



# EGU Newsletter 2/2024

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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 Gliding friends*

The European gliding season is well underway and the first five months of the year 2024 have passed. Judging from reports in the various magazines and online platforms for glider pilots where flights can be uploaded, shared, and analysed, even though the weather has been rather poor in parts of Europe in periods, a number of you have experienced some quite nice gliding this year already.

### Access to free airspace

In spite of the good flight reports, access to free airspace is an increasing challenge for gliding and other air sports all over Europe. There are differences in how the rules for airspace design are interpreted and implemented from country to country, and how operations with mixed traffic are conducted around Europe. In many countries access to airspace is severely reduced, and in some countries access to airspace previously used for gliding has even been denied for longer periods.

Availability of free airspace is one of the main future challenges for air sports. One of the most important

areas for EGU is to protect the interests of free time airspace users, so this continues to be a priority activity for EGU. For airspace and interoperability three main focus areas are maintained:

- Coexistence with other operators in the airspace including unmanned traffic.
- Increased and less accessible volumes of controlled airspace, some of which are very rarely in use as they are mainly for air traffic management flexibility and emergency reasons.
- General ban on overflights of nature reserves for conservation of European Wildlife and Natural Habitats.

### Drones and U-space

The Drones and VTOL-capable aircraft (VCA) industry is in rapid development, backed by heavy commercial interests. In addition, the industry has a large public interest through activities related to defence, police, fire fighting, search & rescue, ambulance, and civil protection services. This means the industry is developing with significant gravity and power. There is a drive from the drone industry for “maximum access to air space at lowest possible cost”. Therefore, we need to be prepared to fight for our share of the airspace.

A tool for the air traffic management authorities for integration of unmanned traffic in the airspace is the new U-space. The regulatory framework for the U-space was implemented by the European Union Aviation Safety Agency (EASA) 3 years ago, and the first set of Easy Access Rules (EAR) for U-space was published 29. May 2024.

The U-space is designed to mitigate the risk of collision with manned aircraft and enable efficient and fair usage of the airspace, including safe, dense and complex drone operations (e.g. Beyond Visual Line of Sight (BVLOS)).

U-space must be supported by a set of new services, provided in a digital and automated manner, inside some portions of airspace, either controlled or uncontrolled. In order to make this work, all users must be equipped to be conspicuous and there must be an infrastructure capable of handling the intended traffic.

It therefore becomes extremely important to ensure the right equipment requirements and EASA, supported by the air sports organisations, promotes the use of FLARM and Mobile phones for electronic conspicuity, in addition to ADS B Out (1090 Mhz).

The rules describe a framework with good intentions for all airspace users. But we would again remind you that implementation of the rules will take place on national level, and it is important that you:

- Engage with the air traffic management authorities and get involved in airspace design
- Stay vigilant on the development
- Know your rights and fight if necessary

EGU and EAS are working to influence the development on EU level and provide support on local level. The EGU Airspace Group (EAG) is a working group of representatives from the member states, with interest for and insight in airspace issues. We encourage more member states to join and share information, stories, challenges and concerns on airspace matters from your own country.



**EUROPEAN  
EGU GLIDING UNION**

**Free movement allowing  
gliding to thrive and grow!**

**Working to improve opportunities for  
gliding within European regulations:**

- safe and sustainable activities
- minimum amount of regulations
- access to airspace

**www.glidingunion.eu**

We also need you, the airspace users, in all areas of Europe to collect statistics for all the gliding activities to demonstrate our presence in the airspace and document the actual use.

#### **The EASA GA Flightpath 2030+ Mission Statement**

The GA Flightpath 2030+ is the latest phase of the EASA GA Roadmap, which builds upon previous achievements in general aviation (GA). The key areas of focus are:

- Safety: Enhancing safety culture.
- Sustainability: Enabling sustainable growth.
- Digitalization: Embracing a digital future to maximize technology benefits.
- Diversity: Encouraging wider diversity and accessibility

This will influence the priorities for the EGU work going forward.

#### **Medical certificates**

Europe Air Sports (EAS) has prepared a proposal for self-declaration instead of examination, for medical certificates. A pilot should be permitted to declare compliance with medical standards for non-commercial operations in aeroplanes and helicopters < 2730 kg, including all sailplanes and balloons. The medical standards need to be set out in more detail, but broadly, in accordance with driving licence standards.

The proposal was presented initially at EAS General Conference 2024 in UK and will be presented to EASA GA COM/TeB during second quarter this year.

#### **Part66L**

Part 66L issues have been on the agenda both in the EGU, EAS and in meetings at EASA level (GA TeB & COM) for some time, without any significant progress. EASA seem to understand the difficulties to fulfil the requirement for 66L in club environment but have been reluctant to recognize the severity of the situation as there have been little direct feed-back and complaints from member states, and no applications for Basic Regulation, article 71 exemptions. Attempts have been made from EGU together with EBF (European Ballooning Federation) to document the size of the problem, in particular with respect to the recency issue, and actions have been agreed at EASA level. But the latest response from EASA, indicate they have not had resources to progress the work due to other unplanned work.

We have received concerns from member states, and it is time to mobilize more action from EGU on these issues. A possible way forward could be to join forces with the EBF and collect as much information as possible from our members on the status at national level and form a working group to prepare a message to EASA on the situation and possible measures.

#### **Fuel situation**

The threats to leaded fuels in the context of climate change and the push to greener alternatives are

monitored closely by EAS. The chemical Tetra-ethyl-lead (TEL), required for manufacturing of Avgas 100LL, will be banned in Europe in May 2025. This will result in total stop of the supply of Avgas 100LL still needed by many older tow planes requiring high octane gasoline. Several manufacturers have applied to the European Chemical Agency (ECHA) for dispensation to allow Tetra-ethyl-lead (TEL) supply to continue beyond 2025. The industry is still waiting for a decision on the applications, expected to take place by the end of May 2024, but there are no news yet. In summary:

- TEL import stops by 01.05.2025 if no authorization granted
- AVGAS 100 LL could possibly still be imported – most likely to increased cost
- Alternative fuels may be available, but STCs with EASA validation will be required

In worst case, airplanes with piston engines requiring high octane gasoline, might be unable to obtain fuel if dispensations are not granted, or alternative fuel solutions are available.

#### **Diversity / inclusion**

On initiatives by Swedish Gliding, "Segelflyget", Scandinavian Women meets are under way this summer, and EISKÅ, a seminar on Electrification of Gliding, takes place 28-29th August 2024. Invitations for both events have been distributed and promoted in social media. EISKÅ will be concentrating on environmentally friendly launch methods and there will probably be a full electric Skylaunch winch.

#### **Local Points of Contact (PoC's) for all EGU work streams are wanted**

EGU needs more interaction and feed-back from all members to ensure right focus and to achieve positive results in all work streams. As a general note we need your experience and expertise in the daily work and encourage all member states to nominate members to the work streams to support our work.

Enjoy the summer and stay safe.



## **A report from the General Secretary**

**Mika Mutru**



#### **EGU Congress 2024**

Annual EGU Congress 2024 and the General Meeting was successfully held in Luxembourg 24th February. Event was hosted by the Fédération Aéronautique Luxembourgeoise and attendance with 17 Full Member nations present out of 21 was just fine. In the technical session we had Vlado Foltin from EASA and Andrea Anesini from EAS both giving interesting presentations about ongoing topics.

Full membership of Ukraine (since last June) was now officially confirmed by the General Meeting. Associate membership of Gliding Australia (since last August) was confirmed as well. In the technical session we were glad to hear some words by the delegate Roman Iermakov about their gliding community.

Furthermore, the number of EGU Full Members was raised to 23 after approval of the membership application of the Portuguese gliding community by the General Meeting.

#### **WS Part-SFCL Licencing and Training**

In the Technical Session we heard the latest updates about EGU Workstream activities. In fact, we have six workstreams where there are national point-of-contacts (PoC) nominated (one per country). However, it seems that only the most active EGU nations have nominated a PoC. Of course, it is up to each EGU Full or Associate Member to decide if they want to be in a Workstream, or in which of those. But for example, the WS Part-SFCL Licencing and Training (former Part-SFCL Transition) is now starting preparatory work for collecting comments/improvements for the Part-SFCL future revision. Such work has not yet started in EASA but is expected to start in the next few years. Once that will happen, it is important for the EGU to be well prepared. Currently the following 13 nations have their PoC nominated in WS Part-SFCL Licencing and Training: BE, CH, DE, DK, ES, FI, FR, IE, IT, LX, NL, NO, SE. More information is available from the General Secretary.



## EGU at AERO 2024

TO Safety Ted Richards



For the first time in many years, EGU was able to have a meaningful presence and participation in Aero 2024. Supported by several members of the Board, the EGU ran a small stand alongside Europe Air Sports and the Deutscher Aero Club. Here we were available to answer questions posed by all visitors, and we also toured around the exhibitions to engage with key stakeholders and inform the wider community of our role and purpose.



Aero Friedrichshafen is one of the most prominent global trade shows for general aviation. It brings together innovators, manufacturers, and associations to showcase the latest advancements across all disciplines and to project future initiatives. Aero 2024 was particularly important for gliding with the 30<sup>th</sup> anniversary of the exhibition coinciding with the biennial focus on gliding and a re-emergence from the pandemic-related disruptions that had drastically curtailed activities in 2020 and 2022.

Being present at such an event provided an unprecedented opportunity to be a face for the general public, and being able to advocate the interests of gliding enthusiasts at a policy level to such a wide

audience. Moreover, being able to meet in person with key individuals from organizations such as EASA and national aero clubs, is vital in building a solid network of influence and was one of the many positive outcomes of our presence. Collaborative efforts forged during these exchanges could potentially lead to innovations benefiting the gliding community in terms of safety, performance, sustainability, diversity, and other areas of our work. The opportunity to participate actively in a range of seminars and workshops also enabled us to gain valuable insights into emerging trends and best practices.



There were many highlights to the exhibitions but probably most striking was the heavy emphasis on sustainability. This was evident not just within the glider hall but also within the micro-light and ultra-light areas where discussions on regulatory aspects were very instructive. It was a pleasure also to see a strong presence from the Vintage Gliding Association, the experimental works being carried out by universities, and space for humour with a modern two-seater equipped with an audible horn to clear animals from runways!

EGU's attendance at Aero 2024 was a great success, albeit something of an experiment. We will look to adjust and improve what we might look to do at the next opportunity in 2026. Meanwhile, we look back on an extremely successful set of professional engagements, valuable learning opportunities, and the first-hand dissemination of the EGU's message and role to a diverse and influential audience.



## Sustainability

Robert Danewid



Just to mention a few projects on the diversity and sustainability subject.

The British group WomenGliding is very active. See here: <https://womengliding.co.uk/>

This year they are running, with others, Go Gliding weekends. Read more here: <https://gogliding.uk/>

An excellent initiative and good inspiration for the rest of us!

In Sweden the Swedish Soaring Federation is running an open house for all interested women in the weekend of 23-25 August at their beautiful Central School at Ålleberg, close to Falköping. One tow is free for all participants and you can live cheap at the school. NO entry fee. The main intention of the Meet is to create network between gliding women.

At the same venue, in the week after, Aug 28-29, the Swedish Soaring Federation with the support of EGU will organize the 2<sup>nd</sup> EI Gliding Conference, EISKÅ. The first meet two years ago was a great success. Read more here (use the translation function) <https://nordicgliding.com/vi-blev-lidt-klogere/>

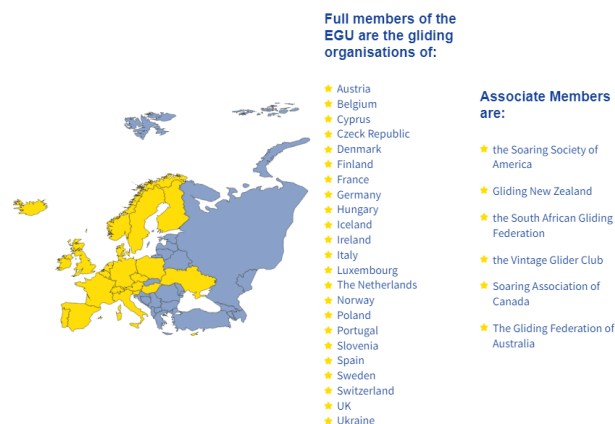
This year the focus will be on launching methods. We will tow with Euro-FOX 915 and Dynamics 915 and 916 as well as an electric winch. We will also have an ASG 32 EI and a JS-3 RES, and hopefully one more electric glider. For towing tests we have a Bergfalke and a DG-1001neo. If you are interested in participating in these events please contact the editor (contact details in the header).

## EGU website

Have you visited our website?

<https://glidingunion.eu/>

A lot of information. The map below shows (yellow) the membership countries of EGU. Is your country a member?



## EGU List of contacts

President: Arild Solbakken

1<sup>st</sup> Vice President: Ted Richards

2<sup>nd</sup> Vice President: Meike Müller

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 23 full members and represents more than 66,000 glider pilots*