



# EHPU MC Newsletter

May 2021

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## The President says:



You are holding in your hands – or better: on your screen – the first edition of the "EHPU MC Newsletter". The purpose is to inform you about what has been discussed in the Management Committee, in a short and concise manner. This is an addition to our meeting minutes, which are available to all of you on our shared drive.

The name "MC Newsletter" has been chosen on purpose: MC is not only the short form of Management Committee but also of the Master of Ceremonies. The Master of this Ceremony is our General Secretary, Mark Shaw. I would like to thank him for his extra effort of putting together this first edition. Feel free to comment and give feedback via mail of our WhatsApp-Chat Group.

Happy landings at all times!

- Urs Frei -  
President EHPU 2020 (and some of 2021...)

## General Secretary's corner.



I wish you a very warm welcome to the first EHPU newsletter. It is our intention to produce a periodic newsletter to keep everybody in touch with EHPU activities in-between our Annual General Meetings.

The EHPU Management Committee (MC) has been very active over the past year. For the first time since EHPU began, the MC has held regular online meetings. Last year the MC held six scheduled meetings and one extra meeting to respond to urgent project work concerning U-Space (airspace for drones). Minutes are produced for all MC meetings and these are available on the EHPU "Internal" database using your personal login details. Details of the location of Minutes are in the "Resources" box in this newsletter's margin (back page). In this Newsletter we will report on the AGM; our involvement with Europe Air Sports on matters of Electronic Conspicuity and U-Space; a call for potential new EHPU members; ESTC matters, and an update on work on the EHPU accident database. If there is anything you would like to contribute for future newsletters, please do not hesitate to get in touch with me at [ehpu@ehpu.org](mailto:ehpu@ehpu.org)

I look forward to meeting up with you all later this year at the AGM and wish you a healthy and happy 2021.

Mark Shaw  
EHPU General Secretary.

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## EHPU Events.

### Annual General Meeting.

Had we not had the Coronavirus pandemic, we would have all met in Switzerland in February and already have enjoyed the hospitality of Switzerland and the Swiss Federation (SHV) under the Presidency of Urs Frei. However, the administrations in Europe imposed travel restrictions that made meeting up in person impossible and the decision was made to postpone the AGM until June in the hope that restrictions would be significantly lifted.

The MC has been monitoring the continuously evolving situation very carefully. It has taken the view that the re-arranged AGM in June was still at risk of disruption. The decision was made to postpone the AGM further, and Urs wrote to you all in April to confirm the new date of **25<sup>th</sup> September 2021**. I hope you have all added this date to your diaries.

The meeting location is planned for Lucerne in Switzerland, which is served by the international airports of Zurich and Basel.

The Management Committee will reassess the Corona situation in mid-June. Following that, further information about arrangements for the AGM will be made.

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## EHPU Membership.

### Potential new EHPU member countries.

We are looking to expand our EHPU membership which currently consists of 19 European countries. A Google search reveals that Europe consists of over forty countries. Many of these will have active hang glider and paraglider pilots and national flying associations or federations. If you have flying friends that could put the Management Committee in contact with flying association representatives in European Russia, Ukraine, Poland, Greece or any of the other European countries that are not current members, please get in touch.

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## Airspace.

### Airspace, U-Space and drones.



The introduction of “U-Space” and the incorporation of drones into the airspace that we have traditionally enjoyed may be an existential threat to hang gliding and paragliding in some locations. It might seem like a far-off threat, but the EU is clearly pushing ahead with U-Space plans. Denmark has already tried implementing restricted airspace in favour of drones.

In other European countries, drones are being used to trial the airborne transportation of goods and medicines.

Regulators may look at mandating that every aircraft carries a transponder (Electronic Conspicuity device, or EC device for short). Their aims would be to reduce the risk of mid-air collisions in airspace that is getting busier, and to facilitate the adoption of U-Space to allow drones to mix with manned aircraft.

The Management Committee and our Airspace Officer Helmut Bach have dedicated a lot of time so that our concerns are heard by the appropriate bodies. Following a report by Helmut, the Management Committee convened an extra meeting in November 2020 to explore how it might work with Europe Air Sports to ensure that the specific needs of HG and PG were properly represented to the European rule-making body EASA.

Our Europe Air Sports representative Marc Asquith and I have been kept occupied in preparing Europe Air Sports so that they properly understand our concerns about EC and U-Space when they represent EHPU in front of EASA. This work included attending a Europe Air Sports online meeting and writing a Position Paper in January this year (a copy is available on the EHPU Internal Drive).

Europe Air Sports responded positively to our Position Paper and requested that Marc Asquith attend an EASA Working Group meeting on EC on 16<sup>th</sup> March. He was one of a panel of three experts representing Europe Air Sports members in front of EASA, making recommendations regarding Electronic Conspicuity to its U-Space steering group. Marc highlighted a number of points unique to our airsports, including HG and PG weight limitations (in terms of carrying equipment); the low airspeed of HG and PG (we will not be diverting to avoid other types of aircraft as we are not fast enough, they will have to move to avoid us); and price proportionality - the cost of most "heavy aircraft" EC devices are hugely out of proportion to the low average cost of the average paraglider or hang glider.

Government Departments of all nations and communities tend to overlook our disciplines and forget our 110,000 active aircraft. Europe Air Sports and EASA now have a better understanding of the specific needs and limitations of HG and PG. Marc regarded the EASA meeting as a positive step, and the benefits of recent interactions should enable EHPU to realise the value of the contributions it makes to Europe Air Sports. Through Europe Air Sports we have a voice representing us to EASA, and a Europe Air Sports Officer (Michel Rocca) who specialises in EC and who has been fully briefed on hang gliding, paragliding and the EHPU.

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## ESTC update from Sanne Both, ESTC Chairwoman.

Last year the ESTC meeting was held on the 6<sup>th</sup> of June. Due to the COVID 19 pandemic it was decided to have an online meeting. A total of 19 participants representing 14 countries were present. The major topics were the COVID 19 pandemic and its impact on flight regulations per country, the EPI license and the accident database. The EPI workgroup will have an online meeting this spring/summer to continue with the input obtained during the meeting.

Since the COVID 19 pandemic and its regulations make it impossible to plan a physical meeting this June/July we are trying to organize a combined meeting with the EHPU. The EHPU annual meeting will take place on the 25<sup>th</sup> of September and the idea is to schedule the ESTC on the 24<sup>th</sup>, otherwise an online meeting will be scheduled for 2021.

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## EHPU "Safety Network" Accident database update.

Many EHPU member federations now contribute data to the EHPU accident database and realise its effectiveness for conducting research into accidents and incidents. The database has illustrated its value on a number of occasions by providing us with information (collected from many federations' submissions) that has resulted in the publishing of safety actions.

An incident may occur in one country seemingly in isolation, but our unique database enables pan-European data to be collected and analysed, and trends revealed. Therefore, the more federations that contribute to it, the better.

France has a huge population of pilots and a wealth of information that can be used to enhance our existing EHPU data, provide further data for analysis of accidents and accident trends, and ultimately make our sports safer. The stumbling block has been the integration of the data from the French Federation (FFVL), which has traditionally used its own system. However, it seems that we now have a solution,

thanks to Robin Frieß and Karl Slezak from DHV who have worked with the FFVL on a method of integrating FFVL data into our database in a meaningful way.

EHPU delegates have already agreed a sum to assist in the funding of the background technology work, and the DHV has kindly committed additional funds to the project. An additional 1500 Euros is needed, and you will be asked to approve this at the upcoming AGM.

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## Arne Hillestad.



We cannot end this newsletter without acknowledging the contributions of Arne Hillestad, who died in January this year. Arne was a long-serving member of EHPU and ESTC. He was the EHPU President in 2014 and acted as General Secretary of EHPU for four years before he was succeeded by Bojan Žižmond (in 2019). During this time, our organisation grew to over 100,000 members.

We knew Arne as somebody who forged strong relations with others in our group and shared his enthusiasm widely for the development of our sport, and in particular the advancement of safety.

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## Final word.

I would like to finish on a high note to introduce a feature to close this and future newsletters. I would like a photo of flying in your home country, and a bit of background information to the photo. It does not need to be you flying - just an interesting or representative scene of a flying area, so that we can all learn a little bit more about what your flying locations look like! The next newsletter will feature Austria, and we will run alphabetically through member countries.



*Location: Stanage Edge, Peak District, England. Pilot: Mark Shaw. Stanage Edge is a 2km long inland ridge, popular with climbers, walkers and of course hang gliders and paragliders. Pilots regularly fly from this site to the east coast of England over 100km away (called the "ice cream run") - they land on the beach to buy an ice cream!*