

## ESTC meeting online 6<sup>th</sup> June 2020 - minutes

Present:

Sanne Both (Netherlands)  
Karl Slezak(DE)  
François Cuizinauld (FR)  
Mats Henningsson (Sweden)  
Laszlo Szollosi (Hungary)  
Allan Dige (DK)  
Ewald Kaltenhofer (AT)  
Laszlo Kerekes (Hungary)  
Miroslav Feit (CZ)  
Alfredo (ES)  
Thomas Senac (FR),  
Jean-Yves Squiifflet (BE),  
Franco Kessel (CH)  
Beni Stocker (CH)  
Bojan Zizmond (SL)  
Saskia Moen (NL)  
Dave Thompson, (UK)  
Richard Nagy (Hungary)

Mark Shaw (UK) taking minutes.

Item	Points	Action
1	Sanne Both was elected unanimously as the new ESTC Chair, and thanked Rodolfo S for all the work he did.	
2	Minutes of ESTC meeting 2019 were accepted.	
3	<p>COVID 19 pandemic.</p> <p>Mark outlined the Swiss Protection Concept that was available in English on the EHPU Internal website for associations to use if they needed guidance on writing their own.</p> <p>3.1 Bojan notified the group of a mid-air collision between a microlight and a paraglider in Slovenia that occurred above the paraglider landing site, at about 300m agl. It is being investigated by the authorities in Slovenia.</p> <p>3.2 François is part of a working group in France for transponders (also known as “Electronic Conspicuity” or “EC”). He explained that it is moving forward in France, but there is no obligation to have one for paragliders and hang gliders. The FFVL is working with authorities.</p> <p>Alfredo mentioned a lack of respect by pilots for visual flight rules, evident around Madrid. He is concerned that authorities will ban flight in some areas. He doesn't want transponders to be mandatory, but it may be necessary for the protection of our sport.</p> <p>Mark mentioned the UK CAA's move to mandate transponders.</p> <p>Jean Yves outlined the situation in Belgium: sailplanes in Belgium wanted mandatory transponders, but the paragliding association voted against it. Livetracking was offered as a non-mandatory alternative. Livetracking is being used to demonstrate to authorities that pilots are flying responsibly</p>	

	<p>within the rules. Out of 1000 pilots, 100 or 200 are xc flying in Belgium, 50% use Livetracking. XC flying has returned after lockdown.</p> <p>Sanne brought the conversation back to Covid and there followed a discussion on countries' flying situations. After 15<sup>th</sup> June, borders will be open again. She tabled a suggestion that the EHPU website records the flying status of all member countries. It was accepted that this would be complex, as some countries have situations that are changing day-to-day.</p> <p>An alternative was proposed and generally agreed by members: each federation has on its home page a statement about the updated flying rules in their countries, in respect of the pandemic.</p> <p><b>ACTION:</b> all member countries to include on their website an easy to find statement on flying and COVID, completed in next two weeks.</p> <p><b>ACTION:</b> It was noted that the Hungarian association's website doesn't link from EHPU – Hungary members will fix this.</p>	<p>All</p> <p>Hungary members</p>
4	<p>EPI Project.</p> <p>Sanne summarised situation with IPPI and the development of our EPI system.</p> <p>Various points were raised.</p> <p>Alfredo - can't assure that Spanish federations will accept the EPI card for tandem (there are 17 federations). Can't speak on behalf of all Spanish federations.</p> <p>Thomas - FAI IPPI system is fine for France. Thomas made a comparison with International Driving licence. He doesn't see added value with a European scheme. If IPPI can be improved this is welcome. There will be no formal recognition of EPI because it is not required – as long as you have insurance you can fly (including tandem) in France.</p> <p>Thomas will join the EPI working group.</p> <p>Ewald – The Swiss and German tandem licences are recognised in Austria, others are not. The "Guest flying rules" are for solo flying only. You need a medical for tandem flying in Austria.</p> <p>Karl - for Germany, the authority needs to be convinced that a foreign tandem licence is suitable for flying tandem in Germany. The EPI tandem licence more likely to be accepted.</p> <p>Miroslav: in Czech Republic – all qualifications are recognised.</p> <p>Laszlo: solo and tandem training system should be at the same level in every country. If EPI card is accepted in a country, the training system should be the EPI system.</p> <p>Karl explained background to why DE supported EPI – the problems with IPPI, and the main goal is that using EPI will enable tandem flights for EPI holders in Germany and Switzerland.</p>	

	<p>Sanne went around the group asking which countries would accept EPI tandem for non-commercial flights:</p> <p>Karl (DE): yes – needs ministry acceptance</p> <p>Francois (FR) it is not required in France for non-commercial flights</p> <p>Mats (Sweden) yes – positive</p> <p>Laszlo (Hungary) not required in Hungary, but you need a medical to fly</p> <p>Allan (DK) Yes</p> <p>Ewald (AT) no, but helpful in future because of tourism</p> <p>Miroslav (Cz) different rules for visiting pilots, so yes</p> <p>Alfredo (ES) Problems with many different Spanish federations</p> <p>Thomas FFVL (FR), concerns about drawbacks with approving a EPI system</p> <p>Jean-Yves (BE), yes, but not required to fly</p> <p>Sanne (Netherlands) yes, but not required to fly</p> <p>Beni (CH) Yes. every guest with a national licence can fly in CH.</p> <p>Bojan (SL) Yes, not required to fly family and friends.</p> <p>Dave T, (UK), yes, not required to fly family and friends.</p> <p>Sanne discussed moving forward with approaching CIVL about their IPPI 1-5 SafePro, and the concerns that the ESTC has. She requested that all ESTC members consider the request for EPI group to talk to CIVL about its concerns. Please get back to EPI group within two weeks.</p> <p><b>ACTION:</b> All ESTC members consider the request for the EPI group to approach CIVL and express its concerns, and email Sanne on or before 26<sup>th</sup> June.</p>	
5	Any Other Business	

	<p>It was proposed that a virtual meeting and a physical meeting should take place every year.</p> <p>Sanne proposed a short virtual meeting in two months to schedule a physical meeting. Video participation should be available for countries that can't join.</p> <p>The accident database was discussed.</p> <p>Karl outlined the background - an agreement in 2011 that a common European database would be built. Almost half of the data in EHPU database is from France, but quite a lot was meaningless. France undertook to fix this and DHV provided assistance in the past, but there was no significant progress. Karl outlined examples of the benefit of data, e.g. info to Slovenian authority illustrating how few mid-air collisions there are in our sports.</p> <p>Thomas mentioned that it is not that France is not willing - it does not want to lose its historical data from its own database. The problem is a technical one.</p> <p>François will look into the issue.</p> <p>Karl offered to send a programmer to FFVL in order to help the integration with the EHPU database.</p>	
	<p>The meeting was closed after 2.5h</p>	