



# EGU Newsletter 1/2020

April 2020

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## Editors note

On the EGU website <http://www.egu-info.org> 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



A few short months ago, we closed our newsletter off with hopes for a good flying season ahead and a smooth transition to new SFCL.

The COVID-19 outbreak and subsequent pandemic have completely changed the ways in which much of the world is living, and impacted the lives and fortunes of everyone. We hope that all our members remain healthy and safe in these difficult times, and that those affected by the virus make as quick and comfortable recovery as possible.

Each EGU member state has taken their own approach to dealing with the control of COVID-19. As a consequence, the rules impacting general aviation and gliding vary by country – and, in some, by region or state.

The EGU has been tracking the restrictions in place on gliding across member nations, and

publicising the latest information so that EGU members may use this information when discussion options with their own national aviation authority.

The EGU wants to be able to share the broadest and most up-to-date information as possible. So, we ask all EGU members to keep us informed on the measures in place in their country and any changes that are taking place.

For the most part, gliding has either been stopped, or severely curtailed, in most EGU member states. This means that in many places:

- Gliding club income will be significantly reduced, potentially putting many into very difficult financial positions
- Pilots and instructors are not able to get back into flying practice after the winter period
- Licences, ratings and other privileges will lapse
- It is not possible to continue with the training of new pilots or attract new ones
- Membership levels might fundamentally decline as people drift away from gliding for much of 2020 or beyond

EGU members are, therefore, having to contend with balancing four main priorities:

**1. Protecting the health and safety of all association and club members, staff and visitors**

General Government guidelines and directives set the base for what should be done in these matters. Gliding clubs, however, may have to deal with members

that are not as up-to-date on the detail of government guidelines, or who not think that they apply to them.

As gliding must not just do the right thing, it has to be seen to do the right thing, we are all balancing the technicalities of what we may or may not be allowed to do under COVID-19 with the public relations damage that might be caused for gliding we are seen to insensitive to what is going on in the outside world.

## **2. Ensuring the security of gliding sites and assets, and the preservation of cash to ensure that clubs can survive for as long as possible**

The second priority – particularly preserving cash – is critically important given the uncertainty in how long restrictions will be in place, and how quickly full and normal operations can be re-established afterwards.

National governments, regional and local councils appear to be offering various forms of support in many countries designed to help small businesses and not-for-profit groups survive the crisis. Many of these might be applicable to gliding clubs. Often, however, clubs do not have the capacity to do the research needed to find out what they are entitled to and how to obtain the support. We know that national associations are doing what they can to help in what is a constantly and quickly changing environment.



*Our president , Patrick, summarizes the past year*

## **3. Maintaining contact with gliding club members in those situations where flying is not possible, and social distancing and other measures make it difficult or impossible for people to visit clubs**

Regular communications between clubs and members appears to be very important. Making sure that all club members understand and appreciate the impact the crisis is having on their club is an important way of ensuring that club members continue to support the club in these difficult times.

If members decide either not to renew their membership, or cancel it until such time as they can fly, it may have a very serious impact on a club's ability to survive.

At the same time, we have seen the rapid growth in the availability of on-line resources. In many cases, these are designed to help with pilot training so that some use can be made of the time while there is no flying going on. These are also helpful for pilots that have not yet had a chance to get back into gliding after the winter lay-off.

On-line resources are also available to remind pilots of what gliding can be like to keep their interest alive until they can fly.

## **4. Preparing for an orderly, safe return to flying operations once restrictions start to be lifted**

Normally, clubs follow a regular pattern at the beginning of each season and make sure that their airfield and equipment are ready for the restart of training and solo flying.

This year is likely to be very different for many. Some clubs have not been able to use their workshops, some will not have sufficient numbers of current instructors, many will have pilots that may not have flown regularly since last autumn. It is quite possible that they will have to deal with all these, and other, problems in a rush as soon as restrictions are lifted.

Some countries are beginning to plan for an orderly and safe return to flying operations in order to avoid problems.

As most EGU members – and their clubs and pilots – will not have had to deal with the situation that we have at the moment, there are very few “off-the-shelf” solutions immediately available. We ask, therefore, that as EGU members decide on strategic or significant tactical courses of action that they share these with the EGU, so that we can share these with all members. No one has a monopoly over wisdom. Things that you do may be helpful to other without you realising it. Similarly, you may find things that others are doing interesting as well.

I am conscious that I have not mentioned anything other than COVID-19 so far. The reality is that most other things are insignificant in comparison. Nevertheless, there are a number of other things that are still going on that we must not lose sight of, including:

- **SFCL** – is now Law, and so EASA member states are now in the transition period to its full application. There has been some confusion as to whether or not the start of SFCL would be delayed by the crisis. That is clearly not the case – but we do expect the transition period to be extended beyond April 2021. More information to follow as it becomes reliably available.
- **Airspace** – will never, unfortunately, go away even though COVID-19 has had a devastating impact on airlines and airports that will take years from which to recover. The EGU’s airspace group continues to work on its 2020 agenda.
- **EGU 2020 conference actions** – we will not lose sight of the other key actions that we agreed during the 2020 conference in Copenhagen, and will deal with them in more detail in future newsletters.

For now, we hope that it is possible to make the best of what is a very bad situation. Our sport has always proved to be very resilient in the past – and our clubs and their members very loyal. We are sure that this will mean that gliding comes through the crisis in reasonable shape for the future.

Have fun, stay healthy and safe.

*Patrick Naegeli*

## Airspace

### TO Airspace Andreas Peus

In 2019, U-Space remained to be the most important topic in the field of Airspace and Interoperability. The industry is undertaking strong efforts not only to occupy considerable amounts of airspace but also to pass an essential part of the cost of necessary investments on to the other stakeholders.

The industry, in the meantime, has stopped postulating that everything flying within the upcoming U-Space must move according to a pre-planned path. This would not only make off-field landings of gliders illegal, but would totally prevent flights of police, rescue services and military. However, the industry insist that all flying objects must equip themselves with Electronic Conspicuity (EC) devices on their own cost.

EGU thinks that investment and running costs should be seen under the aspect of benefit. For the time being, the only stakeholder, which will benefit from a mandatory equipment with EC devices, is the drone industry. It is only imaginable that other stakeholders could take over part of the costs if there was an essential benefit, e.g. in-flight-weather or traffic awareness. Even then, this equipment should be voluntarily – it is always and without exception the duty of unmanned traffic to avoid manned aircraft.

In order to bring together expertise on airspace, EGU has approached Europe Air Sports with the proposal to team up on this matter. We think this would be an asset for both and hope for a positive answer soon.

During the year 2020, we want to increase the communication between the airspace experts of our member NACs. This includes several aspects, like establishing a database of ongoing processes, the offer of teleconferencing and more. As soon as we have installed the technical capabilities, we will inform the national PoCs.

We had a crew change in our working field. Ole Gellert Andersen is now focusing on Flight Crew Licensing. Over the last two years, he has played an important role in rebuilding the EGU Airspace Group. His concentrated and considerate characters made it a pleasure to work with him. Thank you very much, Ole.

Claus Cordes is Ole’s successor as TO Airspace and Interoperability. Claus is a retired Lufthansa captain and has been working on

airspace matters for the German Aeroclub DAeC for many years. His expertise will help keeping the EAG on a good way.



*Delegates gathered for the annual group photo*

## EGU Annual Congress 2020 in Copenhagen, Denmark

The 2020 Congress was held in Copenhagen on Saturday 22<sup>nd</sup> February. This was before the corona pandemic, so discussion focused on FCL, airspace, AW&M, diversity and environment. EGU thanks our host, Dansk Svaeflyver Union for organizing an interesting and nice Congress. Sem pictures from the Congress:



*Congress at work*

## Environment

EGU has decided to revisit the Development topic and first out is environment, more specific the “electrification” of gliding. Tugs, winsches, 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.

Do you have someone in your “ranks” that are interested and/or has knowledge about this? Please send contact details to EGU.



## Diversity

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 start a network that can discuss and develop ideas to recruit more women to gliding. Do you have someone in your “ranks” that are interested and/or has knowledge about this? Please send contact details to EGU.



*“Everybody wants improvements but no one want changes”*

## COVID-19

Attached to this Newsletter is a survey among our members on the effect of the COVID-19 pandemic. It is updated regularly.

*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 18 full members and represents more than 80,000 glider pilot*

**SUMMARY on SURVEY 24<sup>th</sup> March 2020**

COVID-19 effecting on national gliding

27 April 2020 (*updated*)

1 (7)

**COVID-19 effecting on national gliding – Updated with Members replies received by 27.04.2020**

COUNTRY	DATE	RESPONSE
Austria	20.4.2020 14.4.2020	<b>Update:</b> Gliding operations and use of airports will be possible again from 1st May 2020. In Austria the civil aviation airports are shut down completely at the moment, for we are not allowed to move to the airfields for leisure reasons.
Belgium	21.4.2020 7.4.2020 25.03.2020	<b>Update:</b> VFR flights prohibited extention until 03.05.2020 by Notam B1728/20. <b>Update:</b> Further prohibition of VFR-flying extended until 19.4.2020 by Notams B1584/20 and B1585/20 All sport activities are on hold. Belgian airspace Notams B1410/20 and B1411/20 prohibit VFR-flying 19.3.-5.4.2020
Cyprus	26.03.2020	Cyprus is in lockdown. We cannot circulate without passes and a procedure. All local flights are suspended until further notice. We are trying to figure out a way to get to our hangers if only to do some maintenance. Hoping the picture changes soon.
Czech Republic	08.04.2020	All gliding activities were suspended in Czech Republic until Monday April 6th. Since yesterday they are open when additional measures like disinfection and distancing of the people are applied. We reschedule our mayor competitions for July and August hoping we will be allowed to run these events.
Finland	22.4.2020	<b>Update:</b> Isolation of County "Uusimaa" was terminated 15.4.2020 but other restrictions remained in force. Government will inform 3.5.2020 about next possible steps for decreasing national restrictions. Gliding activities have been possible with precautions.

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COUNTRY	DATE	RESPONSE
Finland ( <i>cont.</i> )	07.04.2020	<p><b>Update:</b> There are several restrictions in place to limit people's movement. Most notably, County of Uusimaa (Helsinki and surrounding regions) are isolated from rest of the country until April 19th. The Government is preparing new decisions but we do not know whether it means additional restrictions or relaxation of those existing ones.</p> <ul style="list-style-type: none"> <li>- Gatherings of more than 10 persons are prohibited on public areas. This affects gliding activity, although there are no restrictions for use of airfields</li> <li>- Finnish Aeronautical Association is publishing generic guidelines for all aviation. Gliding Section has already issued a gliding-specific operational bulletin (3.4.2020).</li> <li>- The flying season is about to start as the spring advances. Clubs are considering their own measures</li> <li>- No travelling to Kebnekajse wave-flying camp (Sweden), the camp was cancelled</li> <li>- Several competitions and other events are subject to late decision if they can be arranged or not</li> <li>- In addition to EASA decisions, the CAA has relaxed some recency requirements for licenses and privileges</li> <li>- We are expecting relaxation of some airworthiness requirements following our talks with CAA</li> </ul>
	03.04.2020	<p><b>Update:</b> Continue to follow guidance by the Government. Gatherings of more than 10 persons are prohibited on public areas. No general restrictions for use of airfields. People should keep distance between each others. Updated information 03.04.2020 advising gliding clubs and glider pilots:</p> <ul style="list-style-type: none"> <li>- to follow public restrictions and recommendations</li> <li>- to consider recommendations and restrictions prior gliding activities</li> <li>- to decide appropriate actions if/when opening gliding activities</li> <li>- to avoid introductory and 2-seater flights</li> <li>- to think about safety of those people who are in risk groups e.g age 70-</li> </ul> <p>Furthermore, County of Uusimaa (capital area with surroundings) is closed, no travelling out/in by car etc., including flights.</p>
	25.3.2020	<p>Gliding clubs and pilots are advised to follow guidance and restrictions by the Government.</p>
France	22.03.2020	<p>Our sport all clubs are closed, it is a recommendation of FFVP, DGAC and French authorities, no flies at all. Some exchanges by email, phone, are doing with regional organization and with FFVP. Today FFVP and CNVV are closed, some people work at home. Next Friday will have a visioconference between administrators and board of FFVP, we can decide or do discussion about different topics as:</p> <ul style="list-style-type: none"> <li>- SPL in progress or in transformation (BPP-&gt; SPL), discussion with DGAC: over booking risk when we restart activities</li> <li>- Extension of time for CEN (Certificate d'Examen de Navigabilité), requested to OSAC</li> <li>- Extension of time for FFVP license 2020</li> <li>- Salaried people in clubs</li> <li>- Different stages and competitions (maintained or adjourned)</li> </ul>

COUNTRY	DATE	RESPONSE
Germany	24.03.2020	<p>We have intensely appealed to all glider pilots in Germany</p> <ul style="list-style-type: none"> <li>- to stop all gliding and</li> <li>- to comply with the rules not to meet at and</li> <li>- not to use any airfield for sport activities</li> </ul> <p>but even more in responsibility, we all have for our society, the many endangered people and the public health system in Germany and worldwide.</p> <p>However OLC online contest still continues to run this platform worldwide - also for German Pilots - against our serious recommendations and appeals.</p> <p>DMSt is postponed at least until April 19. We want to further evaluate by April 19 and then take the necessary further steps.</p>
Great Britain	25.03.2020	<p>The UK is currently in lock down with essential travel only. So that excludes travelling to go gliding. As a result, most gliding clubs have temporarily closed and no clubs are flying.</p> <p>There are a number of big issues, which include;</p> <ul style="list-style-type: none"> <li>- UK gliding clubs are entirely self-funded. Cashflow is a problem and will become more so as time goes on.</li> <li>- Maintaining engagement and interest by club members is a key consideration. Clubs and BGA are developing ideas.</li> <li>- We need our people to stay as paid up members of their clubs so that the clubs can be there in the months ahead.</li> <li>- Site security is a concern. Many club sites are remote, the bad guys still exist, and Police resources are limited.</li> <li>- Making changes around Part M Light, Part 66, SFCL and DTO could not have come at a more difficult time for those impacted.</li> <li>- Ensuring pilots, instructors and examiners have recency and rating validity when we restart will be a significant challenge. But other than that, what could possibly go wrong ?</li> </ul>
Iceland	31.03.2020	<p>Do not allow more than 20 people to together in a room or area or less.</p> <p>Divide working room/hangars Maintenance areas into an area and do not cross areas and keep a distance. Use gloves when working with common tools and know-how to take the gloves off. Throw them away after use Wash hands after work in gloves</p> <p>Travel alone to the field.</p> <p>If hangars are used for caravans over winter, plane who come first to get their caravans, don't work between buildings, know where all caravans are and divide people to control each hangar.</p> <p>Board meeting with Teams or Zoom or something similar</p> <p>Have cleaning tissue sanitizer available on common places such as towers, field cars, winches wire tractors, tow planes, club gliders, and field equipment. and use it. Clean equipment controls after and before use.</p> <p><i>(continues on next page...)</i></p>

COUNTRY	DATE	RESPONSE
Iceland ( <i>cont.</i> )	....	<p>Use tow bars for each glider and do not cross towing tools between gliders</p> <p>Use your one field tow line in your car</p> <p>Use glove when touching planes for hook up, puss back, use tow if possible for retrieving planes. Do not touch with bare hands.</p> <p>If possible teach only certain students for a period of time. Clean planes between students.</p>
Luxembourg	15.04.2020	<p><b>Update:</b> 1) All pleasure flights, performance flights, practical instruction/training flights, revalidation flights, examination/assessment flights etc are suspended now until 4th of may via governmental decision (c.f. NOTAM hereunder)</p> <p>As for theoretical training/instruction for flight students, all sessions are also suspended due to the confinement rules.</p> <p>2) In the meantime, our regulator has communicated EASA releases to approve extentions to SPL ratings &amp; privileges as well as to medical certificates to all stakeholders (Clubs, Flight Schools etc)</p> <p>B1673/20: From:15 APR 20 10:37 Till:04 MAY 20 21:59 EST</p> <p>Text:COVID-19: FLIGHT RESTRICTIONS FOLLOWING THE MANDATORY CONFINEMENT MEASURES DECLARED BY THE GOVERNMENTAL AUTHORITIES OF THE GD OF LUXEMBOURG RELATED TO THE COVID-19 CRISIS, ALL VFR FLIGHTS ARE PROHIBITED WITHIN LUXEMBOURGISH AIRSPACE EXC MEDICAL, SAR, STATE, MIL, MAINTENANCE, TECHNICAL INSPECTION FLT AND FLT TO ASSURE FUNCTIONING OF THE STATE</p>
	25.03.2020	<p>The situation in Luxembourg concerning Glider activity (and all other leisure VFR activities) can be quickly described: complete lockdown of all kind of activities.</p> <p>All pleasure flights, performance flights, practical instruction/training flights, revalidation flights, examination/assessment flights etc are suspended until 15th of april via governmental decision (c.f. NOTAM hereunder)</p> <p>As for theoretical training/instruction for flight students, all sessions are also suspended due to the confinement rules.</p> <p>Our regulator is awaitung EASA releases to approve extentions to SPL ratings &amp; privileges as well as to medical certificates. You may know that those extentions are allready approved for commercial aviation (Class1)</p> <p>Everybody, including our regulator, is doing his best to face the situation and to find solutions.</p> <p>NOTAM</p> <p>FOLLOWING THE MANDATORY CONFINEMENT MEASURES DECLARED BY THE GOVERNMENTAL AUTHORITIES OF THE GD OF LUXEMBOURG RELATED TO THE COVID-19 CRISIS, ALL VFR FLIGHTS ARE PROHIBITED WITHIN LUXEMBOURGISH AIRSPACE EXC MEDICAL, SAR, STATE, MIL, MAINTENANCE, TECHNICAL INSPECTION FLT AND FLT TO ASSURE FUNCTIONING OF THE STATE</p> <p>B1448/20</p> <p>FROM: 24 MAR 2020 14:30 TO: 15 APR 2020 22:59 EST</p>



COUNTRY	DATE	RESPONSE
The Netherlands	08.04.2020	<p>As of 08/04/2020 the situation in The Netherlands is as follows:</p> <ul style="list-style-type: none"> <li>• All sports clubs/associations are to be closed until the 28<sup>th</sup> of April</li> <li>• No public gatherings</li> <li>• Public airports and airspace is still open for recreational flying</li> <li>• Military airfields are no longer accessible for gliding clubs</li> <li>• Taking into account the restrictions above, the only possibility for gliding is for people owning a self-launching glider from a public aerodrome.</li> </ul> <p>HOWEVER: as the Royal Dutch Aeronautical Association – gliding branch board, we have advised against this. The Dutch intensive care units are strained at the moment and any incident, accident or illness as the result of an unnecessary activity such as recreational flying would put further, but more importantly, undue strain on medical services. We have therefore called upon our members to stay home out of solidarity.</p>
New Zealand	08.04.2020	<p>In New Zealand, the CAA made the following announcement on 25 March 2020 as the country went into a 4-week lockdown under “Alert Level 4”:</p> <p><i>Clarification about private flying</i></p> <p><i>Stay on the ground while we are at Alert Level 4 unless your flight is absolutely essential.</i></p> <p><i>In introducing COVID-19 Alert Level 4 the Government is severely restricting travel, business operations, and human contact. Only movement needed for essential activities will be allowed during the four weeks from 2359 hours on Wednesday 25 March 2020. Very clearly many types of commercial aviation and virtually all private/recreational aviation fall outside the ‘essential’ category and won’t be permitted during this period.</i></p> <p><i>We are aware, however, of cases where pilots are involved in farming (and are therefore essential workers) and use aircraft to get around their station or between different properties they farm, and to access food and medical supplies. So long as they’re using their aircraft for those purposes, and that they have no passengers (unless they’re the people they’re isolating with) we would consider their flights would fit the category of ‘essential’.</i></p> <p>This will not have a very severe impact on gliding because soaring weather conditions are now in the usual rapid decline at this time of year in the southern hemisphere and winter activity levels are relatively low anyway. It is too early to predict what the effect may be after August, when activity levels normally start to increase.</p>

COUNTRY	DATE	RESPONSE
Norway	08.04.2020	<p>Here some words about the Norwegian situation.</p> <ul style="list-style-type: none"> <li>○ 12. March: The government closed all organized sports activities incl gliding. Vågå Wawcamp had to closed down immediately and canceled the last two days.</li> <li>○ 15. March: The CAA closed all airspace (incl G) to VFR traffic due to low air traffic services and controllers at work at Norway Control. The established a restricted airspace covering all of Norway. From this date all GA-traffic were grounded.</li> <li>○ 27. March: The CAA starts to give (PPR) to fly VFR on request (plane by plane). Today most of the requests are given the needed PPR to fly.</li> <li>○ 3. April: The government opened sports activities with less than 5 peoples and 2m distance to each other's. This opens for some gliding activities primary to private own gliders, SLG and only one pilot onboard (no instructing) etc. If doing so you should also establish a disinfection procedure and kip the clubhouse closed etc. Non has flied yet, and we will not see much activity with this limitations.</li> <li>○ 8. April: The CAA has given us the possibility to continue on national regulations (national license and national training) until further notice incl not declaring a DTO and postponed the SFCL.</li> <li>○ 15. June: The government published yesterday (April 7<sup>h</sup>) to continue the close down of sports activities in general until 15.6.</li> </ul>
Spain	08.04.2020	<p>Regarding flying activities, Spain is in full lockdown. We cannot circulate in the streets and all non essential businesses are closed.</p> <ul style="list-style-type: none"> <li>- All gliding and general aviation flights are suspended until further notice with the official "Spanish Government Bulletin" (BOE).</li> <li>- To this moment there is no NOTAM issued prohibiting VFR or General Aviation activities, but the ban comes from the BOE text instead.</li> <li>- There is no way as private individuals to get to our hangars, and it will take a long time to return to normal.</li> <li>- All gliding clubs, DTOs, ATOs and airfields are closed and access is banned.</li> </ul> <p>We are fighting our AESA (Spanish Air Safety Agency) for its lack on regulation on soorts aviation activities during lockdown. AESA has ruled correctly regarding commercial aviation but has left behind completely gliding and the rest of general aviation, thus we have raised claims directly agains AESA and to the "Spanish Defensor del Pueblo".</p> <ul style="list-style-type: none"> <li>- On the other hand, to keep morale a little bit higher the gliding community in Spain has created virtual soaring competitions using Condor2 soaring flight simulator, and everyday at 17hrs we have an online multiplayer task for the "Copa Pirineos" using the photorealistic Pyrenees scenery with real tasks. You can watch the task we flew 07.04.2020 here <a href="https://youtu.be/L-xPF7F3Ak8">https://youtu.be/L-xPF7F3Ak8</a></li> <li>- We have 91 pilots registered at <a href="https://www.condor-club.eu/comp/show/0?id=398">https://www.condor-club.eu/comp/show/0?id=398</a></li> </ul> <p>Also some flight instructors are scheduling Skype/TeamSpeak seminars on a variety of topics like "Vulture risk avoidance", "XcSoar flight planning software seminar" or "ATC Communications seminars".</p>

COUNTRY	DATE	RESPONSE
Sweden	25.03.2020	<p>No restrictions on gliding as of 25.3.2020. The Gliding Federation has recommended the clubs to</p> <ul style="list-style-type: none"> <li>- follow the advices from the health authorities</li> <li>- avoid physical meetings (AGM, courses etc)</li> <li>- to hold briefings outside</li> <li>- do not use the club house, stay outside</li> <li>- not to fly introductory flights or other similar flights</li> <li>- clean the cockpit between every flight</li> </ul>
Switzerland	31.03.2020	<p>The official statement in Switzerland for the Flight Schools is the following:</p> <p><i>20.03.2020 - Flight schools</i></p> <p><i>Presence learning events taking place in training organizations are currently prohibited in accordance with the ordinance COVID-19-Verordnung 2, Art.5. In cases where there is a predominate public interest, cantonal authorities may grant exemptions according to Art. 7. Such authorizations have been granted amongst others for «non-deferrable recurrent trainings».</i></p> <p><i>With the submission of a corresponding exemption to the EU commission by FOCA, it is assured, that no licenses or similar authorizations, affiliated with a public interest, will expire.</i></p> <p><i>For this reason, until further notice, the competent cantonal authorities will no longer issue special authorizations for «non-deferrable recurrent trainings».</i></p> <p>On this reason the most of the gliding clubs stop the activities for the moment.</p>
United States	01.04.2020	<p>Yes, the COVID-19 virus is affecting gliding in the U.S. Like everyone, at this time, we don't know how long this will last and when soaring will resume.</p> <p>We have contests all summer, and at least a few have already cancelled. More are still debating whether they will be able to have one or not.</p> <p>If you look at the front page news on the <i>ssa.org</i> website, you will see information from our contest committee concerning contests.</p>

**Remarks:** \_\_\_\_\_.

The EGU Survey was initially sent out by email 24th March 2020 to all Full and Associate Members and their nominated delegates. A reminder followed on 7th April 2020.

**Further updates** (when relevant) **and replies** (if still missing), are still requested – by email to EGU General Secretary – : ***mika.mutru(at)gmail.com***

**2020-04-27:** \_\_\_\_\_.

*Full Members responded:* AT, BE, CY, CZ, FI, FR, DE, GB, IS, LX, NL, NO, ES, SE, CH - (15 out of 20) – *not yet responded:* DK, HU, IE, PL, SI.

*Associate Members responded:* US, NZ – (2 out of 5) – *not yet responded:* CA, SA, the VGC.