on people's health and well-being, our ability to go about a normal daily life, and has resulted in damaging consequences for the livelihoods of many.

As we approach Spring our thoughts usually turn to gliding. Unfortunately, the pandemic is still a hard reality and most of us will find our aviation activities constrained for another year. We hope that things will begin to improve before too long and that the outlook for glider pilots, gliding clubs and national federations do as well.

At the end of February, the EGU held its annual meeting. In contrast to previous years, the meeting took place online, comprising a 2-hour session during which the EGU members considered the organization's annual operational

and financial reports; and, a separate, follow-on session that then dealt with a range of topics tabled for discussion by EGU members. The subjects included airspace, airworthiness and maintenance, and new developments in the use of electric power as an alternative to traditional fossil fuel technologies. These are all areas of major concern or interest for members, and will remain high on the EGU's list of priorities through 2021.

The feedback following the annual meeting was very positive – both about the work carried out by the EGU over the last year, and the format and effectiveness of the meeting itself. Everyone agreed that our inability to meet and spend time in a formal and informal face-to-face environment was a major 'missing'. Our plan is, however, to return to a physical annual meeting next year – when we hope be able to meet in Norway.

The smooth running of the annual meeting, and the positive feedback on the contents, reflect the significant work and careful preparation that took place prior to the meeting. I would like to thank Mika Mutru and Robert Danewid for their roles in bringing the meeting together, and to the rest of the EGU Board for their specific leadership of the technical sessions.

At the conclusion of the meeting, Howard Torode retired from the EGU Board having served for many years as the EGU's Airworthiness & Maintenance lead. Howard is one of a small number of people that have a thorough and detailed understanding of the EASA Airworthiness

& Maintenance systems and plans. He has been instrumental in ensuring that the pragmatic interests of the gliding community have been represented to the best of our collective abilities. While Howard is retiring from the EGU Board, he will continue to provide support to the EGU's ongoing technical work.

As Howard was stepping back from the EGU, another of our former Board members rejoined the team. Meike Muller had previously served on the Board up until 2018. We are delighted that she has found the time to take on the role once more and look forward to her bringing her undoubted skills and experience to bear on our work programme.

As previously stated, my Board colleagues and I would like to express our gratitude to all EGU members for their support, input and counsel during 2020. We hope that we will be able to build the momentum of the priority activities that members have asked the EGU to action as quickly as circumstances allow.

I really do wish you every success in 2021 – stay healthy, stay safe and have fun

## EGU Congress 2021

Mika Mutru

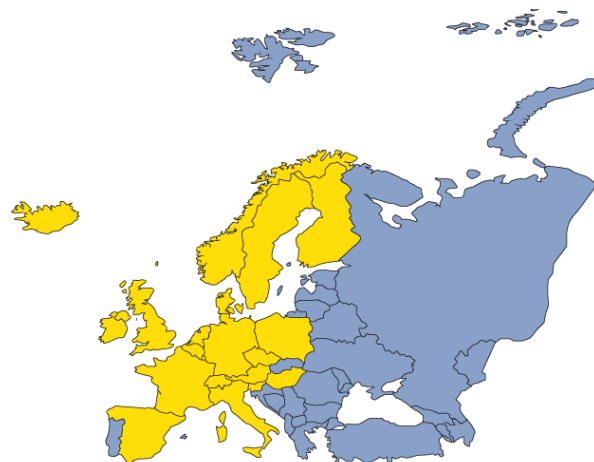


Nineteen nations out of 21 current EGU Full Members plus one Associate Member, the VGC, were present at the Annual Congress 2021 held on Saturday 27th February. This year due to severe pandemic situation we were forced to arrange the Congress in virtual form only. That was, however, successfully hosted by EGU by using MS Teams. After the formal General Meeting of the EGU there was also an unofficial

technical discussion session touching some actual topics. All together 36 attendees were present at the Congress this year. Although we could not reach the same intensity and depth in discussion compared to traditional face-to-face Annual General Meetings, with activity of attendees we managed quite well.

Aeroclub d'Italia joined back to EGU in early February increasing total amount of Full Members to 21. Mr. Luca Urbani, nominated Italian delegate attended to the Congress which also confirmed Italy's status as a Full Member.

Modifications proposed to EGU Statutes were approved by the Congress. There were two issues for helping our future operations: Official invitations to EGU's General Meetings can be sent out, from now on, by email only. Another modification introduces virtual meetings applicable in case of a general meeting, as well as traditional physical meetings have been. It will be up to Executive Board to decided in which form a general meeting will be arranged. Target is not, however, to give up for having annual physical meetings e.g. after Covid-19 restrictions have been removed but be prepared for future work if seen practical in each case.



EGU members (yellow)

Elections for next three year term-of-office of the President and few Executive Board Members were carried out. Mr. Patrick Naegeli was elected into a new term as EGU President. Mr. Ole Gellert Andersen (DK), Mr. Bernard Hautesserres (FR), Mr. Andreas Peus (DE) were re-elected for 2021-2023. Dr. Meike Müller (DE) was elected back to Executive Board after few years pause.

Total amount of persons in ExeBoard continues to be 10 as Mr. Howard Torode (UK), according to his preliminary announcement in Copenhagen 2020, resigned from his position in the Executive Board. The Congress thanked Mr. Torode for his contributions for Airworthiness and Maintenance work through the years.

Next Annual EGU Congress 2022 will be held on 26th February 2022 in Oslo, Norway.

## Part-66L

TO AW&M Henrik Svensson



EASA published NPA 2020-12 with several proposals regarding 66L license which would also affect the gliding community. The EGU took part in a review of the NPA with Europe Air Sports and we had a good cooperation were we could make sure that several topics from the gliding world were addressed. We also sent an official letter from EGU regarding comments to EASA about various concerns we identified, one point we raised were the lack of representation from GA user community in the rulemaking group of EASA.

Problems concerning the recency of a 66L licence were raised from several people early this year (not a point in the NPA though) and what we heard now is that this already was drafted an adapted AMC by EASA that probably will solve this. We will come back with more information regarding this later.

## Airspace & Interoperability

TO A&I Andreas Peus & Claus Cordes

In 2021, the impending restrictions on access to airspace due to the "U-Space Rulemaking" process will continue to be a major focus of EGU's work. Non-motorized air sports will be

particularly affected if - as currently stated in the drafts - there is an obligation to make oneself recognizable to unmanned aerial vehicles in Class E and G airspaces. Gliding and Hang Gliding are affected so much because these sports are subject to special restrictions, be it the limited space in the cockpit of a glider (or no cockpit at all in the case of Hang Gliders), continuing with the question of power supply and attachment of additional antennas, to the aspect of the relation of the total cost of an aircraft in relation to the price of new equipment. Furthermore, given the unpredictability of the flight path of Gliders and Hang Gliders in Classes E and G, it will not be possible to avoid equipment in the final analysis. The EGU has repeatedly made its position clear on this:

- The priority of manned air traffic over unmanned. This directly results in the right of way for manned aircraft, regardless of the equipment.
- Since the "See-And-Avoid" principle is not possible for unmanned aircraft and the "Sense-And-Avoid" principle is hardly feasible for at least the smaller unmanned aircraft, the EGU advocates a voluntary equipment of gliders under the conditions that
  - o there is an added value for gliding (e.g. provision of free weather data or traffic information),
  - o position data may be used only for collision avoidance, not for legal prosecution of alleged misdemeanours or felonies,
  - o those who request us to buy additional equipment must at least bear the cost of the ground-based infrastructure.
  - o Access to airspace should not be dependent on the provision of additional equipment beyond current restrictions.

The EGU will keep a close eye on further developments in this area and continue to work shoulder to shoulder with the other Air Sports and EAS.

An initiative has been started in February to collect data about "airspace issues" among the



members of EGU. The purpose is to identify common problems, separate problems in certain member states and to agree on coordinated approaches to the authorities to achieve improvements wherever necessary.

So far it can be seen, that a common framework of rules for airspace design is applied in totally different ways. In several countries, for example in Denmark and Sweden Terminal Control Areas show lateral dimensions that are far beyond the requirements of commercial airliners and other IFR traffic. Reports show, that some national CAAs are not minded to reflect their policy. Once the database has been completed, a discussion with national NACs has to be initiated of how to oppose this threat to glider flying.

The initiative of achieving an exclusive assignment for 20 separate VHF frequencies is going on. A paper will be completed shortly, which can be used by national NACs to approach their national CAAs to explain the necessity and request its presentation on the next frequency coordination meeting of EUROCONTROL.

## Flight Safety

### TO Safety Bernard Hautesserres & Ted Richards

The EGU Board, supported by the views of its members at the recent online Congress, considers it essential for all your members to be interested in the safety and security aspects in the sport of gliding in European states. We are delighted by the current low number of incidents and accidents, but we also believe that we must continually strive to do everything to reduce them, and particularly injuries and fatalities. Much of that can be achieved through seeking technical improvement for gliders, equipment and training and the effective sharing of information,

The working group's mission is:

- To contact and build relationships with individuals involved with safety within the European national federations affiliated to the EGU
- To collect information and statistics on accidents and the causes if they have been identified
- To know the actions taken to reduce or eliminate the causes
- To take into account information from EASA
- To carry out an analysis of known cases

- To differentiate between the causes due to human factors and equipment
- To share the decisions that certain countries have taken in order to improve safety
- To research and to promote technology that offers new safety solutions

The goal of the EGU is to come up with common solutions, which are useful to apply in a collective way, to recommend changes to practices and where possible to harmonize instructions for pilots who come from other countries.

In the past there was "FLARM device", "Spot of Gliders-OGN",... For the future, there will undoubtedly be new solutions.

Improving safety should be a constant concern and everyone's goal and we are eager to support a collaborative approach to achieve this goal.



## Part SFCL

### Mika Mutru & Ole Gellert Anderssen

#### Part-SFCL for SPL - transition ended 8.4.2021

As we all know, the Part-SFCL defining rules for glider pilot licensing entered into force a year ago. The Regulation (EU) 2020/358 contained a transition period of one year which ended 8th April 2021. From that very basic point of view the development work has been completed. Licensing rules for glider pilots were moved from FCL to Part-SFCL. However, we have heard from some EGU Members that actions in practice at national level in implementation, e.g. when converting existing national licences to SPL, or recency requirements of certain ratings e.g. FI(S) may have been varying among EU-countries. One fact, also confirmed by EASA is, that there is intentionally left some room in legislative texts for interpretation. If reading this positively, interpretations may make accommodation of new

rules into national practices - also varying between countries - easier and more practical. But contradictory, they can also be read in a way which may make life a bit more hard. In our EGU community we could improve change of information between EGU Members for finding out best practices on how this common EGU Regulation - Part-SFCL and its AMC's have been successfully applied at national level. At the moment there is not much more the EGU can do for the Part-SFCL transition. It is in hands there at national level, but we could learn from each other for best practices.



*I want you for EGU!*

### Environment - reminder

EGU has decided to revisit the Development topic and first out is environment, more specific the “electrification” of gliding. Tugs, winches, 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 and come up with ideas.

**Do you have someone in your “ranks” that are interested and/or has knowledge about this – you do not have to be an expert as long as you are interested? 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 – you do not need to be an expert as long as you are interested? Please send contact details to EGU.**

### New website

Have you visited our new website? 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 21 full members and represents more than 80,000 glider pilot*