



*Fédération
Aéronautique
Internationale*

Minutes

of the
Annual Meeting
of the
FAI Gliding Commission (IGC)

held in Lausanne, Switzerland
on Friday 4th and Saturday 5th March 2011
at the Olympic Museum

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Note: The agenda together with all reports, documents and proposals, as well as nominations for people having received awards, can be found on the FAI website: <http://www.fai.org/gliding/meetings>

1. Opening

IGC President Mr Bob Henderson called the meeting to order and requested the observation of a moment of silence in honour of friends and colleagues lost in the previous year.

The President then welcomed the delegates to the 2011 IGC Plenary meeting in Lausanne, in particular the Colombian delegate Mr Markus Graeber. It was the first participation of Colombia in the IGC Plenary meeting.

1.1 Roll Calls

The FAI Secretary General Mr Stéphane Desprez called the roll of the meeting. It was determined that 37 votes were present including 5 proxies (from Ukraine to France, Norway to Sweden, Ireland to UK, Latvia to Lithuania and Belarus to Russia), thus 19 votes would be required for an absolute majority on any ballot, and 25 for a 2/3rds majority.

The Secretary General again called the roll at the beginning of the second day, Saturday 5th March. Delegates and proxies present still totalled 37.

Apologies were received from the Norwegian Delegate Mr Arild Solbakken.

Mr Henderson explained that the FAI voting procedures had been clarified during the FAI General Conference in Dublin, the number of votes was depending on the votes actually present in the room, and asked the delegates to notify the Secretary if they had to leave during the meeting.

1.2 Administrative Matters

57 persons participated in the IGC dinner held at Restaurant Piazza San Marco in Lausanne Friday evening including the FAI President Dr John Grubbström who was invited as a guest.

1.3 Conflict of Interest

The President asked the meeting participants to declare any conflicts of interest, which was done.

2. Minutes of previous meeting, Lausanne 5th and 6th March 2010

The IGC Secretary Mr Peter Eriksen presented the minutes of the previous meeting held in Lausanne 5th and 6th March 2010.

One correction was made. The number of hits on the IGC Ranking list web site in 2009 was 300.000.

The minutes were unanimously approved.

3. IGC President's report

The IGC President referred to his written report and added that the main subjects the Bureau had dealt with during the past year were safety and declining membership. Eight different air sports were united in FAI and although the air sports work together, they also compete when recruiting. One of the handicaps for gliding was the access to gliding sites. Unlike e.g. parasailing, we cannot just go to the nearest hilltop and take off. We need an airport with the required infrastructure.

He also mentioned that despite the declining membership, many of our international competitions were oversubscribed.

Finally the President thanked the IGC Bureau for their dedicated engagement during the past year.

The President's report was approved unanimously.

4. FAI Matters

4.1 Update from the FAI General Secretary

On behalf of the FAI President and the staff, the FAI Secretary General reported on the FAI activities during the past year.

Following the General Conference held in Dublin in October 2010, 104 countries were now members of FAI. This makes FAI one of the largest international federations within the Olympic organisation not participating in the Olympic Games.

In 2010 32 Category 1 events had taken place with the participation of 66 countries in total.

The FAI revenue and expenditure situation of FAI was stable. The FAI auditors had asked the organization to review the financial procedures, which would lead to new guidelines also for the Sporting Commissions.

The FAI By-laws are now the responsibility of the Executive Board.

The next Conference will be held in Belgrade in Serbia in October 2011; the 2012 Conference will be in Antalya, Turkey

During 2010 the work in the FAI Headquarter had been restructured, with 3 new staff member: Ms Faustine Carrera, FAI Communication Manager, Ms Ségolène Rouillon, FAI Members & Services Manager and Mr Rodric Neri, FAI Sports Manager.

The Headquarters will move to a new address in April 2011. FAI has bought a full floor in the newly built Maison du Sport International (MSI), and then hired out the excess space to another organisation. The move will reduce the cost of office space and position FAI close to other international sports organisations. Meeting rooms will also be available free of charge.

The new on-line system for Sporting Licenses was still in a transition phase. Not all NACs had input data into the system, but this would be sorted out during 2011.

The YouTube air sports channel had been established. It is now possible for members, clubs and NACs to get exposure through this channel – see www.youtube.com/airsportschannel. FAI is also now on Twitter and Facebook.

The Executive Board will review the bids for World Air Games 2013 at their meeting in March. The selected location will be announced later this year.

The Red Bull Air Race will not take place in 2011 and 2012. FAI is still in contact with Red Bull and hopes to continue working with them in 2013 on a revised concept.

An FAI athlete had been convicted in a doping case and banned for two months. The athlete did not intend to cheat, but did not realise that he should use the Therapeutic Use Exemption process. The athlete had simply made a technical mistake by not declaring a medical treatment in time. *Note: The Anti-Doping information is available at: http://www.fai.org/medical/system/files/anti_doping_and_me_72.pdf*

The Secretary General urged everyone to carefully follow the doping rules and procedures. This situation could happen to all athletes. FAI had considered appealing the two month ban but decided not to so as it was considered highly unlikely to get the relatively mild verdict changed.

Mr Roland Stuck, the French Delegate asked if IGC had been informed about the doping case.

The Secretary General responded that FAI was only informed after the decision had been taken.

Mr Mogens Hansen, delegate from Denmark, asked about the status of Air Sports Committee representatives on FAI Technical Commissions as observers or full members.

Mr Henderson responded that this would be raised later during the meeting.

Mr Brian Spreckley, UK delegate, referred to the negotiations with sponsors for the Grand Prix, and asked about more feedback.

Mr Henderson preferred to address this in the relevant Agenda item.

Mr Henderson then thanked the Secretary General for his report.

5. Finance report

5.1 2010 Financial report

The IGC Treasurer Mr Dick Bradley presented the 2010 Finance Report and the 2011 budget.

The 2010 income was higher than budgeted. We had outstanding debts from 2009. These had all been collected thanks to support from delegates. There were now very few outstanding payments from 2010, amounting to some 3.200 €, all related to the IGC Ranking List.

On the expenses side, the treasurer had nothing to add. He thanked the IGC officers for their care when using IGC funds.

The unused 2010 investment funds, e.g. planned for safety videos were carried over to 2011.

The Dutch Delegate, Mr Robin van Maarschalkerweerd, raised a question about a difference of about 6000€ between the 2009 Results and the 2010 Opening Balance.

Note: During the meeting this was clarified. The question was due to misreading of the figures.

The Financial Report was unanimously approved.

5.2 IGC Financial Policy

There are no changes to the IGC Financial Policy.

5.3 2009 Budget and 5 year planning

The 5 year planning budget was unanimously approved by the Plenary.

6. Reports not requiring voting

6.1 OSTIV report

Prof. Loek Boermans reported from OSTIV.

The main event of the reporting period was the XXX OSTIV Congress, held from 28 July to 4 August 2010 in Szeged, Hungary, at the site of the 31st FAI World Gliding Championships 2010.

During the 5-day Congress, 25 papers of good quality were presented on aerodynamics, flight mechanics, dynamic soaring, winch launches, design and development, materials, fatigue, instruments, airworthiness requirements, rescue systems, convection, mountain waves and meteorological predictions.

After review the papers will be published in the forthcoming quarterly issues of OSTIV's International Journal of Technical Soaring.

The OSTIV Board was re-elected at the Congress.

At the Closing Dinner the President of OSTIV expressed thanks to the Director of the World Gliding Championships Mr Andras Zeno Gyongyosi for his support to the OSTIV's Local Representative Imre Bano for the organisation of the excursion and to Ms Britta Schlenker for her indispensable help in organising the Congress which ran smoothly.

For the first time OSTIV, in cooperation with the Soaring Society of America (SSA), organized an OSTIV Speaker Track at the SSA Convention, which was held from 28 to 30 January 2010 in Little Rock, Arkansas. During 3 days, 17 lectures were presented on a variety of technical, operational and meteorological subjects, and 2 panel discussions were held on safety and on OSTIV's activities.

The Training and Safety Panel (TSP), chaired by Ian Oldaker, had a Flying Training Seminar and biannual meeting in August 2009 at Terlet, the Gliding Center of the Netherlands. The panel addressed the concerns of the IGC President about the safety awareness of (competition) pilots, and elaborated the report “Pilot Safety in Gliding, Recommendations for Immediate and Long-term Safety Initiatives” presented by Mr Ian Oldaker at the IGC meeting in 2009. This was followed up by report “Implementing a Safety Management Program for Gliding Organisations” presented by Ian Oldaker at the IGC meeting in March 2010.

The Sailplane Development Panel (SDP), chaired by Mr Helmut Fendt, held its annual meeting two days before the XXX OSTIV Congress, on 26 and 27 July 2010 in Szeged, Hungary. The SDP extensively discussed and finalized the document “Safety Pays” with proposals for competition rules to enhance flight safety. The document was presented by Mr Fendt later during the IGC Plenary.

Other items on the agenda were: request from EASA on winch launch, aero tow and winch launch speeds, transponder/ADS-B issues, fire protection in powered gliders, motor glider propulsion recording; and, the position of the SDP with respect to the new 13.5m Class.

The next meetings of the Training and Safety Panel and the Sailplane Development Panel, both separately and together, will be on 19 and 20 September 2011 in Prague, Czech Republic.

The Meteorological Panel (MP), chaired by Mr Hermann Trimmel, had its last meeting from 25 to 27 September 2009 in Pfaffstätten near Vienna, Austria.

The next meeting of the Meteorological Panel will be from 23 to 25 September 2011 in Antalya, Turkey

The IGC President thanked Prof. Boermans for his report.

Mr Bernald Smith strongly urged the IGC Delegates to join OSTIV.

6.2 Standing Committees

6.2.1 Communications and PR Report

Mr Henderson had nothing to add to the written report, but made a plea for people to provide more information about activities, videos, photos, stories. FAI was now in a good position to distribute these via the social networks like the Air Sports Channel on You-Tube.

6.2.2 Championship Management Committee Report

Mr Eric Mozer, Chairman of the Championship Management Committee, mentioned that some of the items in the report would be discussed later during the meeting and added that 2011 would be a busy year with four Category 1 events.

Ms Frouwke Kuijpers, the Dutch Alternate, noted that there were some overlaps on the 2011 calendar and asked why the Bureau had not been able to fix these.

Mr Mozer responded that priority was given to World Championships. Continental events like the Europeans would have to fit into the remaining slots. The European summer is relatively short, and all competitions are aiming at the same period. An attempt to move the European Gliding Championships (EGC) in Nitra forward had been proposed to the team captains, but had been turned down.

Mr Ross Macintyre, delegate from New Zealand, stated that there were too many World Gliding Championships (WGC) and we should be looking at reducing the number.

Mr Mozer responded that the competitions are decided by the plenum. We have had the current structure for some years. We may have too many but the delegates still vote for more classes and consequently more competitions.

Mr Vladimir Foltin, delegate from the Slovak Republic, mentioned that the EGC in Nitra had been shortened by a day to allow time for competitors to travel from Nitra to Pociunai. The prize giving will now be on Friday 29th July.

Mr Hansen added that it was correct that the value had been reduced as there were too many competitions, but added that it was difficult to reduce the number as long as we had so many entries and could easily fill all the competitions. For the outside world this could, however, create less interest.

Mr Henderson responded that he understood the concern about the proliferation of the championships and the need to review this situation.

6.2.3 Sporting Code Committee Report

Mr Ross Macintyre reported that the Sporting Code Committee activities during the last year were included in the report and that a discussion paper had been prepared concerning Free Distance records to propose an action the Committee would like to undertake at next year's Plenary.

Mr Henderson drew attention to the new version of the FAI Sporting Code Gliding Section, where some changes had been made. These changes are editorial, replicating the changes approved by CASI in 2010. The changes had been approved by the bureau.

Mr Visa-Matti Leinikki noted that Multi-seat records can be made either by team (having a team name) or a crew of pilots where the individual pilots are mentioned.

The IGC President thanked the Sporting Code Committee for their work during the past year.

6.2.4 Sporting Code Annex A Committee Report

Mr Göran Ax reported that a new version of Annex A to the Sporting Code was made available from the 1st October 2010. The Finish Ring was now the recommended finish method, requiring a minimum radius of 3 km. In addition a 5 minutes penalty for crossing the finish ring, but not landing at the airfield, had been defined.

6.2.5 Sporting Code Annex D Committee Report

Mr Brian Spreckley mentioned that the Ranking List was celebrating its 10 year anniversary. He showed the current lay-out of the list on the web and pointed out the new features of dedicated lists for juniors and women.

6.2.6 GNSS Flight Recorder Approval Committee (GFAC) Report

Mr Ian Strachan, Chairman of the GFAC Committee, reported on the activities of the GFAC.

There were currently 47 approved IGC Flight recorders from 19 different manufactures, with another 3 recorders in the approval process.

The approval documents for Position Recorders used for Silver and Gold badge flights, should be provided by the NACs rather than by GFAC.

GFAC gives technical advice to NACs. This should be done before a new Position Recorder approval was given by the NAC. The list of nationally approved Position Recorders is available on www.fai.org/gliding/position_recorders.

Mr Strachan mentioned the particular problem that has occurred for powered gliders with a low Environmental Noise Level (ENL) system, such as electrical motors or even jet turbines, as the noise generated by the jet turbines are at frequencies outside the specification for Flight Recorders.

Up to mid-2010 no Recorder Manufacturer or Motor Glider manufacturer had produced an RPM-related system that could be used in the IGC file for the flight. Therefore, something had to be done.

The Sporting Code Section 3 Annex B (SC3B), RPM-related concept was expanded to include ANY reliable engine-related figure, subject to GFAC approval, including RPM, Fuel Flow, Noise at Engine/Prop, Jet Pipe Temperature, Electrical Load, etc. under a new Means of Propulsion Code defined in the Flight Recorder Technical Specification (that data would be obtained via a sensor external to the Flight Recorder)

The IGC Flight Recorder Technical Specification Second Edition (TS2) was issued 20 December 2010.

The Technical Specification Chapter 1 is identical to SC3B Chapter 1.

A revised SC3B Chapter 1 should be issued now to ensure coherence with the already-published Specification.

Mr Hansen asked if he could get more information about the nationally approved position recorders.

Mr Strachan responded that this information was available on the web site.

Mr Henderson mentioned a paper received from USA on enhanced flight recorders and noted that the Sporting Code Committee needed to look at the application of these devices.

Mr Rick Sheppe responded that the USA was happy with this response.

6.2.7 FAI Commission on Airspace and Navigation Systems (CANS) Report

Mr Ian Strachan, Secretary of the FAI CANS Commission, reported on the activities of CANS at the plenary session in Frankfurt in 2010. He made a plea for having an airspace seminar in connection with the General Conference 2011 in Belgrade.

Mr Strachan was disappointed by the low participation from the 104 NACs now members of FAI to CANS. He also mentioned that it would be important to get more accurate statistical information, such as membership numbers, from the NACs.

Mr Markus Graeber volunteered to send information from the South American region.

Mr Mozer asked if there were ways to get more information about member numbers from FAI.

The Secretary General responded that only about 40 NACs provided statistical information. The FAI had difficulties providing this very important information to CANS.

6.2.8 Air Traffic, Navigation, Display Systems (ANDS) Report

Mr Bernald Smith, Chairman of the ANDS Committee, reported that the expiration dates of the 3-year terms of office for the current Glider Flight Recorder Approval Committee (GFAC) members are:

IGC Meeting of 2011 Mr Ian Strachan (UK) Mr Angel Casado (Spain),

IGC meeting of 2012 Mr Hans Trautenberg (Germany), Mr Tim Shirley (Australia),

IGC meeting of 2013 Mr Marc Ramsey (USA).

Mr Strachan and Mr Casado were re-elected for 3 years (till 2014). In addition Mr Trautenberg was elected to the vacant post for one year till 2012.

Mr Smith reported that there was a risk that existing GPS systems could be subject to interference in the future due to new systems that were being approved, particularly in China, but also in the USA.

6.3 Working Groups

6.3.1 Country Development

Mr Alexander Georgas, Chairman of the Country Development Working Group, explained that there was a need for the Bureau to help prioritise the activities.

Mr Tor Johannessen asked how we could support countries where gliding did not exist.

Mr Georgas responded that this would be an important activity, but the most important activity was first to support countries where gliding existed, but was not well developed.

Mr Eriksen proposed creating a better overview of the countries where gliding was less developed. A number of NACs have appointed IGC delegates, but we have not yet been in contact with these delegates. A questionnaire, or maybe just an e-mail contact, could maybe help understanding where these countries were with regard to gliding.

This was agreed by Mr Georgas.

6.3.2 Grand Prix Action Plan

Mr Henderson reported that things had moved on since 2010. We now have a product that can attract sponsors. At last year's Plenary Mr Hytten presented his vision of gliding linked with environmental sustainability based on the successful GP Final in Santiago de Chile.

In 2010 we continued the work to put this concept in place. A huge amount of energy was invested, in particular by Mr Brian Spreckley and Mr Roland Stuck.

The goals of the SGP have changed, and the strategy has been updated as follows:

- To create sponsorship opportunities to benefit all aspects of the sport of gliding
- To entertain the public and glider pilots through television and the internet
- To educate the general public about the sport of gliding including the challenges of glider racing, the performance of modern gliders and the excitement of the GP race through the use of television as the primary medium
- To engage glider pilots with the GP race format using the internet as the primary medium

Mr Henderson then announced the time table for the next round of the Sailplane Grand Prix:

- Next Series commences in January 2012
- Call for bids to host QGP races 2012/ 2013
- Call for bids to host the GP Final in 2013
- Review and selection of hosts for QGP and GP Final by Bureau
- Formal invitation will go out before the end of March and will include the deadlines for submission of bids

President Henderson then chaired a discussion with the delegates over all of the aspects of the SGP+ project. Numerous opinions were presented and the discussion was spirited.

6.3.3 History Committee

Mr Tor Johannessen reported on the History Committee.

Mr Johannessen explained the background for the search for the "Confiscated Papers" that the allied forces had confiscated in Germany in 1945. These contained huge parts of the history of gliding. The search had taken the committee too many different places, the latest being Washington, but so far without success.

The report was accepted by the Plenary.

6.3.4 Scoring Software Testing Working Group

Mr Visa-Matti Leinikki, Chairman of the WG, had nothing to add to the written report.

Mr Rick Sheppe added that the problem related to the ellipsoid used to describe the surface of the earth was being studied by the Working Group in order to provide a more accurate approximation for use by the writers of scoring software.

6.3.5 13.5M Class Working Group

Mr Roland Stuck, Chairman of the WG reported that there had been no activities in the WG.

6.3.6 Championship Structure Working Group

Mr Eric Mozer, Chairman of the WG referred to the proposal from the Working Group. (Agenda item 10.1.1)

Mr Macintyre drew the meeting's attention to the fact that the 13.5Meter Class had only been defined as a Championship Class and urged the meeting to also address issues related to records.

6.3.7 Continental Records Working Group

Mr Hans Obermeyer, Chairman of the WG, was happy to see the Continental Records implemented in the Sporting Code, and thanked the Sporting Code Committee for their support. The only remaining step was now to get the minimum performances established for each Continent. Mr Obermeyer also hoped that some publicity would be provided to draw the gliding community's attention to these new records.

6.4 IGC Specialists

6.4.1 CASI Report (Air Sports Commissions)

Mr Tor Johannessen thanked Mr Henk Mertens, Mr Rick Sheppe and Mr Bernald Smith, who had been involved in the CASI work together with Mr Johannessen, for their support.

6.4.2 EGU/EASA

The EGU President, Mr Patrick Pauwels, reported that the two EASA Gliding licenses would be implemented in 2012. The medical situation is still blocked; we will, de-facto, have class 2 medicals. Member states may choose to wait before transferring their national licensing systems to EASA by up to 3 years.

The Training organisation is still under discussion. The first proposal from EASA was not suitable for organisations like gliding.

The EASA legislation for operations was under discussion, but seemed to be reasonable. The only major issue was the definition of commercial operations.

Maintenance is now fully applicable in all EASA countries. Unfortunately these rules are applied differently in each country. Small repairs are a problem and aircraft maintenance programs are not at all harmonised.

For VHF radios, 8.33 MHz channel spacing will be required in 2018.

More information is available on www.egu-info.org

6.4.3 Environmental Commission Report

Mr Bernald Smith reported on the problems of Avgas 100 LL shortage, which is starting to be a problem, particularly in Europe.

6.4.4 Membership

The report was tabled at the meeting and Mr Henderson reported on behalf of Mr John Roake.

Mr Stuck made the remark that the figures from France in the report were wrong. There had not been such a decline in membership in France in 2010.

Note: An updated report has been uploaded to the IGC web

6.4.5 On-Line Contest Report

No report was received.

6.4.6 Simulated Gliding Report

Mr Roland Stuck had not have time to work on this subject during the past year.

6.4.7 IGC Trophy Management

Mrs Marina Vigorito had nothing to add to the written report.

Mr Hansen noted that the first result was missing on the 15M Challenge Trophy 1978, and asked if this could be added.

6.4.7 Web Management Report

Mr Peter Ryder could not be present at the meeting. There was nothing to report.

7. Championships

7.1 Past & Future Championships

7.1.1 31st FAI World Gliding Championships 2010 – Slovak Republic

Mr Mozer thanked the organisers for their efforts.

The Chief Steward Mr Stuck congratulated the organisers in Prievidza for the high quality of the event.

7.1.2 31st FAI World Gliding Championships 2010 - Hungary

Mr Cubley: “I noticed in the steward’s report that a number of items from the bid document were not delivered. This is serious. What do we do about that?”

Mr Andras Gyongyosi, WGC Director: “We know that several issues were poorly organised. The Hungarian NAC has performed an audit and will take the steps necessary to avoid this in the future. We will send the report to IGC once it is finalised. I apologise for all this and understand that you were disappointed and hope that we will have the possibility to show that we can do much better in the future.”

Mr Mozer: “The Bureau is in contact with other air sports to understand how they manage bids and assure that the bidders fulfil their commitments. We will then look into how we can manage the performance of the championships.”

Mr Spreckley: “We don’t always have enough control. One aspect is the Chief Steward system, which is slowly being improved. The Chief Steward will now visit the competition site one year before the competition, and the Bureau is prepared to move the competition to another site if this is necessary.”

Mr Bradley: “We should not overreact due to one disappointment. In general we have a high quality of events.”

Mr Mozer: “We will not overreact, but it is a normal process to learn from experiences and from other air sports.”

Mr Rutkowski: “We should verify that the airspace and other information for the Flight Recorders is correct. We need the final versions of the airspace in electronic form in due time before the competition.”

7.1.3 6th FAI Women’s World Gliding Championships - Sweden 2011

Mr Ax reported that planning was progressing on schedule. The Local Procedures are available on the web site.

7.1.4 7th FAI Juniors World Gliding Championships - Germany 2011

The German Delegate, Mr Christof Geissler, reported that the preparations were progressing according to schedule and that the Local Procedures would be completed and published during the coming days.

7.1.5 16th FAI European Gliding Championships 2011 – Slovak Republic

Mr Foltin reported that things were progressing as planned. The organisers did not expect oversubscriptions. In order to avoid an overlap with the EGC in Lithuania, the competition had been shortened by one day. The prize giving ceremony would now take place on Friday 29th July. Mr Foltin also mentioned that the organisers had tried to advance the competition dates further forward, but some countries had been against this change.

7.1.6 16th FAI European Gliding Championships 2011 – Lithuania

Mr Vytautas Sabeckis, Lithuanian delegate, reported that the government support for the event had been approved. The contest web site had some problems, but they were being solved. The organisers are ready to help finding accommodation.

7.1.7 32nd FAI World Gliding Championships 2012 – Argentina

Mr Eduardo Toselli, Argentinean Delegate, mentioned that there was a discrepancy between the dates on the IGC web site and the planned days. This will be corrected. The correct dates are 5th January to 20th January 2013.

7.1.8 32nd FAI World Gliding Championships 2012 – USA

Mr Sheppe reported that the competition web site would be up and running before the end of March. The runways in Uvalde were being resurfaced and a new road was constructed. Mr Sheppe mentioned that camping was impossible on the site, but the college next door would provide accommodation.

Prof. Boermans informed the meeting that the 2012 OSTIV meeting would be in Uvalde. It had been too difficult to organise the meeting in Argentina as the competition is close to the Christmas period.

7.1.9 7th FAI Women's World Gliding Championships - France 2013

Mr Stuck informed the meeting that the organisers had nominated Mr Roger Eyrier as director for the competition.

7.1.10 8th FAI Juniors World Gliding Championships - Poland 2013

Mr Rutkowski was happy to report that the public funding requested for the event had been granted.

7.2 Approval of Competition Officials

7.2.1 Approval of officials for 2011 competitions

6th FAI Women's WGC, Arboga, Sweden 15 - 27 June 2011

- Chief Steward – Mr Arild Solbakken
- Steward – Mrs Marina Vigorito
- Jury President – Mr Tor Johannessen
- Jury Members – Mr Robert Danewid, Mr Juha Silvennoinen

7th FAI Juniors WGC, Musbach, Germany 5 – 20 August 2011

- Chief Steward – Mr Brian Spreckley
- Steward – Mrs Marina Vigorito
- Jury President – Mr Eric Mozer
- Jury Members – Mr Hans-Martin Tronnier, Mr Peter Eriksen

16th FAI EGC, Nitra, Slovak Republic 17 – 30 July 2011

- Chief Steward: Jaroslav Vach
- Steward: Jiri Cihlar
- Jury President: Fred Gai
- Jury Members: Marina Vigorito, Jozef Snirc

16th FAI EGC, Pociunai, Lithuania 31 July – 14 August

- Chief Steward: Mr Visa-Matti Leinikki
- Steward: Mr Bob Bickers
- Jury President: Mr Max Bishop
- Jury Members: Mr Janusz Szczupak, Mr Raimo Houviala

7.2.2 Approval of Officials for 2013 Competitions

7th FAI Women's WGC 2013, France

- Chief Steward: Mrs Marina Vigorito

8th FAI Juniors WGC 2013, Poland

- Chief Steward: Mr Axel Reich

7.3 Sailplane Grand Prix

7.3.1 2010 – 2011 Qualifying Sailplane Grand Prix

Mr Stuck reported on the current round of Qualifying Sailplane Grand Prix, where four competitions had taken place and six more would be conducted during the coming months.

Results and dates for the coming Grand Prix are available on the IGC web site.

7.3.2 2011 World Sailplane Grand Prix Final

The 2011 final is organised at Wasserkuppe where the 100th Anniversary of the first German glider flight will be celebrated in 2011.

The competition will take place 23 to 31 July, which will lead to an overlap with the EGC in Nitra, but this could not be solved.

Many spectators are expected, as Wasserkuppe attracts many spectators even on normal flying days.

The organisers are facing financial difficulties due to sponsorship difficulties.

7.4 World Air Games (Brian Spreckley)

7.4.1 Update on World Air Games 2013

Mr Spreckley referred to the report given by the FAI Secretary General.

Guest Speaker: Mr Helmut Fendt, Chairman of OSTIV Sailplane Development Panel

Note: The presentation is available for download from the IGC web site.

Mr Helmut Fendt gave a presentation prepared by Eric deBoer and himself on the subject "Safety Pays"

Following an analysis of the current level of gliding safety, he offered three safety proposals to IGC:

- a. Introduce a Safety Award during international gliding competitions
- b. Enhance emergency cockpit egress
- c. Reward safety provisions installed in competing gliders

According to Mr Fendt, proposals a. and b. could be implemented immediately by the IGC without too much difficulty. Proposal c. would require a phased implementation and would need to be included in the Sporting Code.

The presentation and the principles of the three proposals received strong support from the meeting.

The Bureau will now work on the implementation aspects. A working group will be formed with the aim to prepare proposals for the 2012 Plenary.

7.6 Presentation of Bids for Future Championships

7.6.1 33rd FAI World Gliding Championships 2014

- Leszno, Poland (15m/18m/Open Class)
- Vinon, France (15m/18m/Open Class)
- Rääskälä, Finland (15m/18m/Open Class)

7.6.2 17th FAI European Gliding Championships 2013

- Ostrow, Poland

7.6. Questions on all Bid Presentations

Mr Mozer stated that the bidders from Leszno, Vinon and Räyskälä had confirmed that they would be ready to submit their bid to host the 33rd FAI World Gliding Championship in the Standard, Club and 20 Meter Multi-Place in 2014 if they were unsuccessful in the first vote.

France and Poland informed the meeting that the WGC would be the only user of the airport during the competition. Finland could organise that if needed.

All three bidders confirmed that they had facilities to host the OSTIV conference.

With regard to tow planes, Poland would use either Vilgas or Cmelaks. Vinon would use DR400, Pawnees, and Rally 235hp, Finland would mostly use Pawnees.

France confirmed that they would follow the IGC rules concerning the use of FLARM, and assured the meeting that the sea breeze not is a problem in Vinon.

With regard to accommodation, Finland assured the delegates that there was a motel at the airfield, nearby hotels, and that there were many cottages for rent.

8. Date and place for the 2012 IGC Plenary Meeting

8.1 Proposal from South Africa,

Mr Bradley presented a bid to hold the 2012 meeting the 2nd and 3rd March in Potchefstroom, South Africa.

9. Nominations for President

A number of persons were proposed, but only the current President, Mr Bob Henderson, accepted nomination.

Mr Henderson was elected President for IGC for the coming two years.

Discussion item: Design parameters and the implications of “certificated” versus “permit-to-fly”. Should we put a limit on the period that a glider should be able to operate under a “permit-to-fly” at the WGC level?

Mr Helmut Fendt:

“First of all I would like to make it clear that I present here my personal viewpoint. This subject has not been discussed by the SDP as the subject has been raised after the last meeting.

My reply is based on my experience and work with CS.22, Jar-22 and OSTIVA. First of all, a Permit to Fly (PtF) is issued for gliders constructed with the aim to reach full certification but where the work to achieve a certification is undergoing.

It should be noted that gliders that have been certified also fulfil different safety levels. The SDP has been working with EASA to improve cockpit crash worthiness standards, but only new gliders will achieve these standards.

Competitions are test beds for new glider designs and quite a number are operating at WGC under PtF, maybe 10 to 20 percent. Exclusion of these gliders from competitions will have a huge impact.”

Mr Graeber: “In the US, many aircraft are flying as Experimental as they have no type certificate in USA. We will see many gliders at the WGC in Uvalde with Experimental status.”

Mr Spreckley. “Standards are the way we can raise the safety level. We need some type of regulation as safety features are part of the certification. Can we find a way to avoid gliders competing that are not intended to meet the standard?”

Mr Fendt: “The manufacturers are not allowed to produce a glider that is not intended to reach certification standards. The manufacturers have to submit their designs to EASA or the national authorities to get a PtF. In Germany we would not provide a PtF if we were not convinced that the glider could be safely operated. Having an IGC/FAI approval system would be very complicated and expensive.”

Prof. Boermans: “If the aircraft has a PtF, IGC has no competence to show that it is not safe.”

Mr Stuck: “We have recently had an example where the same aircraft had two instances during a competition of flutter in the ailerons. What do you do as the competition director in such case?”

Mr Fendt: “A singular case does not make that a general requirement. Problems with one glider have to be handled as a special case. It is the pilot’s or the owner’s responsibility to report such events to the authority that has provided the PtF.”

Mr Eriksen: “Is a country obliged to accept a PtF issued by another country?”

Mr Fendt: “In Europe, EASA will give a permit to fly which is valid in all EASA countries. If the PtF is issued by another country you need to have an entry permission to fly in Europe. The same applies for other countries. An EASA glider will have to apply for entry permission to fly outside EASA countries.”

Mr Rutkowski: “It is clear that, if there are issues, it shall be reported to the authority in the country that has issued the PtF. The authorities will then verify that the problem has been solved. This has happened in the current situation with the SZD56.”

The President summarised the discussion by stating that gliders could participate in competitions with a Permit to Fly, and that there were procedures in place to handle problems with certified gliders as well as with gliders flying on a PtF. The issue will be addressed in one of the next newsletters from the IGC President.

The President then thanked Mr Fendt for his contribution, which was highly appreciated by IGC.

10. Reports and Proposals requiring voting (Bob Henderson)

10.1 Proposals from the Bureau

10.1.1 Future World Gliding Championships structure (Year 1)

Mr Mozer presented the proposal raised by the Bureau:

- 1. No changes are to be made to the following classes; 15 Meter, 18 Meter, Open, Standard, Club*
- 2. No changes to the IGC Competition Calendar are recommended to the Multi-Class World Gliding Championships comprised of the Open, 15 Meter, 18 Meter. This event is recommended to remain in EVEN years.*
- 3. The Multi-Class World Gliding Championship that has the current configuration of Standard, Club and World classes will be changed. The World Class will be deleted and the 20 Meter Multi Seat Class will be added.*
- 4. The Multi-Class World Gliding Championship comprised of Standard, Club and 20 Meter Multi-Seat Class will be competed in EVEN years. The entry configuration for this WGC will be as follows:*
 - *Standard Class – 2 entries per NAC*
 - *Club Class – 2 entries per NAC*
 - *20 Meter Multi-Seat Class – 1 entry per NAC*
- 5. The 13.5 Meter Class will have its own World Gliding Championships to be held for the initial time in 2015 and be competed bi-annually in ODD years*
 - *13.5 Meter Class – 4 entries per NAC*

Mr Christof Geissler, German Delegate: “Why do we only have 1 entry per class in the 20 Meter Class?”

Mr Spreckley: “Considering the size of the airfields, we do not have space for two gliders in all classes.”

Mr Stuck: “Will this system be implemented in 2014 or 2016?”

Mr Mozer: “From 2014”

Mr Macintyre: “We already have too many championships. Anything that can be done to reduce the number should be looked at.”

Mr Georgas: “Do we really want to institute these new World Championships?”

Mr Henderson: “That was already decided last year.”

Germany then proposed an amendment to allow two gliders in the 20 Meter Multi-Seat Class.

The amendment was lost with 9 votes for, 26 votes against and 1 abstention.

Mr Cubley: “We are concerned with the total number of pilots at the competitions. We are keen to limit the numbers of participants in WGC as we will be running with 150 entries in the future.”

Mr Spreckley: “This will be a discrimination against small countries. You will exclude pilots from the Club Class and the Standard Class.”

Mr Georgas: “I propose we vote separately on the 13.5 Meter Class.”

Mr Rutkowski: “How far will we go? This is another class. There are now 7 in total.”

Mr Mozer: “I don’t know how far we will go, but the 2010 Plenary asked the Working Group to develop and raise this proposal.”

Items 1, 2, 3 and 4 were then voted on. The proposal was unanimously adopted.

Mr Casado: “I think it is too early to have a WGC for the 13.5 Meter Class in 2015.”

Mr Georgas: “I agree with Spain, we need a test competition first.”

Mr Stuck: “France will hold a test event in 2014.”

The proposal for WGC for the 13.5 Meter Class was then voted on. The proposal received 31 votes for, 3 votes against and 3 abstentions.

The full proposal was adopted.

10.1.2 13.5m Class – Class definition

Mr Henderson presented the proposal and added that a proposal for a maximum wing loading of 35kg/m² would be raised as an Annex amendment in 2012.

It is proposed that the 13.5 metre Class is redefined in the Sporting Code Section 3, Gliding (Main Body) as follows:

6.5.6 13.5 metre Class

Note: The first 13.5 metre class World Championship will not be before 1st October 2014

a. WINGS: The span must not exceed 13.500 mm.

b. BALLAST: Disposable ballast that may be discharged in flight is permitted.

Consequential to the above;

6.5.7 World Class: No World Class World Championships after 1st October 2014.

Note: The last WGC for the Worlds Class will take place in Argentina in 2012.

Mr Graeber: “Does this proposal include the maximum wing loading?”

Mr Henderson: “No, the wing loading will be an Annex A proposal for 2012.”

Mr Sabeckis: “It would be better to include the wing loading now. The manufacturers need a decision on this as well as other design criteria like flaps.”

Mr Stuck: “We have decided on flaps last year.”

Mr Henderson: “I agree that we should have dealt with the wing loading this year, but we will bring that forward next year.”

An amendment was then proposed to include a maximum wing loading of 35kg/m² in the current proposal as a Year 1 proposal, and prepare the correct wording as Year 2 proposal for Annex A in 2012.

The amendment received 33 votes for, 1 vote against, there were 3 abstentions.

The amended proposal including a maximum wing loading for Category 1 Sporting events of 35kg/m² was then adopted with 33 votes for, 2 votes against and 2 abstentions.

10.1.3 20m Multi-seat class – Class definition (Year 1)

It is proposed that the 20 Meter Multi-Seat Class is redefined in the Sporting Code Section 3, Gliding (Main Body) as follows:

6.5.7 20 metre Multi-seat Class

a. ENTRY - The 20m Multi-seat Class consists of multi-seat gliders having a crew of two persons.

b. CREW - The crew shall consist of two pilots who must represent the same NAC and have a Sporting License issued by that NAC. The winning crew shall jointly hold the title of Champion.

c. WINGS - The span must not exceed 20,000 mm.

Mr Graeber: “This definition would exclude coaching during the WGCs in the class.”

Mr Henderson: “This is correct, but you can still do coaching in the Open Class.”

Mr Foltin: “May handicaps be included in Category 1 events?”

Mr Henderson: “The Bureau believes that, if there is a wish to have handicaps at some level, this could be included in Annex A for continental championships.”

Mr Graeber: “There is already a waiver for the South American Championships, so this can be handled.”

Mr Rutkowski: “To be consistent with the other parts of the sporting code, we should include the possibility to have handicaps.”

Mr Henderson: “Handicaps should be in Annex A of the Sporting Code.”

Mr Ax: “We need to sort it out for the 2014 WGC.”

Mr Foltin: “The plenary should decide on handicaps competition by competition.”

Mr Rutkowski: “We should have handicaps, but limit this to e.g. 4 years.”

Mr Spreckley: “I propose that handicaps may be used at the WGC.”

Mr Foltin proposed to amend the proposal to read “Championships scoring may include handicaps for the 20m Multi-seat class except for World Gliding Championships.”

Mr Rutkowski: “Will this be a year 1 proposal?”

That was confirmed by the president.

The amendment passed with 32 votes for, 5 votes against.

The amended proposal, including handicaps for competitions except the WGC, was adopted with 33 votes for, 4 votes against.

10.2 Proposal from the Sporting Code Section 3, Annex A and Handicaps

10.2.1 Removal of Reference Weight from Handicap List.

Mr Ax presented the following proposal:

The Reference Weights are removed from the IGC Club Class Handicap List with immediate effect.

Mr Ax explained that reference weights were irrational and often higher than the approved maximum take-off weight without ballast.

Mr Stuck: "I am not sure it is the right idea to remove the reference weights. We could easily find the correct reference weights."

Mr Henderson: "How would you define the reference weight?"

Mr Stuck: "The reference weight would be the maximum mass of non lifting parts and the mass of the wings, or the defined maximum take-off weight without water ballast."

Mr Ax: "I am not sure this will work for all types. For the Std. Cirrus there is a big difference between the versions."

Germany: "We want to maintain the reference mass, and have sent an amendment. We don't want the reference weight just to disappear. We propose a maximum wing loading of 36 kg/m²."

Mr Platzer: "In response to Mr Ax, we have to be clear that the reference weight has nothing to do with the actual weight of the glider."

Mr Cubley: "I think we need to think more about this. It is OK as a Year-1 proposal, but it should not have immediate effect. I would like to amend the proposal and delete the immediate effect"

The amendment to remove "with immediate effect" was supported with 26 votes for, 5 voted against and 6 abstentions.

The amended proposal to delete the reference weight was then voted on as a Year-1 proposal. The proposal was supported with 19 votes for, 15 votes against and 3 abstentions.

10.3 Proposal from ANDS

10.3.1 Proposal for mandatory use of Flight Recorders for altitude records above 50.000 feet (Year 1)

It was proposed that:

Documentation/ verification for glider flight altitude height achieved and gain made for claims of flight made above 50,000 feet MSL must utilize a GNSS-derived altitude from an IGC GFAC-approved FR.

Mr Smith presented the proposal. The background for the proposal was a record attempt planned for 2012. Barometric altitude measurements at high altitude are not accurate. The ANDS Committee considered it better to use GNSS derived altitudes at such levels.

The proposal was supported with 34 votes for and 3 abstentions.

10.4 Proposal from USA

10.4.1 Remove the requirement that the identity of the pilot and glider be included in the Flight Log from the Sporting Code (Year 1)

It is proposed to remove from the Sporting Code the requirement that the identity of the pilot and glider be included in the Flight Log for all Badge and Record claims involving electronic declarations.

Mr. Sheppe presented the proposal.

Mr Macintyre recommended voting against the proposal, which was not in line with the current policy.

Mr Hansen moved to amend the proposal to only remove the requirement for badges.

Mr Casado was in favour of the proposed amendment.

Mr Sheppe was opposed to the amendment. He found no logical way for the Flight Recorder to guarantee the identity anyway. The information in the paper declaration would guarantee the identity of the pilot. This would not be the case with the Flight Recorder.

Mr Macintyre reminded the meeting that we were discussing international records, where the Flight Recorder not would be the sole evidence.

The amendment was then voted on. The amendment was supported with 27 votes for, 7 votes against and 3 abstentions.

The amended proposal, only covering badge flights, was then voted. The amended proposal was supported with 34 votes for, 2 votes against and 1 abstention.

10.5 Proposal from Poland

10.5.1 To establish medals in Team Cup at World and Continental Gliding Championships (Year 1)

The proposal received from Poland:

It is proposed to establish medals for first three standings in Team Cup at World and Continental Gliding Championships.

Mr Rutkowski presented the proposal, and explained that this was a natural consequence of the country scoring at the championships and added that many other air sports do the same.

Mrs Vigorito wanted to know if this then would render the Team Cup mandatory.

Mr Johannessen would like to know if the proposal would mean 1 medal per team or 1 medal per pilot in the team.

Mr Rutkowski responded that the intention was one medal per team.

Mr Stuck also recommended only having one medal per team in order to be able to manage the required number of medals.

Mr Badan invited IGC to look at General Section of the Sporting Code and added that other sports, such as parachuting, are reducing the number of medals in order to reduce the length of prize giving ceremony.

The proposal was then voted on. The proposal was supported with 32 votes for, 4 votes against and 1 abstention.

10.6 Proposal from Canada

10.6.1 Allow for use of GPS height for Silver or Gold badge claims (Year 1)

The following proposal was received from Canada:

That the Chapter 4 Annex of the Sporting Code be modified to allow the use of GPS height evidence for Silver and Gold badge flights.

That the Sporting Code committee, with GFAC, establish an acceptable height error margin; for example, no more than 600m loss of height on a distance flight, and an excess of at least 400m over the required gain of height for an altitude flight.

The Canadian delegate Mr Joerg Stieber presented the proposal and said that barographs were no common. For a Silver C a pilot often has a 1500 m height gain for the required 1000 m. We believe that we can use GPS altitude if we determine a reasonable buffer. This would allow us to use off the shelf products.

Mr Strachan stated that there was a considerable deficiency with Position Recorders with regards to accuracy of altitude.

Mr Macintyre mentioned that some changes had been accepted by the Bureau, e.g. allowing tow pilots to declare the release altitude with a certain margin. The Sporting Code Committee had no objections to the proposal provided a reasonable buffer was defined.

The Year-1 proposal was supported with 34 votes for and 3 votes against.

10.7 Late proposal from Holland on the use of FLARM

The proposal was not accepted receiving only 22 votes; 25 votes were required.

10.8 Late proposal from the ANDS Committee on the status of Committee Persons

Did not meet the threshold for debate (25 votes required)

Guest speaker: Dr John Grubbström, FAI President

Note: The presentation is available on the IGC web site.

Dr Grubbström introduced himself. Still being an active balloonist flying competitions at a top international level, he was acquainted with the air sports environment.

The President's main goals for FAI for the coming years were to generate more public interest for the different air sports, to make the sporting events accessible to the general public through modern means of communication and to generate more synergy between the different sports.

Mr Spreckley thanked the FAI President for his presentation and said that gliding supported the intentions to unite the air sports. Gliding has always been working on these goals. Mr Spreckley was also happy to see the goals for wider geographical participation, but said that gliding also had its own objectives, which should be of equal importance for the FAI.

The FAI President acknowledged Mr Spreckley's statement and promised to involve IGC directly in any further discussions.

11. IGC Strategy (Bob Henderson)

11.1 Update on the IGCs strategic Plan

Mr Henderson updated the Plenary on the IGC Key Performance Indicators.

Note: A presentation is available on the IGC web.

12. Votes on Bids (Eric Mozer)

12.1 2014 FAI World Gliding Championships

The 33rd FAI WGC in 15Meter, 18Meter and Open Class was awarded to Leszno, Poland. The competition will take place from the 28th July to 10th August 2014.

The 33rd FAI WGC in Standard, Club and 20meter multi-seat class was awarded to Räyskälä, Finland. The competition will take place from the 22nd June to 6th July 2014.

12.2 2013 FAI European Gliding Championships

The 17th European Gliding Championships in Standard, Club and 20meter multi-seat class was awarded to Ostrow, Poland. The competition will take place from the 7th to 21st July 2013.

France then offered to convert their bid for the 33rd WGC to a bid for the 17th EGC. This was accepted by the meeting.

The 17th European Gliding Championships in 15Meter, 18Meter and Open Class was awarded to Vinon, France. The competition will take place from the 7th to 22st June 2013.

12.3 Site for the 2012 IGC Plenary

The proposal from South Africa was accepted with 24 votes for, 13 votes against.

13. Strategy for the future management of FAI sanctioned competitions

Mr Spreckley presented the conclusions from the Chief Stewards meeting held just before the Plenary. The meeting had mainly focussed on the quality of the recent WGC in Hungary, but other issues from previous competitions were also addressed.

Basically four options for better IGC control over the Class-1 events were envisaged:

1. The IGC form and maintain a championship management team
2. The IGC to take a role in local organisation team
3. The IGC to strengthen the authority of Chief Steward
4. No Change

Mrs Kuijpers: "As a Team Captain I sometimes speak to the Stewards to get things corrected. I believe the Stewards then speak to the Competition Director, but it does not always work. A Team Captains meeting may sometimes be more effective, but I would suggest to give more power to the Stewards."

Mr Spreckley: "One of the options is that IGC provides the Competition Director and Sports Director of the competitions and thus become active members of the executive team. This will replace the stewards. The Bureau would like to know if this is the direction we should work in. This is however also a matter of responsibility. If something goes wrong who has the responsibility?"

Mr Mozer: "Today the Stewards have a responsibility. The stewards can stop the competition."

Mr Cubley: "I have some concern about the IGC management of competitions. I would keep the knowledge and expertise with the organisers. Today a competition is based on the local expertise supported by the Stewards. There is also the pride of running a competition. The greater involvement of the Stewards sounds much more sensible."

Mr Hansen: "If you look at the 4 proposed ways forward, the 4th one represents the situation today. The 1st one is very expensive, so we need to climb up the ladder and probably end in number 2. Maybe for the Grand Prix events we should go to the 1st one, but not for the WGC."

Mr Smith: "We always knew that there was a person at the field who could stop the competition. In this meeting we select the organisers as well as the Stewards, so we are in control. I would not like to change the current system, but when I see what has happened at the last competitions, I understand changes are needed. I agree with Mr Cubley, as a bidder I want that pride, but you have to do something, you can't leave it as it is."

Mr Foltin: "We are trying to change the current situation without first using the tools we currently have. We need close interaction between the Jury President and the Chief Steward. We should not take accountability, but fine tune our own organisation to show that we have the power to stop a competition when required. The Competition Director must have the executive power as long as he performs well."

Mr Stuck: "We should give the Chief Steward the power to stop a competition under certain criteria, not only due to safety, but also when rules or procedures are not according to the Sporting Code. When we award a competition to a nation we have to be assured that the participants get value for money. It is difficult for people that have not been in that position to understand this. If we discount option 1 and 2 we can't achieve them. Even Option 3 does not change the problem of liability. What action can we take to give IGC a little bit more authority?"

Mr Mozer: "We do need to change, to move forward and empower of Chief Steward. Safety and fairness should always be respected. I understand that you would like to move in this direction."

Mr Johannessen: "You should speak to the other air sports that have been through this process already."

Mr Henderson: "I would like to close the debate by concluding that enforcement of the current rules seems to be the first step to take."

14. IGC awards

14.1 Lilienthal Medal

The Lilienthal Medal was awarded to Mr Reiner Rose, Germany.

14.2 Pirat Gehriger Diploma

The Pirat Gehriger Diploma was awarded to Mr Tony Burton, Canada.

14.3 Pelagia Majewska Medal

No nominations received.

15. Elections of Officers

The following officers were elected for two years:

President: Mr Robert Henderson, New Zealand

1st Vice President: Mr Eric Mozer, USA

Vice Presidents: Mr Göran Ax, Sweden

Mr Visa-Matti Leinikki, Finland

Mr Brian Spreckley, UK

Mr Roland Stuck, France

Mr René Vidal, Chile

Secretary: Mr Peter Eriksen, Denmark

Confirmation of Committees and Committee Chairmen

See Attachment A.

16. Announcement of date and place for the 2012 IGC Plenary Meeting

The 2012 IGC Plenary will take place on the 2nd & 3rd March 2012 in Potchefstroom, South Africa.

16.1 Useful dates and other practical information

The IGC Secretary Mr Peter Eriksen informed the meeting about the deadlines for submission of material for the 2012 IGC Plenary meeting.

Notification of proposals shall be provided to the Bureau and bids for the 2015 FAI WGCs (Women's, Junior's and 13.5 Meter Class) to the Bid Specialist by Friday 30th September 2011 at the latest.

Final proposals, nominations and reports requiring voting shall be provided not later than Saturday 31st December 2011.

Reports not requiring voting shall be provided on Thursday 12th January 2012.

All material will be made available for delegates and NACs on Thursday 19th January 2012.

17. Closure

The IGC President Mr Bob Henderson thanked the delegates for their active participation in the debates. He also thanked the Bureau for their work in 2010 and looked forward to a new and interesting year. He then wished all the meeting participants a safe journey home.

Peter Eriksen

IGC-secretary

Attachment A:**IGC Committees and Working Groups**

Standing Committees	Chairman	Members	Committee Scope
ANDS	Bernald Smith	Ian Strachan; Hans Trautenberg; Angel Casado; Tim Shirley, Tim Ramsey	Oversight of technical developments in navigation and airspace management
Championship Management	Eric Mozer	Brian Spreckley, Roland Stuck, Goran Ax, Visa-Matti Leinikki	Bids; Organisational support; Competition Development and QA
GFAC	Ian Strachan	Angel Casado; Marc Ramsey; Tim Shirley; Hans Trautenberg	Flight Recorder approvals
Sporting Code 3 D, Annex A and Handicaps	Goran Ax	Axel Reich; Jiri Cihlar; Rick Sheppe + for handicaps Axel Reich; Stefan Ronig; David Stevenson; Tobias Geiger; plus UK Rep	Rules; Scoring; Procedures, Handicaps
Sporting Code 3 D, Annex B	Ian Strachan & Bernald Smith		Documentation
Sporting Code 3 D, Annex D	Brian Spreckley	Keith Nicholson	Ranking List
Sporting Code 3 D, Main Section and Annex C	Ross Macintyre	Tony Burton; Tor Johannessen; Axel Reich; Judy Ruprecht	Documentation
Working Groups	Chairman	Members	Objectives
Continental Records	Hans Obermeyer	Goran Ax; Klaus Ohlmann; Beryl Hartley; Dick Bradley; Judy Ruprecht; Nina Shalneva	Development of protocols and procedures for Continental Records
Country Development	Alexander Georgas	Visa-Matti Leinikki; Rene Vidal; Terry Cubley; Markus Graeber	Creation of support for emerging gliding nations
GP Commercial Product	Roland Stuck	Eric Mozer; Brian Spreckley; Bruno Gantenbrink; Doug Jacobs; Shaun Lapworth; David Roberts; Uli Schwenk; Bud Pratt	Development of the GP Product
History Committee	Tor Johannessen	Angela Sheard, Peter Selinger, John Roake, Wally Kahn, Wolfgang Weinreich	Collation of IGC history
Scoring Software Testing	Visa-Matti Leinikki	Peter Platzer; Tim Shirley; Hans Trautenberg; Peter Ryder; Angel Casado	Set procedures for IGC software
Safety Pays	Rene Vidal	Vladimir Foltin; Louis Boudelique; Marina Vigorito (Corresponding members: Helmut Fundt; Brian Spreckley; Roland Stuck; Rick Sheppe; Markus Graeber)	Implementation of the OSTIV SDP Safety Pays recommendations

IGC Representatives

CASI (Air Sport Commissions)	Tor Johannessen
EGU/ EASA	Patrick Pauwels
Environmental Commission	Bernald Smith
CIMP (FAI Medical Commission)	Vacant
OLC	Axel Reich
OSTIV	Loek Boermans

IGC Specialists

IGC Treasurer	Dick Bradley
Membership	John Roake
Sailplane Grand Prix	Roland Stuck
Simulated Gliding	Roland Stuck
IGC Trophy Management	Marina Vigorito
Website	Peter Ryder