



EHPU MC Newsletter

August 2023

In this edition:

- *The President says.*
- *From the General Secretary's desk.*
- *EHPU Events.*
- *EHPU Membership.*
- *Airspace.*
- *ESTC Update.*
- *EHPU "AIDA" Accident database update.*
- *Recycling of old parachutes.*
- *WG6 update.*

The President Says.



I am pleased to update you with this newsletter on EHPU activities between our Annual General Meetings.

We are always striving to increase the number of EHPU member countries in order to represent the interests of hang gliders and paragliders in the best possible and most powerful way. After all, there are always new challenges to overcome, be it in training and licensing, in technology or in our daily flight operations in airspace shared with other air traffic participants. National hang gliding and paragliding associations are therefore most welcome to join our organisation and strengthen our representation of interests.

The next EHPU Annual General Meeting will take place in Austria on the weekend of 3rd and 4th February 2024. I look forward to seeing you there.

Ewald Kaltenhofer - President EHPU 2023.

From the General Secretary's Desk.



Hopefully all EHPU delegates will have had the chance to download the 2023 AGM Minutes and will have taken a few moments to view the photos and reflect on the wonderful weekend in England's Lake District. I am pleased to say there was even some flying that took place – most unexpected, given the reputation of the Lake District in winter! It was an extra significant event for the BHPA as hosting association - it celebrated 50 years of hang gliding at the same event. EHPU delegates enjoyed the company of some

British luminaries from the sport's early days during the evening's entertainment.

The EHPU Management Committee (MC) continues to be very active, with its bi-monthly online meetings chaired by Marc Asquith and with the attendance of MC members: Robin Friess, Thomas Senac, Rodolfo Sacconi, László Szöllösi, Sanne Both (as Chairwoman of the European Safety and Training Committee) and our 2023 President Ewald Kaltenhofer.

I would like to offer congratulations to our Italian delegate Rodolfo Sacconi, who was elected to the Europe Air Sports' Board earlier this year. This is a significant step in the increasing recognition of our sports by the general aviation communities around Europe.

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Rodolfo has contributed an article to the most recent Europe Air Sports newsletter, available on page 2 of this link ([newsletter](#)).

As background information for our new member countries, minutes are produced for all Management Committee meetings. These are available on the EHPU "Internal" database using your personal login details (which you will have received from me). On the EHPU "Internal" database are minutes of past AGMs and other resources such as documents and photos from AGMs. 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

My thanks to all contributors to this newsletter, and to the EHPU officers whose enthusiasm and tireless work bring so much value to EHPU membership. I would like to acknowledge the contribution to EHPU by DHV's Petra Aichele who sadly passed away at the beginning of this year.

Mark Shaw - EHPU General Secretary.

EHPU Events.

[Announcement of the 2024 EHPU Annual General Meeting.](#)

The next AGM for EHPU delegates will take place on Saturday 3rd February 2024. The location will be the Aero Club in Vienna, Austria. There will be social activities on the Friday night and Sunday daytime before delegates travel back home. We hope that we will be joined by representatives from Europe Air Sports (EAS), whose participation in recent AGMs has been so valuable.

EHPU Membership

[We are looking to expand EHPU membership to other European countries.](#)

We are very pleased to welcome the free flying organisations of Estonia and Iceland to EHPU and we would welcome applications from other European countries' organisations that represent hang gliding and paragliding activities.

[The 2022 year member survey poll.](#)

EHPU delegates: if you have not yet responded to the 2022 membership poll please look out for the email from the EHPU General Secretary. As in previous years, we are seeking to collect information on total numbers of hang glider and paraglider pilots represented by your associations and federations.

Airspace

[Airspace, U-space and drones.](#)

EHPU's Airspace Officer Helmut Bach writes:

Welcome to the third edition of the airspace and U-space update. In this issue, I will provide you with the latest news and developments on the implementation and regulation of U-Space, focusing on Electronic Conspicuity (EC). As a recap, U-space is a type of airspace in which drones may fly long-distance BVLOS flights (Beyond Visual Line of Sight). This airspace is controlled by a U-space service provider, and could possibly encompass our flying sites. It would require us to share our position electronically in order to continue to fly in that location.

Several EU Member States (MS) have started work on a strategy for national implementation of the U-space concept. Some, like Austria, have decided to stay on the sidelines for now. Switzerland has adopted U-space regulations.

Timeline Recap:

- October 2019: Draft U-Space Opinion.
- March 2020: U-Space Opinion 1/2020.
- Feb. 2021: Adoption of U-Space Regulation by EASA.
- April 2021: U-Space Regulation published.
- May 2021: U-Space Regulation in force.
- November 2021: EASA publishes its Notice of Proposed Amendment for Acceptable Means of Compliance and Guidance Material.
- November 2022: Mobile phone Reg. by EU (EUROCAE European Organisation for Civil Aviation Equipment).
- December 2022: Final decision on AMC/GM published.
- January 2023: Formal adoption of the next steps of U-space implementation all over Europe with the regulatory framework (EU) 221 664, 665 and 666.

Tec-talk: How to be seen?

Crewed aircraft must be electronically visible (conspicuous) in U-space, so EASA has laid out the foundations of “ADS-L”, a minimum standard for making aircraft conspicuous to U-space Service Providers (USSPs). By meeting the ADS-L requirements with the right equipment using the licence-free band SRD-860, or a mobile phone, aircraft like paragliders and hang gliders could access U-space.

Some manufacturers like Skytraxx have completed the software and the protocols for ADS-L, mainly using the 860MHz band (the frequency that is used by FLARM). To pave the way for the EU-wide use of mobile phones in the air, the EU issued ECC Decision (22)07 on LTE/5G/832-862 MHz. It would appear that smartphone based apps offer an obvious route to making hang gliders and paragliders electronically visible.

U-Space Projects:

- Skyfarer: Trials in Autumn 2022 have led to a drone “corridor” for medical logistics in England.
- Israel: Na’ama U-Space Project, claimed to be the first working U-space.
- Matternet: U-Space project in Switzerland.
- DHV & Center for Vertical Mobility: U-Space project in progress.

There are many unsolved issues - financing, where and how to deploy U-space, and matters of infrastructure. No decision has been made by USSPs about how to implement ADS-L within their networks.

This has led to a disturbing development: the industry is deeply dissatisfied with U-space regulations and doesn’t want to wait any longer. Operators in Germany are starting to fly drones in a “specific category” that caters for riskier operations (for example BVLOS, flying over infrastructure or people). These drones may be 25kg in weight, flying over a distance of nearly 40km Beyond Visual Line of Sight, at speeds of around 80km/h. A further 90 routes are planned.

The Regulation concerning the provisions for the operation of uncrewed aircraft ((EU) 2019/947) requires consultation with all concerned participants. However, the DHV was neither informed nor consulted. We believe this is because the German State Departments concerned do not know the position of our launching and landing sites. We have tried for years to put this information across, but have made little progress. I fear this is the case in many other Member States as well. It is therefore vital that we continue informing the regulators about the numbers of our hang glider and paraglider pilots, and the many locations in which we fly.

Integration of existing Electronic Conspicuity devices.

German company “Droniq” has won an EU contract to research and develop an integrated EC system. Earlier this year, the EHPU General Secretary and I prepared a guideline for EHPU delegates to respond to an EASA/Droniq survey on the use of electronic collision warning and conspicuity systems. It received almost 3000 responses, including pilots, manufacturers and organisations. I will report on the results. Thank you to those delegates who responded.

Environmental Assessments – protected nature areas.

The DHV brought a legal test case against the Environmental Ministry (Wunstdorf, Germany). This has shown that only the national aviation regulator within the Member State concerned is able to introduce airspace restrictions. Despite that finding, there is an alarming growth of areas restricted to air traffic for environmental reasons. Our respective flying associations should tackle each restriction and explain how we conduct our flying activities. Although there are minor exceptions, many studies have shown that birds are not affected by hang gliding and paragliding activities.

Urban Air Mobility.

Urban air mobility initiatives outside U-Space are slowly growing. Although their economic viability is doubtful, politicians keep supporting the dream. We can expect to see the Volocopter used for urban air mobility during the Paris 2024 Olympics.

Other people's airspace.

A good number of our hang gliding and paragliding organisations are publishing information on local restrictions or airspace developments for their own pilots and for visiting pilots. This is highly appreciated and should be seen as a good example for other countries. Let the EHPU know what is happening in your country.

Stay tuned for more news and updates on U-Space and Electronic Conspicuity in future editions.

Helmut can be contacted via his DHV email address: helmut.bach@dhvmail.de

ESTC update from Sanne Both, ESTC Chairwoman.

Our European Safety and Training Committee (ESTC) meeting was held on 10th June 2023 in the offices of the KNVvL in the Netherlands, and we had a full and lively meeting. We discussed the new “AIDA” accident and incident database which will replace the existing database. It offers greater interrogation by safety officers and an option for equipment manufacturers to receive appropriate incident data. We expect its official switch-on towards the end of this year and we await this with anticipation. We received an update on incidents and accidents in our sports, and discussed how we may help WG6 further with a naming scheme for the proposed expansion of the EN paraglider classes.

We have finalised our European Pilot Identification (EPI) tandem card for non-commercial / friends and family tandem flying, and we are now looking at how we intend to issue it. This should enable pilots who hold the EPI tandem card (as well as a valid tandem licence from their home federation) to fly with friends and family in the European countries that will accept the card.

Sanne Both – ESTC Chairwoman.

EHPU “AIDA” Accident database update.

Many EHPU member associations contribute data to the EHPU accident database and realise its effectiveness for conducting research into accidents and incidents.

The exciting news about the new database (called “AIDA”) is that thanks to hard work by DHV, it is expected to be launched in November 2023. We can expect many additional features including two-factor authentication for Safety Officers, detailed search functions, additional filters, and the ability for media to be uploaded. The new database platform continues to receive interest from other aviation bodies who admire the EHPU’s facility to log and analyse accident and incident data.

Recycling of Emergency Parachutes programme – a humanitarian initiative.



“Old Reserves for Humanitarian Pilots Initiative” by the Radsberg Pilots.

Ewald Kaltenhofer is not only the current President of the EHPU, but also the Chairman of the Radsberg pilots in Carinthia. He recently handed over a large package of disused emergency parachute equipment to the DHV. The Radsberg pilots collected them to support the “Humanitarian Pilots Initiative” project. Old parachutes are used to drop humanitarian goods such as medicine, food, and emergency medical equipment into crisis areas. The DHV will forward the large package to the initiative. Thanks to the Carinthian Radsberg pilots!

You can read more about the initiative here: <https://www.hpi.swiss/svas-drop-system>

Paraglider standards: Working Group 6 update.

Angus Pinkerton, EHPU Airworthiness Officer and Convenor of WG6 writes:

Welcome to the first public update on the work of TC136/Working Group 6 (WG 6) - the pan-European group of paragliding experts that writes and revises our equipment standards. My aim in this report is to increase the visibility of WG6 work across the flying community. This update is a summary of the report I make every year to the EHPU AGM. EHPU is closely tied with WG6 as it funds the secretarial element of the work of WG6 (currently undertaken by the French standardisation institute AFNOR).

EN 926-2 paraglider flight safety characteristics standard:

We published an Amendment in December 2021 to allow testing of EN-C class paragliders using specifically configured folding lines. This amendment also added further detail to the method to be used to perform the symmetric and asymmetric test collapses. In anticipation of “two liner” EN-C gliders being available on the market, WG6 provided a template article for federations to give advice to their pilots on EN-C gliders tested with folding lines. An example of this article was published in the UK magazine “Skywings” ([link](#)). We note that many manufacturers have a two liner EN-C in their range, and I have encouraged EHPU member associations to provide their pilots’ real-world experiences of EN-C gliders tested with folding lines for WG6 to periodically review.

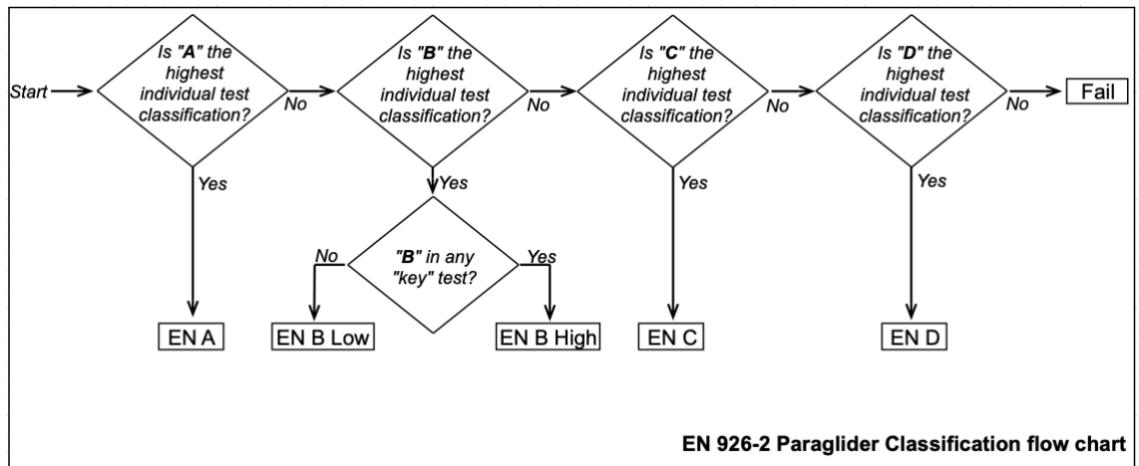
In our **Systematic Full Review** of this standard, we are examining the classifications, the flight tests, the methods of collecting test data and the information given to pilots in user manuals. We are conscious that additional tests would lead to higher costs, so we would only add them if considered to be essential to safety.

We have modified the overall approach to describing the EN A/B/C/D classifications by removing the pilot skill descriptions and the associated problems with pilots' own views of their skill levels. The new definitions specify what reactions and recovery characteristics are expected when a paraglider is induced to depart from normal flight in simulated turbulent air (i.e., a test manoeuvre like an asymmetric tuck).

B Class paragliders represent the largest proportion of gliders tested. This class currently encompasses paragliders that are suitable for training school use and others that are recommended only for fairly experienced pilots.

We have formulated a method of splitting the existing B class to identify gliders with potentially more demanding reactions. These we currently refer to as "B high" (mirroring the trend in pilots' groups). The gliders that are likely to be more benign we currently refer to as "B low". We are seeking advice from the EHPU's Safety and Training Committee on the class naming strategy, and we intend to consult more widely. However, for the purpose of presenting our class-splitting philosophy, we illustrate it using the terms "B-low" and "B-high".

The factor that determines whether a B Class paraglider will be a "B low" or a "B high" is its response to certain "key" flight tests. The key tests are those tests that DO NOT involve a voluntary action from the pilot (such as applying the accelerator or initiating a spiral dive). A "B" reaction in any of the key tests will place the glider in the "B high" category. This is explained in the classification flowchart. Bear in mind that the overall EN class a glider receives is the highest classification measured in any test (A being the lowest and D the highest).



Harnesses and emergency parachutes.

Many paragliding harnesses are supplied with an emergency parachute inner bag that is specific to the harness. To adapt the harness standard EN 1651 to this, a subgroup within WG6 has been working to propose tests for deployment systems supplied with a harness. Informed by a DHV Investigation document on emergency parachute deployment, the subgroup is also looking further into how compatibility issues of harnesses and emergency parachutes can be addressed through the standardisation system.

Practical experience of testing using the emergency parachute standard EN 12491 revealed issues with measuring horizontal airspeed and glide angle. WG6 agreed an editorial modification for better interpretation, and the amendment capturing these changes was published in December 2021.

The WG6 subgroup that is reviewing harness and emergency parachute compatibility is also looking at how to better align both the harness and emergency parachute standards. It is researching proposals for amending the user manual requirements, including the notifications necessary when a different inner container is used to the one supplied by the emergency parachute manufacturer.

Funding of WG6.

AFNOR has indicated that its costs for secretarial provision will increase in the coming year. We can continue to achieve progress through careful scheduling of our meetings in person, and with sub-group work between those meetings. Secretarial costs represent a minor (if significant) part of the total costs of running the Working Group and I am grateful for EHPU's assistance with meeting these costs. All the WG6 experts have their costs funded by their sponsoring organisation (Pilot Association, Test House, or Manufacturer). I would like to thank the EHPU and all our Presidents for their continued support.

Angus Pinkerton, EHPU Airworthiness Officer.

Finish on a high note!

Our photo in this edition features paragliding in Belgium and was provided by Belgian EHPU delegate Jean-Yves Squifflet. We will attempt to run alphabetically through member countries – Czech Republic next!



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