



EGU Newsletter 1/2024

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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.

Yet another year has passed and a new year with new opportunities is laying ahead of us, similar to a cross country soaring flight, with possible “up and down winds”. The efforts in EGU have for many years principally been focused on influencing the development of the basic legislation and regulations for gliding activities; airworthiness and maintenance, training, licensing, and operation. Focus has changed over the last two years. While monitoring how regulations are implemented and experienced on national level, and possibly identifying areas of improvement, we have put more emphasis on airspace, safety, medical regulations, and sustainability.

We have continued the practice with monthly regular web-based meetings, but since our newsletter in September, we have arranged a physical meeting with the members of the EGU Executive Board, and we have been represented at the Europe Air Sports Technical Conference

EGU EB Physical meeting Frankfurt in October

We have established good working routines for EGU internal work, using web tools, but it is clearly necessary to come together and work head-to-head to achieve progress on both administrative and technical issues. The executive board met in Frankfurt for a physical meeting in October and covered selected topics on safety and airspace in addition to a general update on our workstreams, and some administrative matters.

Review of EGU membership fees system

The EGU Executive Board was tasked by the Congress last year to review the membership fee system and present the basis for determination of each nations fee to EGU.

The system is based on the number of members in each nation. After reviewing the fees system with updated membership figures from the 2023 survey, it was concluded that the system seems reasonably fair, and it was decided to maintain the system but make sure the result is presented in a more transparent way for the next congress. This will be presented at the congress together with the activity plan and associated budget for 2024.

EGU Website

The EGU website will be updated to include more information on the current work in the Workstreams, as and when there is new material of interest to our members. We are also considering an update with software enabling interactive collaboration on the workstreams through sharing and working on common documents.

News from EAS Technical Meeting in late October.

EGU was represented at the Europe Air Sports Technical Conference which took place at the Flieger

Flab Museum in Dübendorf, Switzerland, in late October, hosted by the Swiss Aero Club and the Swiss Military Aviation. The conference covered a wide range of topics relevant for air sports activities in general, and some of them of particular interest for the gliding community are mentioned here.

EASA GA flightpath 2030+ project

Alain Leroy and Vladimir Foltin from EASA gave presentation of the "GA Flightpath 2030+ project and the outlook of the main GA priorities for 2024.

EASA Mission statement: *We will enhance the GA safety culture enable its sustainable growth, and embrace a digital future so that we can maximize the benefits of technology and encourage wider participation and accessibility.*

The project stands on four pillars: Safety, Sustainability, Digitisation, Inclusiveness.

The project will be represented at Friedrichshafen and various GA events in Europe where various topics will be covered in workshops and panel discussions, open for the public. In Friedrichshafen all NAAs will be invited to a GA sustainability workshop.

Plans for future work relevant for gliding include:

- Revert to declarations against common standard, where medical is one possible area.
- Recharging stations for electric aircraft
- Iconspicuity a reality – ADS-L evolution



Drones and U-Space

Drones, U-airspace and coexistence with air sports activities was high on the agenda for this meeting. EASA has established good interaction with EASA and relevant stakeholders and are represented in various committees and working groups. But, although intentions are good and regulations are in place, sharing of airspace between manned aircraft and drones/unmanned aircraft has not been solved and proven in practice yet. We have to be aware of the potential threat to our activities and keep the topic high on our agenda.

- Long term ambition to coexist in the same airspace, but this requires digital sense-and-avoid based on electronics used by our members
- ADS-L 4 SRD-860 (Flarm) and Smart Phone Apps (WIP) will be sufficient according to EASA.
- The biggest threat is that national authorities do not consider this mature and sufficient and introduce segregated airspace for drones.

For heavier air vehicles, ADS-L solutions will be sufficient (including Flarm). For the lightest users (HG/PG etc) mobile phones will be accepted and applied according to EASA.

EU Environmental issues

A topic which receives increased attention and has potential to threaten our activities is greenhouse gas emission from aviation activities.

- The pressure is on the aviation sector to cut its emissions
- Our community is left out of mandatory policy measures but it already feels the pressure from society
- Growing environmental activism, flight shaming
- This is an emotional debate and aviation is an easy target.

The other very important topic is the use of lead in 100LL (TEL) which will be discontinued soon. The import of 100LL fuel can continue until 2025 into Europe, but the situation beyond 2025 is uncertain. In USA 100LL will be discontinued in 2030, and a replacement is expected at that time. This is an area where it is important that each club and national association review their options and establish strategies for continued operations when the availability of the 100LL is stopped.

Medical certifications

Since Part-MED was introduced, a few things have changed:

- New Basic Regulation, allowing more freedom for proportionality
- FAA introduction of BasicMed and recent review of its effects
- UK introduction of Pilot Medical Declarations and recent review
- Increasing trends in sports and recreational aviation away from EASA aircraft towards Annex I activities

GA needs a more proportionate approach to pilot medical fitness. EGU participates with EASA in

developing a proposal for self-declaration of medical condition presentation to EASA in the near future. The overall target is to be allowed to fly with the same medical requirements as for the driving license.

Heads up for the 2024 Congress

I believe we have all experienced after the Covid restriction that it is clearly necessary to come together in physical meetings and work face-to-face to achieve necessary contact and progress on both administrative and technical issues. So, we hope to be seeing you in Luxembourg at the end of February for some good discussions on important topics for the gliding community in Europe.

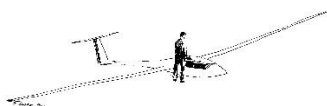
For those of you who will not be present in Luxembourg, we hope preparations for the new season are well in hand and both as individuals and as clubs, that much of our focus will be on safety when the operations start.

A report from the General Secretary

Mika Mutru



The 31st EGU Congress 2024 - the annual general meeting of EGU will be taking place on Saturday 24th February in Luxembourg. Meeting will be hosted by the *Fédération Aéronautique Luxembourgeoise* (FAL). Official EGU Congress Invitation was sent out to all Full and Associate Member associations and their nominated delegates and alternates just before Christmas. The Congress will be divided into two sessions: the technical one on European gliding topics e.g. Licencing and Training, Airspace and Interoperability, Airworthiness, Safety, then followed by administrative one for the official general meeting of EGU. On the general meeting agenda there will be confirmation of our most recent member applicants Ukraine and Australia on the table as well as Executive Board member elections.



Flight Safety

TO Ted Richards



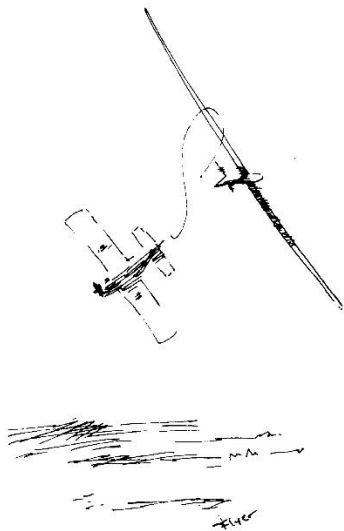
For those of us in the northern hemisphere, the days are now getting longer and our thoughts will probably be turning to the new season. Hopefully, both as individuals and as clubs, much of our focus will be on safety. So now is an excellent time to ask yourself, what are you doing to make 2024 a safer year?

Within the EGU safety workstream, we are planning on developing some resources which we can share in the near future across the community to support what could be termed “[season openers](#)”. These could take any number of formats and cover a huge range of topics. Indeed, there are so many topics that could be covered that it’s hard to work out which one can have the greatest positive impact. On the flying side, safe launching is clearly critical, and a quick refresher on broadly universal guidance on [tug upsets](#) and [safe winch launching](#) would be a good starting point with any pre-season refresh. After any flight, we need a successful landing, particular if it’s away from the airfield, so [field landing guidance](#) is also important, mindful that the basics may be consistent but there are many [environmental differences](#). Let’s not forget that before getting airborne there is also lots to focus on regarding equipment and individuals. Last year we highlighted the vital importance of [correct rigging](#) and, after what might have been a 6-month hibernation for your glider, everything should be carefully planned and double checked when the glider sees the first light of the New Year. Remember – no distractions! For you as an individual, you also may be quite out of currency - and club operations may not be quite as slick or smooth as they were at the end of last season – so a reminder to everyone of the [currency barometer](#) is important.

As for format, these “season openers” can take any number of forms. Some countries mandate clubs to carry out face-to-face briefings, while others rely on less formal arrangements within clubs, and some rely entirely on individuals to ensure that they and their

equipment are “fit”. We can’t say what is the most appropriate, but we do hope to be able to describe the range of options so you can decide what is most appropriate for your situation.

The EGU Safety Workstream will be working up these materials in the coming months. We look forward to getting first-hand input from delegates at the forthcoming Congress and, outside that slightly limited audience, any inputs readers may wish to make will be hugely appreciated. Please give us your views on what is really important to be reminded of or trained on at the beginning of the season before first flights or first cross-countries. Hopefully, alongside the weather, we can then make 2024 a spectacular and safe year. Let’s share and learn!



Sustainability

Robert Danewid



Sustainability is difficult! The workstream is still in its initial phases. We have two subgroups; diversity and environment. In both subgroups we are building up networks and we need more Point of Contacts (PoC). The intention of the WS is to gather information on “good practice” and links etc will, in the near future, be published on our website <https://glidingunion.eu/>.

In the meantime you can find >95 articles about environmentally friendly gliding at <https://nordicgliding.com/category/elektro/> and

<https://nordicgliding.com/category/trailer-og-elbil/>



Medical

TO Meike Müller



The EGU work stream Medical starts its work to discuss and develop the related issues and facts. This was already planned over a long period of time, but the relevant trigger to start the discussion work came up with the change of the basic regulation which might allow to restart an evaluation of the factual situation concerning medical certificates for glider pilots and to develop proposals adapting requirements for the medical certificates. The difficult situation concerning medical and gliding can be observed these days which might be despite the ageing of the glider pilots also a point of medical regulation and handling of AME.

The slightly changed regulatory framework laid down in the new basic regulation and the Flight Path 2023+ of EASA gives possibility to start a new discussion and might give the chance to change the regulation of medicals in the European Union and EASA land. The EGU work stream will deeply discuss and evaluate the current situation in the member states and the respective demands on national level to allow a coordinated approach to new proposals which will be assorted together with Europe Air Sports to allow a coordinated discussion with the European regulator and hopefully improve the situation in the future.

EGU website

Have you visited our website?

<https://glidingunion.eu/>

A lot of information.



EGU List of contacts

President: Arild Solbakken

1st Vice President: Meike Müller

2nd Vice President: Ted Richards

Secretary General: Mika Mutru

Treasurer: Robert Danewid

Contact details can be found on the website

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 22 full members and represents more than 66,000 glider pilots