



# EGU Newsletter 2/2022

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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.

We have all been through a difficult period after the outbreak of the Covid Pandemic in the first quarter of 2020 and spent much of 2021 and 2022 recovering from the difficulties. In addition, over the last 8 months, Europe has experienced war and we are now facing energy crises, economic and political crises with severe implications to a lot of people, far beyond our region.

With such background it is not easy to keep focus, maintain optimism and create inspiration for voluntary recreational activities. But maybe this is something we need now more than ever.

Most of you have experienced interruptions in your activities, with impact on the number of members and economy. We have positive signals that the activities in the gliding community have recovered to a great extent despite the extended Covid period and troubled times in Europe.

For the work within EGU it has been very positive to be able to meet again face to face. Since Newsletter 1/2022 was submitted, we have arranged two physical meetings with the executive board, one technical conference for the EGU member states, and we have been represented at the Europe Air Sports Technical meeting. These have been great opportunities to meet people and talk about current and future challenges, and to receive valuable feedback on the work initiatives in EGU.



*Delegates at the Copenhagen Conference*

The EGU Technical Conference in Copenhagen in October 2022, was used to review our workstreams and adjust our priorities. The most important current challenges are seen to be:

- Important milestones in the rulemaking on airworthiness, licensing, and operations have been passed. Now, monitoring and assisting member nations in implementation of the new rules on national level is required.
- Complying with part 66L requirements
  - Great difficulties to comply with the experience requirements to qualify for

and maintain the rating – urgent solutions required to avoid interruption of operations

- Theory examinations – Availability of approved training organisations and exam questions relevant for gliding
- Access to free air space is challenged by:
  - Increased amount of controlled airspace
  - Increased amount of restricted or forbidden airspace for nature protection reasons
  - Speed of development of the drone industry
- Availability and cost of energy (fossil & renewable energies)
- Requirements for sustainability
  - Meeting expectations to minimize environmental footprint and achieve sustainable operations – supporting development of electric powered gliding
  - Development of diversity and inclusion
- Demonstrate and maximize the benefit of gliding to the society and secure “the social license to operate”
- Communication with our members and the public

We maintain close contact with Europe Air Sports (EAS), and participated on the EAS Technical Meeting in Vienna 28 Oct 2022 where a series of topics of general interest to the gliding community were covered:

- EASA work on General Aviation (GA) matters, and how EAS is set up to work efficiently and in partnership with the EU at political level
- U-Space regulations and how the airspaces should be implemented
- The evolution of General Aviation
- Safety promotion in GA (Example Austria)
- Green Deal and Fit for 55 - impact on our community
- Future of Avgas 100LL and possible alternative fuels
- Fly electric – examples
- Velis Electro
- Electrically powered gliding
- Electronic licences project by EASA

EASA was represented by Alain Leroy and Vladimir Voltin who are heading the GA Road Map project.

We are working hard to support you all in your efforts to develop the gliding activities, but we are very dependent on close cooperation with your representatives for feed-back and exchange of experience. We would strongly encourage you all to nominate Point of Contacts (PoC's) to our various workstreams. We become stronger when we work together as a unified community. The EGU Executive Board has decided to also recruit new members to strengthen our position.

We sincerely hope the troubled times in Europe will come to an end soon, and that our friends and members in the gliding community are able to stay safe and stay healthy.

Make good use of the winter season ahead of us to maintain gliders, competence, and optimism for the future.

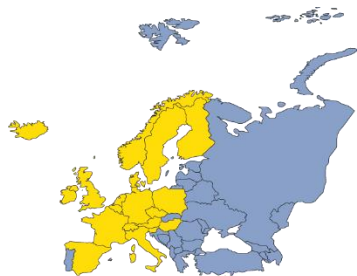
### A report from the General Secretary Mika Mutru



The EGU Technical Conference 2022 was held on Saturday 15th October 2022 at Idrættens Hus - House of Sports near Copenhagen, Denmark. 13 EGU Member Nations were represented out of 21 we totally have. Conference program from 10.00-17.00 was intensive but also interesting covering all six EGU Workstreams we currently have. It also enabled the Workstream leaders to communicate with participants present for having feedback to their work. Presentations held during the Conference will be made available at [www.glidingunion.eu](http://www.glidingunion.eu) internal section.

Next General Meeting - the EGU Congress 2023 - will be a physical face-to-face meeting in Oslo Norway, on Saturday 25th February 2023. Official

invitation will be sent out to all Member Associations and their delegates by email in December. The Congress 2023 will contain both a technical session and an official annual general meeting of the EGU.



EGU members (yellow)

## Part-66L recency issues

Henrik Svensson



At the technical conference in Copenhagen, I briefed about the latest status regarding 66L. When it comes to the recency issue for 66L the regulation states that a L license holder must demonstrate 6 month of maintenance experience in the preceding 2-year period, like all other 66 license holder. This 6-month period can be replaced by 100 days of maintenance experience, even for an independent certifying staff and additional to this it can even be reduced by 50 % when agreed in advance by the competent authority. Even though, this is way too demanding for the majority of 66L who normally are active as volunteers in aeroclubs.

I have raised this issue at EASA level and they understand the difficulties to fulfil the requirement for 66L in club environment. Earlier there was an idea to find a better solution with help of AltMoC, but it later turned out that this solution was not accepted as it couldn't change the principle set out by the Implementing rule.

EASA is now evaluating the possibility to revise quickly the rule regarding recency, this could be done as a fast-track rulemaking action. This will though take some time, so in the meantime EASA also clarified that member states individually may use the flexible provisions in the Basic Regulation, article 71, for short term solution.

Hopefully we will raise this topic again at EASA level at the next combined GA:COM & TeB meeting in early December. I hope to get some more information regarding use of template for BR art. 71 exemption and status on this issue.

We also discussed other 66 questions at the technical conference in Copenhagen. Main focus was regarding the need for theoretical examination and also the need for practical training before a 66L license can be issued. There are few organisations in Europe as of today that can run a 66L examination, hopefully this will be better in a near future.

I will arrange a new meeting with national points of contacts for an additional discussion regarding 66L before our next EASA meeting. If you would like to join the workstream Airworthiness and Maintenance, please send an e-mail.

[henrik.svensson@segelflyget.se](mailto:henrik.svensson@segelflyget.se)

## Flight Safety

TO Safety Bernard Hautesserres & Ted Richards



On behalf of the Safety Workstream, we are delighted to report on our current work. The recent technical meeting in Copenhagen was the highlight of recent months and a great opportunity not only to meet like-minded people in 3 dimensions, but also to receive valuable feedback on the Safety workstream. Building on the presentation and discussions, the Safety workstream plans to press ahead on a number of connected actions. These include:

A series of winter meetings with the working group to refine and expand the different threads of activity – these will be set up in the coming weeks, ideally involving most member states (see below for request for additional representatives). These include:

- An action to develop the [EGU’s website](#) to host important safety information and links – this change is expected to “go-live” around the turn of the year.
- An action to set up social media sites such as Twitter and Facebook to promote the exchange of views and discussion on safety issues – this is already in hand and, for those who use Twitter, there is a test site up and running at [EGU-Safety \(@EGU Safety\) / Twitter](#) under the tag EGU\_Safety – please feel free to promote this and contribute!
- An action to engage with EASA on two main issues: first, the [EASA Annual Safety Review](#), to ensure that it properly reflects gliding operations; and second, to develop and advertise a more wide-ranging “season opener” sessions hosted by EASA – this is part of this winter’s work.

To support us in this activity we will be seeking, through the representative on the working group, links and information relating to national safety initiatives. We will also be looking to develop addition activities. Currently our working group does not have representatives from all members states, with only Belgium, Finland, Germany, Italy, Luxembourg, the Netherlands, Norway, Sweden, Switzerland and the UK involved so far. To make our work more inclusive and effective, we need the active engagement of all members. For those member states or associate members who lack representation on the working group, please pass appropriate contact details to Mika or Ted.



## Sustainability

Robert Danewid



Are the UN Sustainability Goals relevant for Gliding?

Yes, that is the opinion of the EGU! We have decided to put six of the goals on our working plan.

- Goal 3: Good health and quality of life
- Goal 5: Equality between genders
- Goal 10: Reduced inequality
- Goal 12: Responsible consumption and production
- Goal 13: Stop climate changes
- Goal 17: Cooperation to reach the goals a prerequisite to succeed with the sustainability work



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

At the Congress in Copenhagen Liz Sparrow, the CD of the recently finished very successful Womens World Gliding Championships, gave a useful and mind stirring presentation on Women Gliding, a UK organization for female glider pilots.

They recently made a survey to find out why so few women glide. The three main reasons were found to be

1. Time
2. Money
3. The attitude of men

Something to think about for us old grumpy men!

EGU plan to work closely with Liz and Women Gliding to collect good (and bad) practice about engaging more female glider pilots as well as supporting female communities.

We need Point of Contacts for this important work. Are you interested, please sign up! Send a mail to the editor.

The future for gliding is for sure electrical! Electrical SSG/SLG, winches and tugs and towing cars.

And 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 79 articles. Use the translation function for your language.

EGU is closely following the market not only for gliders but also winches and tugs. We strongly encourage our members to start making strategical plans for the future and the transition to fossil free gliding.

In late summer The Swedish Soaring Federation organized an el-gliding conference at Ålleberg. We had ASG 32 Mi, AS 34 Me, Lak-17 c FES, Discus 2 C FES and DG-1001 e neo for flying. 40 plus pilots did more than 90 flights and there were presentations in the mornings and evening. It was a great success and you can find all the presentations here

<https://www.segelflyget.se/Omforbundet/Konferenser/elska2022/>

and here are the recorded video presentations <https://www.youtube.com/user/jenstrabolt/videos>

Also in this work stream we need Point of Contacts, so, if you are interested in a sustainable future for gliding, please send a mail to the editor.

## Part SFCL

Mika Mutru & Ole Gellert Anderssen



In the Technical Conference 15<sup>th</sup> October 2022 in Copenhagen Ole Gellert Andersen and Mika Mutru went through the different experiences that the representatives of the countries participating in the Workstream had informed about in the virtual WS meetings previously.

The Part-SFCL is overall working well, but some of the rules are being interpreted differently from country to country. Especially the theory exams show great differences. In UK, SE, NO and DK the exams are being held by the air sports organizations, but in other countries the exams are arranged by the CAA. The price for an SPL theory exam varies much throughout the European countries, and also the distance a student has to travel to participate in an exam. In general, a student can take more or all subjects in one sitting, but in one European country the student has to travel very far and several times to take the nine subjects.

AMC1 SFCL.135 mentions 120 questions for the whole test – 3 subjects with 20 questions and 6 subjects with 10 questions. That does not really fit with a pass rate of 75%. Therefore many countries use the AltMOC from Germany with 132 questions (3 subjects with 20 questions and 6 subjects with 12 questions).

The Technical Conference revealed that there is no need for urgent changes to Part-SFCL, but there are things that could be changed when time comes. Many of the rules are stated in the EU Regulation, which only can be changed by the EU-parliament. We have to collect those items from the member states to be ready, when a change of Part-SFCL is prepared – eventually as a fast track

procedure by EASA. Some items have already been mentioned for the EGU Workstream – e.g:

- SFCL.345: Why must the initial test for an instructor certificate be made on a sailplane and not on a TMG, when sailplane and TMG are parallel in all the training for an SPL?
- SFCL.320: Must a FI(S)-candidate, who is only flying aerotow, really have 200 launches before attending an instructor course?

For recognizing such a wishes from the different European countries for improvements, the EGU Workstream Part-SFCL Transition needs to have a national PoC's (a "Point-of-Contact") nominated from all EGU member countries. Currently we have PoC's from BE, CH, DE, DK, ES, FI, IE, IT, LX, NO and SE, but we strongly recommend other member states to make their nominations too: name and contact detail of a person who would represent their country in this important EGU Workstream.

A virtual meeting of EGU Workstream Part-SFCL Transition is planned for December 2022 in order to be prepared for the EGU Congress in February 2023.

## Medical

Meike Müller



In October the technical meeting of EGU in Copenhagen approved the proposal of the EGU board to set up a work stream concerning the evaluation and, if applicable, work out proposals for regulation of medical requirements. This will need a deep and intense evaluation of the European situation concerning the medical requirements for glider pilots but also the situation on the authority side and the situation concerning the medical examiner. Gliding is an activity with increasing challenges due to the fact that the demographic situation in most of the European countries develops into directions resulting in increasing ages of the members and therefore pilots. Regulatory institutions in Europe

have to evaluate new clinical and therapeutical options and the respective use and applicability for pilots and the related decisions concerning fitness to fly.

The work stream Medical requirements is set up with a working group which will start the work during winter and come up with results at the upcoming congress. In the work stream the development of optimised solutions both from the point of view of flight safety but also the needs of the pilots has to be one focus. Despite the increasing age of the pilots in need to get medical examinations this fact is also true for the examining practitioners which are faced to conflicts due to increasing bureaucratic burden, declining number of people to be assessed at least in gliding and therefore an upcoming lack of refunding of costs and related work load. Another way of thinking might also be to relieve burden and tasks from national authorities in the field of medical requirements. As such facts are also part of framework for gliding pilots, new proposals have to take these into consideration, if of advantage for the gliding community.

## 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*