

**EHPU Annual General Meeting 2024**  
Held on 3<sup>rd</sup> February 2024, Vienna, Austria



**Minutes**

Attendees in person:

Ewald Kaltenhofer (EK)	ÖAeC	Austria
Jean-Yves Squifflet (JY)	FBVL	Belgium
Miroslav Fejt (MF)	LAA	Czech Republic
Maria Fejtova	LAA	Czech Republic
Sanne Røhe (SR)	DHPU	Denmark
Thomas Senac (TS)	FFVL	France
Bernd Boeing (BB)	DHV	Germany
Robin Friess (RF)	DHV	Germany
Helmut Bach (HB)	DHV	Germany
Karl Slezak (KS)	DHV	Germany
László Szöllösi (LS)	HFFA	Hungary
Rodolfo Saccani (RS)	FIVL	Italy
Sanne Both (SB)	KNVvL	Netherlands
Trond Nielsen (TN)	NLF	Norway
Paweł Warzybok (PW)	PSP	Poland
Antonio Fernandes (AF)	FPVL	Portugal
Valentin Popa (VP)	AZLR	Romania
Bojan Žižmond (BZ)	SFFA	Slovenia
Alfredo Ponce (AP)	AVLE	Spain
Håkan Schwartz (HS)	SSFF	Sweden
Urs Frei (UF)	SHV	Switzerland
Christian Boppart (CB)	SHV	Switzerland
Marc Asquith (MA)	BHPA	UK
Jenny Buck (JB)	BHPA	UK
Angus Pinkerton (AP)	BHPA	UK

Mark Shaw (MS) EHPU General Secretary

Guests:

Walter Ochsenhofer (host)	ÖAeC / FAA Austria
Sebastian Hitz	ÖAeC / FAA Austria
Stefan Brandlehner	ÖAeC
Wolfgang Malik	ÖAeC
Nandor-Attila Czergo	Solus Media (invited by LS).
Raoul Ciocan	Solus Media (invited by LS).

Joining remotely:

Andrea Anesini (AA) EAS President

Documents referred to in these minutes shall be uploaded to the AGM folder on the EHPU Internal site, once these minutes are approved by the Management Committee.

THESE ARE MINUTES FOR THE PUBLIC FACING PART OF EHPU'S WEBSITE. THEY HAVE BEEN APPROVED BY EHPU MANAGEMENT COMMITTEE.

Item	Points	Action
1.0	<b>Opening of the meeting</b>	
1.1	Ewald Kaltenhofer opened the meeting and welcomed delegates and guests. The Chairman of the Management Committee, Marc Asquith, then took over the management of the meeting.	
2.0	<b>Method of conduct for the hybrid meeting.</b>	
2.1	Mark Shaw informed the delegates of the meeting protocols for the hybrid meeting.	
3.0	<b>Delegates' Introductions.</b>	
3.1	The delegates attending in person introduced themselves. The guests attending the meeting were welcomed.	
4.0	<b>Application for EHPU membership – Poland.</b>	
4.1	The delegates unanimously approved the acceptance of PSP (Poland) as a new EHPU member according to the process defined in the EHPU Statutes. Paweł Warzybok was welcomed as PSP's delegate to EHPU.	
5.0	<b>Confirmation of acceptance of Presidency – Belgium</b>	
5.1	Jean-Yves Squifflet confirmed that he would accept the EHPU Presidency on behalf of the Belgian Association.	
6.0	<b>Election of Treasurer.</b>	
6.1	Thomas Senac was elected as Treasurer.	
7.0	<b>Elections to the Management Committee.</b>	
7.1	Robin Friess, Rodolfo Sacconi, László Szöllösi and Marc Asquith were elected as the four elected members of the Management Committee.	
8.0	<b>General Secretary's report (Mark Shaw).</b>	
8.1	Mark Shaw read his General Secretary's report to the AGM.	
9.0	<b>Treasurer's Report and Future Budget (Thomas Senac).</b>	
9.1	The Treasurer's Report and Future Budget had been circulated prior to the AGM. Thomas reported that the EHPU is in a strong financial situation. No questions were raised by the Delegates.	
9.2	Thomas thanked the SHV for their support in managing the EHPU account during the 2023 period of accounting. He acknowledged that the FFVL had paid the 2023 membership subscription twice.	
9.3	Thomas raised the issue of the cost of running an AGM. A greater than two-thirds majority of delegates voted to approve Thomas' proposed increase of €1000 for the national body hosting the AGM. This will take the total AGM subsidy to €3000, from €2000 paid to previous AGMs.	
10.0	<b>EAS Board Member's report (Rodolfo Sacconi).</b>	
10.1	Following his nomination at last year's EHPU AGM, Rodolfo has now been elected as a board member of Europe Air Sports (EAS). He outlined his	

	<p>position in EAS and gave a presentation on U space, recapping on the last five years of activity and noting that the development of this category of airspace is progressing very quickly.</p>	
10.2	<p>Andrea Anesini joined the meeting ‘virtually’ for this section. He noted that integration is a key focus for the European Commission. EASA has been tasked to draft rules and has produced many documents including Commission Implementing Regulations (EU) 2021/664, 665 and 666, which are already law. Rodolfo noted that 666 is the most important to us as it mandates that aircraft have to be “electronically visible”.</p>	
10.3	<p>U-space is known to mainly exist between 0 m and 150 m above ground level. However, there are some situations where U-space may extend higher than 150m. There is a possibility that all of a country’s airspace may be designated as U-space – this is a threat to Belgium.</p>	
10.4	<p>Rodolfo highlighted Europe Air Sports’ successes in that 200,000 pilots in Europe effectively requested and have been presented with a potentially easy mobile phone based Electronic Conspicuity (EC) solution. Model aeroplane flyers requested an exemption and Europe Air Sports attempted to assist in putting this to EASA. However, it has not functioned well for the model flyers who are prevented from operating in some areas.</p>	
10.5	<p>In respect of FLARM, this is a proprietary system. EASA has designed a new protocol and FLARM device manufacturers can update existing devices with a (not certified) software update. Rodolfo mentioned this is a huge change for EASA in that it is moving away from solutions that are certified.</p>	
10.6	<p>Concerning CEPT (European Conference of Postal and Telecommunications Administrations) and EU telecommunications companies, the situation is developing at a fast rate. A position was agreed, and rules adapted to allow mobile telephony in the air, however the issues surrounding this are not fully resolved. Rodolfo proposed that EHPU should continue to request an app-based solution using pilots’ smart phones, at zero cost to pilots. Rodolfo confirmed that EHPU will shortly be publishing its revised position paper, making this recommendation.</p>	
10.7	<p>Rodolfo raised issues around national nature restrictions and EASA’s NPA 2023-08. Rodolfo outlined that if the law is passed, authorities will be required to list these restrictions in the AIP. EAS has convened a working group to monitor all restrictions.</p>	
10.8	<p>The delegates then discussed nature areas in their respective countries. Robin noted that if an airspace restriction was required, it must go to the Ministry of Transport in Germany. DHV had paid €30,000 for a legal opinion paper confirming this position. This paper has been uploaded to the EHPU internal Drive and can be accessed by any delegate to provide precedent or background. It has already been used by a balloon operator in Germany to fight their position in court. Robin proposed starting a working group within EHPU to monitor nature restrictions. Andrea Anesini gave his support to this proposal.</p> <p><b>ACTION: Management Committee to look at ways to monitor nature restrictions of HG and PG sites in member countries.</b></p>	All MC
11.0	<p><b>Airspace Officer’s report (Helmut Bach).</b></p>	
11.1	<p>Helmut gave a lengthy PowerPoint presentation on the development of U-space noted that Dublin will have U-space airspace in two or three years.</p>	

11.2	<p>Helmut highlighted several issues with drone use in that there was generally a poor exchange of information. The DHV had invited manufacturers and representatives from the drone industry to the DHV's annual general meeting, which was a success.</p> <p>Helmut noted that HG and PG associations must exercise caution when informing drone pilots of where we fly - they may assume that all flights take place in a constrained area (they are not aware of cross-country flights). An example is a heat spot map of Norway that had been put to drone operators. The concern is that drone operators believe we take off and land in limited and strictly defined areas, that we do not go elsewhere or deviate from a straight line between the two areas.</p>	
11.3	<p>It was identified that the aim of EU is to be a leading market for drones. The ADS-B detection system is preferred by the drone industry. The problem with ADS-B (identified from many stakeholders) is signal saturation.</p>	
11.4	<p>Helmut finished by discussing "Classycode". The Swiss Government gave a grant for the development of this system as an alternative to FLARM.</p>	
<b>12.0</b>	<b>EAS President's report (Andrea Anesini, EAS).</b>	
12.1	<p>Andrea Anesini was unable to attend the AGM in person due to illness and had recorded a video in lieu of his attendance. For technical reasons this video could not be played at the conference. It has been uploaded to the EHPU Internal Drive.</p>	
12.2	<p>Andrea joined the meeting online to highlight increasing limitations for aviators because of U-space and nature restrictions. He supported the formation of a working group to track nature restrictions.</p>	
<b>13.0</b>	<b>EAS delegate's report (Marc Asquith).</b>	
13.1	<p>Marc referred to his written report which had been circulated. In particular, he noted the level of the annual membership fee paid to EAS, and the significance of EHPU for EAS.</p>	
13.2	<p>EAS faces the same challenges as EHPU in terms of aging members and succession planning. He mentioned EHPU Project Recruit to bring in new members and encouraged National Aero Clubs to join EAS, to strengthen General Aviation.</p>	
<b>14.0</b>	<b>Airworthiness Officer's report (Angus Pinkerton).</b>	
14.1	<p>Angus gave a PowerPoint presentation on the work of WG6 (the body that writes and revises Paraglider EN standards, of which he is the convenor). Angus highlighted a new hybrid approach for the working group's working methods. He noted that he now has more time to be engaged in day-to-day WG6 matters.</p>	
14.2	<p>Naming of the EN-B class. Angus noted that manufacturers, the market and pilots have already established that a split in the B class is required. In respect of naming the two categories within the B Class, the WG6 had taken the view that "B high" and "B low" is the 'least worst' option, and this is the naming strategy that will be adopted.</p>	
14.3	<p>Angus explained that a physical WG6 meeting had been arranged for December 2023, but was cancelled due to snow fall. The rearranged meeting had been held at the end of January at the DHV offices in Germany, and he offered thanks to DHV for hosting the meeting, which had made good progress.</p>	

14.4	He reflected on the progress on EN1651. It had been prepared by a sub-group within WG6 and had been reviewed at the recent meeting. The working group is currently working on an anti-falling out test for harnesses with integrated pods, in light of a report from DHV.
14.5	Angus noted that there had been issues with AFNOR in the last year. AFNOR had been largely unresponsive and had not been proactive in arranging meetings. AFNOR had changed its secretary to WG6 several times. He explained it was necessary to have a Secretariat to do the administration work to publish and modify standards. He noted that the WG expects a proportion of the 2023 fee (paid by EHPU) will be carried forward into 2024. This will be used to fund additional AFNOR-led meetings that are required to undertake the administrative steps in standard revision.
14.6	<p>Angus noted that there had been a proposal from CIVL to create a Sports Class World Championship using EN C Class gliders.</p> <p>Angus has written to CIVL to raise concerns with their proposal as it encourages production (and market demand) of gliders with very high performance within the C Class (right up to the upper limit) which is not what EN Classes were designed for.</p> <p>Further, it may be necessary to establish whether a glider complies with the competition's standards on a competition field or deck. It is not possible to do this on site with EN standards, so it is not appropriate to use EN classes to determine levels in a competition. He noted that if CIVL continues with the proposal to use EN classes to define gliders for a competition, EHPU must respond robustly against the proposal.</p> <p>He is aware that most delegates at CIVL are against the proposal for EN classes as a sports class definition. Thomas noted that CIVL had already begun world ranking with EN class gliders (and aspect ratio limitations). He agreed that using EN to define a competition class will raise many problems and must be managed carefully.</p>
14.7	Angus explained to the meeting that technical standards such as those produced by WG6 cannot address or counter all types of incident - they cannot protect against untrained pilots or incompetence. It is therefore necessary for associations to stress that pilot education is all-important.
14.8	Robin asked whether Angus' presentation could be distributed in the public domain. It was agreed that a WG6 update would be published in the next EHPU newsletter.
14.9	The timeline for the revision to EN926-2 was discussed. Angus indicated completion could possibly be in 2025, although there is a significant amount of administrative work and procedural steps (including voting and publication) that is required before the revision to EN926-2 is published.
<b>15.0</b>	<b>ESTC update (Sanne Both, ESTC Chairwoman).</b>
15.1	Sanne noted that meeting in Netherlands on 10 <sup>th</sup> June at KNVvL offices was a success. Amongst the items discussed were the accident database, glider classes, the EPI card proposal, and a review by Karl of five years of accidents.
<b>16.0</b>	<b>EHPU Accident database report</b>
16.1	Karl Slezak provided an update on the EHPU accident database. He outlined the importance of having a database and noted recent recorded accidents. He

	<p>highlighted the incidents where pilots had fallen out of an unfastened pod harness as just one example of how this method of collecting incident information can be very effective.</p>	
16.2	The accident database name will be changed to FIDA.aero. This is because of an intellectual property conflict with AIDA.	
16.3	Karl requested that nations who have not yet responded to his database questionnaire respond as soon as possible as this is potentially causing a delay to activating the new system.	
16.4	The legal position to report incidents and accidents was discussed. Regulation (EU)376/2014 requires pilots to report accidents and speaks of the doctrine of “just culture”. It was noted that an exception to this Regulation applies to aircraft identified in Annex 2 of Regulation (EC) 216/2008. EU Member States may decide individually to apply this Reg. for Annex 2 aircraft (now Annex 1).	
16.5	Karl noted that the one-time fee for each Federation covering the cost of administration work to join the database is €400.	
16.6	Data protection continues to be an important issue, this makes it complex for programmers, and a two-factor verification has been put in place.	
16.7	<p>Third party access: Robin discussed the interactions with CIVL – their request for database access and the costs involved. Karl noted that the PMA is interested in manufacturers’ database access and Karl is meeting with them. Karl requested that the Management Committee talk to PMA. It was agreed to make this an agenda item for Management Committee action.</p> <p><b>ACTION: All MC – discuss contact with PMA about FIDA database access.</b></p>	All MC
16.8	Robin outlined the extent of the background work to bring about the new database, which was largely carried out by Karl. Robin stated that it was a huge effort and offered his thanks to Karl for his work.	
<b>17.0</b>	<b>Spain HG and PG new decree – Alfredo Ponce.</b>	
17.1	<p>Alfredo discussed how HG and PG near mid-air collisions (“airprox”) incidents in Spain may be affected by a new decree. In Spain there is no requirement to fly with a licence, or an Emergency Parachute, if your aircraft is less than 75kg (with or without an engine).</p> <p>New rules in Spain are being put forward. Many flights are in class E airspace. There is a 30-minute restriction that applies to flights over 3000m agl.</p> <p>Flights over national parks are prohibited – a pilot may be fined. However, a pilot may contest the fine if the national park restriction is not published in the AIP.</p>	
<b>18.0</b>	<b>HG / PG as an Olympic Sport – Urs Frei</b>	
18.1	Urs provided a letter confirming that hang gliding has been recognised as an Olympic sport, and it has not been de-recognised. It is therefore still recognised as an Olympic sport. Olympic sports include those held at Olympic Games. The letter will be uploaded to the EHPU internal database for delegates’ information.	
<b>19.0</b>	<b>European membership card – László Szöllösi</b>	

19.1	<p>László introduced his EHPU membership card proposal and gave examples of cards that could be produced. He noted that the Hungarian Association has already contracted with Solus Media (the producer of the example cards and example database). László expects the implementation of an EHPU membership card to increase the Hungarian association's members with 3000 to 4000 new Hungarian pilots. Additionally, it will help against unlicensed trainers. László noted that the card should not be mandatory.</p>	
19.2	<p>László introduced Raoul Ciocan and Nandi Czergo from the company Solus Media (a Romanian company) that László had invited to the AGM to assist in the presentation of his proposal to delegates.</p> <p>Solus Media gave a presentation on the membership card proposal by demonstrating online functions. Solus confirmed that the system is already built (by Solus) and will be functional in a very short time. It can be set up for interested associations very easily. They outlined Solus' features to safeguard data with "next generation data protection".</p> <p>Solus demonstrated their membership card. One side contains information from the national association, the other side is for general EHPU information. A digital pilot profile can be accessed by scanning the card's QR code. The aim of the card as Solus sees it is to "simplify the experience of flying".</p> <p>Solus stated that cost of a card would be two €2 per card, and €0.90 per pilot per year. This is a flat cost. Solus offers a six-month demonstration period for each association (provided they want to contract with Solus). They have set up a EHPU specific e-mail address so that associations could contact them directly (<a href="mailto:ehpu@solusgroup.eu">ehpu@solusgroup.eu</a>).</p>	
19.3	<p>The delegates then raised queries with Solus about the function and implementation of the proposed system. The possibility of faking cards and website data was raised. Solus acknowledged that it is possible to modify data that is displayed, but their security should make it more difficult.</p> <p>László confirmed that the Romanian and Hungarian associations will use this card - they had decided to proceed and have commissioned cards for their members showing national association membership and EHPU membership.</p> <p>Marc Asquith noted that large federations might not need a membership card of this type - they already had well developed and complex systems in place. Smaller countries might want it but it is important to stress this is entirely optional and is not an EHPU requirement.</p> <p>It was identified by the Spanish association as a great idea for their pilots. The DHV noted that it has a very complex data structure (as do the other large national associations). Contracting the management of DHV's data to a third party would not be possible. Robin noted that external groups must pay a fee to use the EHPU logo.</p> <p><b>ACTION: EHPU membership card project is to be remitted to the Management Committee for further discussion.</b></p>	All MC
20.0	<b>EHPU Associate Membership Proposal – Mark Shaw</b>	
20.1	<p>Mark Shaw presented his paper proposing an Associate level of membership of EHPU for national governing bodies for hang gliding and paragliding based outside Europe.</p> <p>This received unanimous support from delegates with an instruction to proceed.</p>	

<b>21.0</b>	<b>Collaboration with European Gliding Union – Mark Shaw</b>	
21.1	Mark Shaw presented a proposal to discuss further with European Gliding Union (EGU) a possible collaboration with EHPU, as the two Unions share many challenges and methods of flight. This received unanimous support from delegates. Further decisions will be taken by Management Committee.	
<b>22.0</b>	<b>Any Other Business.</b>	
22.1	Urs Frei invited EHPU delegates to the “50 years of SHV” celebration in Interlaken between the 30 <sup>th</sup> August and the 1 <sup>st</sup> September. Further details will be made available.	
22.2	Mark Shaw presented the work that DHV has carried out to refresh the EHPU website. It was well received by the delegates. The Management Committee will check the website content before it comes online.	
22.3	Bojan noted that 90% of accidents in Slovenia involve foreign pilots, and he requested a “check” of these pilots. Bojan will propose a suitable way forward and submit this to Management Committee.  <b>ACTION: Bojan Žižmond to submit to MC a check of foreign pilots coming to Slovenia.</b>	BZ
	The Presidency was handed from Austria to Belgium, with Jean-Yves Squifflet taking on the Presidency from Ewald Kaltenhofer. Photographs were taken.	
	The AGM closed at 16:00	

#### **ACTIONS opened and continuing:**

Thomas Senac	AGM_2021_8.4	Treasurer to amend EHPU Budget spreadsheet.	Closed
Mark Shaw	AGM_2021_17.4	General Secretary to add “Management of visiting pilots” to the Management Committee agenda for discussion.	Closed
All delegates	AGM_2021_18.1	All delegates to request that the Junior Ranking initiative is supported by their CIVL delegate at the next CIVL meeting.	Closed
Véronique Gensac, Sanne Both, Robin Friess	AGM_2021_20.1	Veronique Gensac, Sanne Both, Robin Friess to circulate the Glider Area Ardenne information as necessary.	Closed
Management Committee	AGM_2021_22.1	Consider some sort of Honorary Membership of EHPU for delegates who have given exceptional service.	Closed
Mark Shaw	AGM_2023_10.3	Mark Shaw to contact Andrea Anesini by email to formally propose Rodolfo Sacconi’s nomination for election to EAS Board.	Closed
Mark Shaw	AGM_2023_12.1	Mark S to upload legal opinion document to EHPU Internal drive (once received from Robin F).	Closed
Management Committee	AGM_2023_17.1	Management Committee to discuss the data on the existing accident database and the implications involved in incorporating it into the new database.	Closed
Management Committee	AGM_2024_10.8	<b>ACTION:</b> Management Committee to look at ways to monitor nature restrictions of HG and PG sites in member countries.	Opened



Management Committee	AGM_2024_16.7	All MC – discuss contact with PMA on FIDA database access.	Opened
Management Committee	AGM_2024_19.3	EHPU membership card project is to be remitted to the Management Committee for further discussion.	Opened
Bojan Žižmond	AGM_2024_22.3	Bojan Žižmond to submit to MC a check of foreign pilots coming to Slovenia.	Opened