



EGU Newsletter 1/2023

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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



Dear European gliding friends.

The 30th General Conference for the European Gliding Union was held in Oslo 25th February 2023. Finally, we were able to meet face to face again. For me this was of special importance as I was elected president in 2022, when we still had restrictions from the Covid Pandemic. Therefor there were many delegates from our member countries I had not yet met, and I was delighted to see as many as 16 nations represented at the meeting.

The meeting was hosted by the Norwegian Air Sports Federation, John Eirik Laupsa, Secretary General of the Norwegian Air Sports Federation, Håvard Gangsås, Leader of the board of the Gliding Section.

The meeting was organized with two sessions, a technical and an administrative session. In the technical session we had the pleasure of being supported by Andrea Anesini, President of Europe Air Sports, our closest partner in the work we do in EGU, and online via teams, Vladimir Voltin, from EASA, Project Manager for the GA Roadmap Project.

The focus of the technical session was on status and future development of the EGU Work Streams.

A fundamental basis for our work is the good collaboration with Europe Air Sports and EASA.

- EGU is a full member of EAS.
- EAS represents the interests of an estimated 800 000 sports and recreational aviation active participants.
- EAS has the competence and capacity to deal with EU Institutions at all levels, on regulatory matters affecting the gliding community.
- For regulatory matters work is done through cooperation with Europe Air Sports and/or direct participation in Advisory Bodies

In order to ensure our voice is heard in the future it is absolutely essential to continue the good collaboration between EAS and EGU, and with EASA.

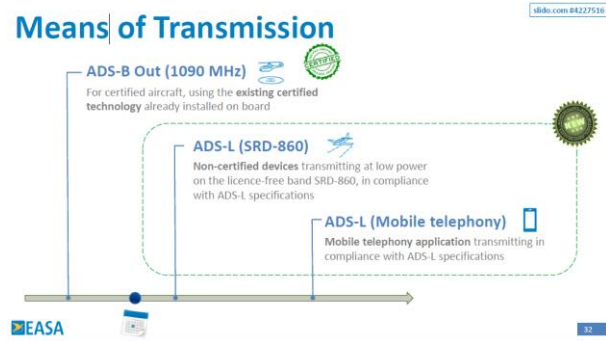
One of the main areas to of focus in the near future, is the interaction with the UAV's. Andrea Anesini gave a speech on EAS policy for the future implementation of U-space. Rules for the system of shared airspace (U-space) were published late last year but has not yet been implemented anywhere due to to the fact that air sports users lack equipment, and that the ground systems have not been developed and finalized yet. However, the systems are coming, and it should be noted that the U-space regulations leaves it up to national authorities to decide if and when to establish U-spaces, and each CAA must have its own "U-space Coordinator". This role takes a central position in regulatory development going forward. Each national gliding organization should therefore establish good contact with the national U-space Coordinator to secure the interests of air sports users are considered when U-spaces are established.

Further, EAS urge member states to encourage users to install/implement electronic systems. The UAV

industry is strong and grooving at accelerating speed . It is therefore important that we as an air sports community stay vigilant and ensure we are ready to meet the future challenges.

Vladimir Voltin, project manager of the GA Roadmap Team, added more information on the status of development of possible means of transmission, lead by EASA. This work includes introduction of **ADS-L**, which is intended to describe a **minimum standard** for making manned aircraft in U-space conspicuous to USSPs:

- **Principle: “-L” is for “Light”**
- Compatible with **low-cost devices** and **mobile telephones**
- **GNSS-based** parameters
- Derived from **ADS-B** and **simplified**
- Should support possible **future applications** (traffic awareness)



A Feasibility Study on the use of Mobile telephone for electronic conspicuity showed encouraging results, and Aerial Mobile Telephony is already legal in Europe, as of 18th November 2022, and a technical specification for ADS-L 4 MOBILE is under preparation.

Summary – Step 1

Certified ADS-B out	SRD860	Mobile Telephony
<ul style="list-style-type: none"> ✓ ICAO standard ✓ Already used ✓ All elements in place 	<ul style="list-style-type: none"> ✓ Utilises past investments ✓ Affordable infrastructure ✓ ADS-L 4 SRD-860 	<ul style="list-style-type: none"> ✓ Existing infrastructure ✓ Affordable to new users ADS-L 4 Mobile* *in preparation

Vladimir Voltin also gave an update on the work with **EASA GA Roadmap 2023+**.

General Aviations is covered by a dedicated section in the EASA document **European Plan for Aviation Safety (EPAS) Volume II, valid for 2023-2025**. The EPAS includes a set of actions for 2023+, comprising:

- Rulemaking

- Research
- Safety Promotion
- Member States

A main Strategic Statement for the roadmap is: *The new GA Roadmap 2023+ will help in enhancing safety culture by enabling a sustainable growth for the GA, embracing a digital future through the increased use of new technology and, encouraging wider diversity and accessibility.*

The slide titled 'GA Roadmap 2023+' features four main pillars: Safety (Enhancing safety culture), Sustainability (Enabling sustainable growth), Digitalization (Embracing a digital future through the increased use of new technology), and Diversity (Encouraging wider diversity and accessibility). The EASA logo is at the bottom.

After the technical presentations by our guest speakers, introduction to each of the EGU Workstreams were given by the workstream leaders with possibility for discussing challenges, ideas, and priorities.

It is important for the EGU executive board to know how we can create further value for our members, and therefore feedback is essential for the further work Valuable feedback was noted.

EGU 30th Congress

After having completed the 30th Congress in the history of the EGU the conference attendees gathered for a brief review of the history of our organization, which is a history of success for the gliding community. Our President of Honour, Patrick Pauwels, who has served the organisation in various positions over the entire period of 30 years, took a view back at how the EGU was started, what has been done, and what has been achieved.

After the first congress meeting was held in 1993 in Strasbourg decades of hard work has resulted in a set of acceptable framework conditions for the gliding community in Europe with proportionate regulations in the areas of

- Air Worthiness and Maintenance
- Flight Crew Licensing and Operations
- Easy Access Rules for Gliding

Annual Europe Air Sports General Meeting - Highlights and takeaways:

Europe Air Sports (EAS) has had a busy year. EAS has dramatically increased its activity after the pandemic and has gained a streamlined and "self-running" process with EASA. All meetings where an invitation

has been received from EASA have been attended. EAS made a number of contributions during the development of the new EPAS (European Plan for Aviation Safety) which is the main steering document for EASA's activities. The meeting was comprised by two sessions, a Technical and an Administrative session.

Technical Session

Relatively few member states were represented at the General Meeting as the total number of participants was approximately 20.

- Green Deal and associated environmental requirements do not seem to affect our users for the time being.
- AVGAS 100LL is being phased out, but it seems that alternative fuels will become available in time.
- An idea for a common electronic license register at EASA has been launched. EAS is sceptical, this provides little value, but EAS has not started influencing yet.
- UAV operations and airspace: UAVs will give way to our users in G airspace, but we must use electronic devices that make us electronically conspicuous (visible - transponders, ADSB, FLARM, mobile phone). This is achieved by a set of new digital and automated services and procedures, supported by AI, designed to control unmanned aircraft and avoid collisions.

Administrative Session

Financial report:

The Europe Air Sports financial balance is: 180 k€
EAS had a turnover of around 150 k€, and a profit of around 10 k€. Slovenia and Czech Republic have not paid and are therefore out of EAS.

It was decided to increase the membership fee by 8%. It has remained unchanged since 2016.

Election of Board Members:

The board had decided to accept two (2) positions in the new board. One position was due for new election, and one was an open position which became vacant when the current President Anesini left his positions as vice-president.

The two candidates were elected by acclamation:

1. Re-election of Patrick Pauwels (glider pilot from Belgium, with 20 years' experience from EAS)
2. Rodolfo Saccani (para glider from Italy and member of the board in EHPU)



Foto Kjetil Nordheim

A report from the General Secretary

Mika Mutru



The 30th EGU Congress 2023 was held in Oslo 25th February 2023. After two past years with virtual General Meetings we had a successful event with 16 Full Member nations represented. Total number of meeting attendees was 31 showing similar attendance as before. The General Meeting of EGU was held after the technical session. No surprises were on the GM agenda. Elections went as expected and all 5 candidates willing to be "re-elected" for a new three-year-term, were elected. Financial situation is good and the Congress approved new membership fees for this year, although some discussion took place about that. Under Any other Business, there was full support by EGU Full Members for both a focused campaign for recruiting more Full Members to EGU and for inviting the gliding community of Ukraine to apply for EGU membership. The EGU Executive Board was instructed to go further with these two issues. After the Congress, on Sunday 26th February, the ExeBoard held its meeting electing Meike Müller (DE) to continue as 1st Vice-president, Ted Richards (UK) as 2nd Vice-President, Mika Mutru (FI) as EGU General Secretary and Robert Danewid (SE) as Treasurer. Other ExeBoard members are

Ole Gellert Andersen (DK), Claus Cordes (DE), Bernard Hautesserres (FR), Andreas Peus (DE), Henrik Svensson (SE) and the President, Arild Solbakken (NO). There were no changes in EGU Workstreams nor in their leadership confirming good continuity of the work.

Great thanks to Norwegian Air Sports Federation NLF, Steinar Oksenholt and John-Eirik Laupsa for their work at background. Meeting facilities were fluent and excellent. Next EGU Congress 2024 will be held in Luxembourg and for 2025 we have already a preliminary invitation to Sweden

Airspace & Interoperability

TO A&I Claus Cordes & Andreas Peus



The EGU airspace group has met lately in Frankfurt and discussed a variety of airspace issues. It has become obvious that rules for airspace design and assignment of airspace classes are interpreted differently between various National Airspace Service Providers. EAG has decided to initiate consultations with EASA and Eurocontrol aiming for standardized and similar application of rules. As an example EAG considers it inadequate to surround a regional airfield with low frequent IFR traffic with airplanes far smaller than airliners with large airspace class C that bans glider traffic even under the most favorable weather conditions that make see and avoid a reasonable tool. Furthermore it has been noted that especially in nordic countries the dimension of TMAs around major airports are inadequate for commonly flown vertical profiles of nowadays jet and turboprop transport planes. Finally the use of Continuous Descent Approach procedures is a proven tool to minimize dimensions of established airspaces C.

EAG will start systematic work on these topics.



Flight Safety

TO Safety Bernard Hautesserres & Ted Richards



It was a delight to meet up in person with delegates from so many member countries during our recent annual Congress meeting in Oslo. It enabled a much needed discussion on the all-important issue of safety, both in the formal setting of the Congress and in less formal activities that happily surround such a fruitful gathering of like-minded individuals.

The formal session of the Congress reviewed what had been achieved so far in gathering together representatives from about a dozen member countries, pulling together links to various safety related websites, and promoting safety issue through the Twitter account EGU_Safety. There were also proposals for potential areas of particular interest that included: the risk of new technologies and legislation (where links to EASA are critical), the risks of environmental change (for example, increasing summer temperatures and cloudbases), and the massive issue of managing disparate sources of safety-related data. These were in addition to many discussions on well-founded areas of common interest that include policy for safety management systems and accident reports, the challenges of addressing risk associated with the various phases of flights (take-off, mid-air collision, flights into terrain, field landings etc), and generic issues including the challenges of young pilots (enthusiasm not matched by experience) and ageing pilots (experience not matched by performance).

While we now have a good cross-section of member nations represented on the working group, we warmly welcome additional members who can bring their own experiences, concerns, potential solutions, and links to safety related work to our group. We have suffered slightly from relatively short-notice ad-hoc meetings which we intend to counter with a series of pre-programmed meetings that can focus on specific issues – we're also looking to use a technological platform that is not quite as restrictive as a private Zoom call, with its 40 minute limit which has led to some rather abrupt ends to meetings!

For us, safety remains a fundamental aspect that should underpin everything we do since the consequence of failing to refine our safety operations has huge impacts on our sport. Aside from the

overriding tragic personal and family implications of fatal accidents, there are significant reputational risks to the entire sport. Therefore it our responsibility, individually and collectively, to do everything we can to minimize or even zero our rate of fatalities through whatever means we can. That is almost certainly underpinned by the sharing and learning of experience and best practice. We therefore encourage all member nations to join in this safety working group so we amplify our individual contributions.

Sustainability

Robert Danewid



Sustainability includes environment and gender equality, i e to make gliding sustainable and recruit and keep more women in gliding.

EGU is closely following the market not only for electric gliders but also electric winches and tugs.

The manufacturers are fast turning out electrical equipment. Look here for a number of articles about el-gliding

<https://nordicgliding.com/category/elektro/>

There are now 87 articles. Use the translation function for your language.

We have lately looked into environmental launching and when it comes to aero towing we have found that the most favourable tugs, on our way to full electric tugs, are UL tugs. We have especially looked into the Eurofox 915. We recommend reading a test article in Sailplane and Gliding Dec-Jan 2023 issue.

We strongly encourage our members to start making strategical plans for the future and the transition to fossil free gliding.

As we all know, there are too few women in gliding, only ca 6% of our membership are women.

Sweden has started creating a female network with female pilots not only from Sweden but also from Denmark and Norway (the language is common). This group has now established co-operation with Women Glide in the UK and was recently invited to a weekend meeting in the UK.

In late August there will be a Scandinavian Women Meet at the Swedish Central Gliding School at Ålleberg with attendees not only from Scandinavia. All female glider pilots are welcome.

Apart from lack of money and time (the usual problem for women in our society) the attitude of men are a significant restriction for women in gliding. A majority of female glider pilots have, according to a survey, one time or more been bullied or harassed by male glider pilots.

Something to think about for us old grumpy men!

Work on a Code of Conduct for how to behave and approach different club members has therefore started.

However, we need Point of Contacts for this important work, for both environment and diversity.

Are you interested, please sign up! Send a mail to the editor.



Part SFCL

Mika Mutru & Ole Gellert Andersen



The workstream has Point-of-Contacts from the following member states: Finland, Denmark, Germany, Belgium, Ireland, Luxembourg, Spain, Switzerland, Sweden, Italy and the Netherlands.

It would be perfect, if all member states had a Point-of-Contact.

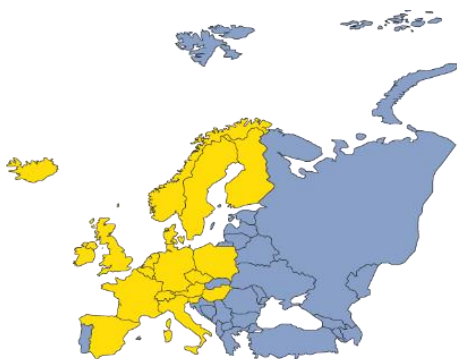
The workstream held two virtual meetings in 2022 and made a presentation at EGU Technical conference in Copenhagen in October.

The main subject of the work has been the SPL-theory exams, but other issues have also been discussed, and for the moment more local challenges from different countries are being brought to the workstream for help

or good ideas. Currently the following subjects are being examined:

- Need for defining appropriate questions for the SPL theory exam with the CAA in a member state. It is not solved yet, but perhaps EASA can support in this matter.
- Do TMG-flights count in the 200 “launches” which is one of the requirements to be a new instructor? Such flights do count, because a TMG is a sailplane according to GM1 SFCL.001, but the practical test as a FI(S) must be made in a sailplane excluding TMG.
- Must an instructor applicant have to 200 launches as PIC to start the training as an instructor, when all the launches were made as aero tow? The 200 launches are one of the requirements to be an instructor, and it is settled in the implementing rules. The workstream will work on with this question.
- Why must an instructor have the advanced aerobatic privilege to be able to train basic aerobatic maneuvers with students, when the instructor as a pilot has the basic aerobatic privilege? This requirement is also settled in the implementing rules, but a national training organization will try to propose an AltMOC to the national CAA and to EASA. It will be interesting to see, if EASA can change that without going all the way through the EU parliament.
- In the training for an SPL the student must train take-offs and landings in crosswind and strong wind, but there is no definition of windspeed or crosswind. This question has been discussed with training organizations in some member states, and the general perception is, that all students during their training will try some crosswind and some stronger winds, and that this will comply with the requirements in Part SFCL.

Next Workstream meeting with Point-of-Contacts will be planned for late Spring.



EGU members (yellow)

EGU website

Have you visited our website?

<https://glidingunion.eu/>

A lot 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

