



EGU Newsletter 2/2021

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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

Patrick Naegeli



We closed the EGU's annual conference in Copenhagen in February 2020 on an upbeat note. Having spent many years principally focused on airworthiness, licensing and operational regulations, our focus was shifting and placing more emphasis on future airspace and interoperability, safety, environment and club and sporting development. EGU members endorsed work programmes in each area, and agreed to support them by providing dedicated points of contact and expertise.

As 2020 drew to a close, however, the majority of EGU members were reflecting on a year like no other. Within a week of the close of the Copenhagen meeting, many governments had started to introduce strict controls on domestic and international travel in response to the rapidly escalating Coronavirus pandemic. Initial thoughts

that COVID-19 would be controlled – if not eradicated – by the end of 2020, proved to be optimistic. Given the impact that the pandemic had on normal life, it is of no surprise that gliding was very significantly impacted in many countries.

Through 2021, the world made good progress with the development and roll-out of vaccines and helped begin the unsteady process of returning life to some form of 'normal'. Gliding activity levels picked up for many members, though financial and other resources remained under pressure and so constrained the amount of development work that could be done while maintaining the basic viability of many gliding operations.

As we approach 2022, Coronavirus is still with us. The resurgence in infection rates in many areas and the appearance of new variants of the virus still create uncertainties about the year ahead. Nevertheless, once we have ensured the viability of our sport, it is also important that we maintain an appropriate amount of focus on future development.

The EGU Executive Board met in person in October for the first time since February 2020. While we have met monthly by Teams since Copenhagen, I think that we all understand that virtual meetings cannot entirely replace the experience of working collaboratively in the same place. Over a full day and a half, the EGU Board covered:



The board at the first physical meeting in 20 months

- The status of work in each of the EGU’s **priority work streams**:
 - Continuing airworthiness and maintenance
 - Flight crew licensing and the progress of the implementation of SFCL
 - Airspace, interoperability and electronic conspicuity – including the evolution of drone and unmanned aerial systems
 - Diversity and inclusion – to help broaden the appeal of gliding to under-represented communities
 - Positioning gliding as a leader in the support of society’s progress towards a more environmentally sustainable future
 - Establishing a more coherent European-level initiative in support of maintaining proportionate medical requirements for sailplane pilots
- Drafting the EGU’s **budget for 2022** – last year the EGU Board reduced the subscription rates for members very substantially to reflect the challenges that the Coronavirus pandemic was having on gliding levels and the finances of national gliding federations. The EGU understands that the same challenges remain, and will be keeping subscriptions as low as possible – substantially below the 2020 levels – for another year. Members will be receiving more detail on the proposed budget for 2022 shortly.

- The **2022 EGU annual conference** – which we are intending to hold, courtesy of the Norwegian Gliding Federation, in Oslo next February. Of course, we are monitoring the Covid situation with our Norwegian colleagues carefully, but are very hopeful that we will all be together once more.

We have a packed and very important agenda, and look forward to working very closely with all EGU members on each item – and any others that they’d like to add to the EGU’s task list in the future.

As previously stated, my EGU Board colleagues and I would like to express our gratitude to all EGU members for their continued support, input and counsel during 2021.

Stay healthy, stay safe.

EGU Congress 2022 in Oslo, Norway

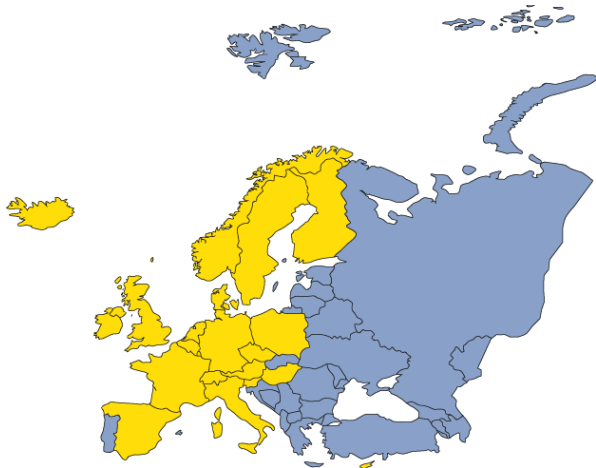
Mika Mutru, Gen Sec



Our next General Meeting, namely EGU Congress 2022, will take place in Oslo, Norway on Saturday 26th February 2022. A face-to-face meeting is under preparation and an official invitation with a preliminary agenda will be sent out in mid-December by the General Secretary.

EGU Delegates participating at the last Congress 2021, the virtual one, may remember Patrick Naegeli’s remark that he will not be able to serve full three year term-of-office as President. Already a while ago Patrick announced to Executive Board about his decision for resignation at the next Congress. By that time, February 2022, Patrick will be completing with 10 full years as EGU’s President. Consequently, EGU Executive Board encourages now all EGU Full Member

associations, who are interested to nominate a candidate for next EGU President, to consider doing so. More information will be included into EGU Congress Invitation to be distributed out in December.



EGU members (yellow)

Part-66L recency issues

TO AW&M Henrik Svensson



A short time ago all glider technicians in EU had to convert their national licenses to European part-66L licenses. This conversion has been quite seamless due to good cooperation with NAA's. But a holder with a 66L license do now need to comply with EU regulation and with this we can see issues with recency requirements for 66L. These 66L holders shall demonstrate 6 months of maintenance experience in the preceding 2-year period among other things! These demands are of great concern of the GA community. Certifying staff acting mainly as volunteers in aeroclubs is not able to demonstrate 6 months of practical experience within the last 24 months in order to maintain their privileges. We have informed EASA about our concerns and they understand that there are difficulties for 66L holders working with GA and especially gliders to fulfil these recency requirements of today and that this is something that we need solve.

There are also some countries who are trying to solve this with alternative solution by a so-called Alternative Means of compliance (AltMoC). If such an AltMoC go against the regulation, which is not allowed, this is no alternative solution that can be used. In this case maybe article 71 (according to Basic Regulation) could be a possible solution in the short term. EASA will evaluate the need to revise quickly (fast-track?) the specific rule, but this will nevertheless take some time.

We need to gain more information how many valid 66L license holders we have among our EGU members so we can inform EASA that there are many 66L holders that may lose the validity of their licenses in a short time which will affect our community in a negative way. **So, I invite representatives in our member countries to contact me and report how many glider technicians that have converted to a 66L license in their country.**

We will inform more about the progress about these issues later.

Airspace & Interoperability

TO A&I Andreas Peus & Claus Cordes



Discussion among national representatives has shown, that airspace design by the relevant national authorities differs significantly. Also the way, in which different stakeholders are involved in the design process varies from nation to nation.

An agreement has been made to exchange facts about airspace design with in EGU members. This contains principles for assignment of airspace classes to certain airspaces like TMAs and CTRs, as well as patterns to determine the lateral and vertical extension and the kind and quantity of traffic within those airspaces.

At first glance certain national authorities seem to block an excessive amount of airspace for commercial operations, especially around major airports. Flying at low altitude far from the landing

threshold is of no interest for airlines, as fuel consumption and received noise on ground increase and true airspeed decreases at low altitudes, whereas wide parts of that airspace are essential for glider pilots also from the view of flight safety.

The upcoming meeting for the “EAG” (airspace group) will be used as kick-off for the relevant activities.

Flight Safety

TO Safety Bernard Hautesserres & Ted Richards



As mentioned in the previous newsletter, and building on the discussions at Congress, the EGU is looking to develop a system whereby we can exchange experience and actions to be implemented in support of safety across all our gliding federations.

We believe that this is a hugely important area of work with very direct benefits to federations, clubs, pilots and families. To move the work forward we have contacted each federation with a request for a focal point for safety issues. So far we have received a number of replies but we lack details from a number of federations. We would ask for your early inputs so we can complete our database and move forward together.

Our next steps are to reach out to those people whose details we have and set up an initial meeting in order to start making some concrete early steps. We expect that will lead to us gathering a range of views which we will bring together to generate a liaison and exchange document.

We are counting on you to help us move forward – safely!

Part SFCL

Mika Mutru & Ole Gellert Andersen



Part-SFCL has now been in use through two gliding seasons. It seems that no major problems in implementation has been focused by EGU Members. However, some nations have informed about some difficulties with theory examination details, especially with the very precisely set number of questions as set in item (c) of AMC1 SFCL.135. Particularly where there is the number of questions only 10, it means that the minimum pass criteria in that subject is not anymore 75% but 80%. This clitch of the AMC of EASA origin mentioned can be, however, be corrected at national level by creating an AltMoC (Alternative Means of Compliance) in co-operation with national CAA for raising number of questions required, e.g. from original 10 to 12. Some EGU Member States have an AltMoC in place, e.g. in Slovenia and Germany. If interested, please contact with your EGU colleagues there for more details. Furthermore, we plan to have a mutual discussion session soon on experiences in this workstream with our EGU network of PoC's (by having a virtual meeting), but exact date not yet set.

Medical

Meike Müller



Since the introduction of SFCL, the related privi-leges of the single glider licence are defined by the respective ICAO Class 2 or LAPL medical certify-cate for flying outside or inside of the European Union respectively. In Europe the examination is performed by an aeromedical doctor or a general practitioner, if accepted by the national given requirements. Reduced frequencies of examination compared to ICAO rules and

extended examination intervals have been established for LAPL medical assessments.

In an ageing, more friendly called maturing, group of glider pilots the changing situation concerning gliding related risks, new clinical and therapeutical options a working group shall be installed and work in order to find optimised solutions both from the point of view of flight safety but also the needs of the pilots.

The consequences related to demographic facts for the health situation of acting glider pilots, certainly does not necessarily mean that further flying activity in gliding has to mean a safety risk. The experience brought along by this group of people is of compelling importance for gliding operations, also in terms of flight safety. Increasing bureaucratic burden on flight examiners leads to a decrease in numbers in some nations of the EU and more and more doctors do not offer flight fitness examinations anymore. This problem does not yet apply or has not yet been recognised at national level, but will lead to a significant burden on glider pilots in a few years' time.

The above mentioned working group for medical questions shall work on and develop proposals on e.g. the facilitation of medical requirements of glider pilots, reflect the medical infrastructure and propose ideas to decline the burden on flight surgeons.

Further thoughts should be spent on the reflections for development of alternative models for medical fitness testing by existing structures for other aerial sports a e.g. hang gliding and microlight flying. Such a model could be, coordinated in the EGU, submitted to EASA for use.

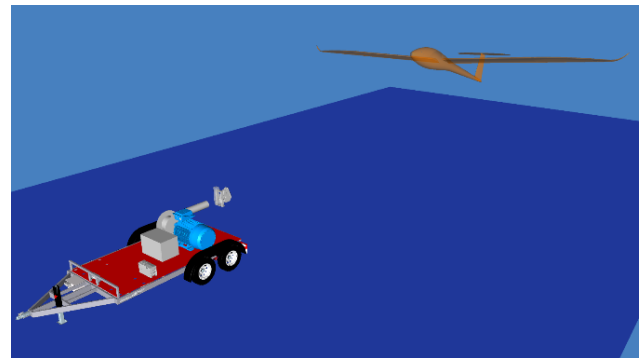
Last, but not least, the situation concerning medical assessments and burdens shall be reassessed and in consequence could be adapted to the needs for future gliding.

Environment

Robert Danewid

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.

As a first EGU is supporting a project on designing a battery driven winch that is built from parts available on the market, industry and/or automobile industry.



A rough sketch of the “EGU electrical winch”

As a second topic EGU has embarked on formulating a strategy for a “Net-Zero Footprint Gliding”.

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.



I want you for EGU!

Diversity

Robert Danewid



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 establish a network that can discuss and develop ideas to recruit more women to gliding. We have a few names, but only women. We need more and not only women!

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.

EGU website

Have you visited our website? Same address as before, but much more modern and full of information.



<http://www.glidingunion.eu>

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

