



*Fédération
Aéronautique
Internationale*



Minutes

of the Annual Meeting of the **FAI Gliding Commission**

To be held in Lausanne, Switzerland
On 3rd and 4th March 2006

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Minutes of the FAI/IGC Plenary meeting

Lausanne 3rd – 4th March 2006

Note: The agenda together with all reports, documents and proposals referred to in this report can be found on the FAI web www.fai.org/gliding/meetings

1. Opening

IGC President 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.

1.1 Roll Call

FAI Secretary General Max Bishop called the roll of the meeting. It was determined that 28 votes were present, no proxies, thus 15 votes would be required for an absolute majority on any ballot and 19 for a 2/3rds majority. The Brazilian delegate arrived during the afternoon, increasing the number of votes present to 29, consequently, 15 votes would be required for an absolute majority, 20 votes for 2/3rds majority.

The FAI Secretary General again called the roll at the beginning of the second day, the 4th March. Members and proxies present totalled 29, (absolute majority 15; 2/3rds majority 20).

The delegate from Norway left during the afternoon of the second day, the total number of votes were reduced to 28. 15 votes required for an absolute majority, 19 for 2/3rds majority.

Apologies were received from Greece and from Arild Solbakken, Norway. Tor Johannessen was representing Norway at this meeting.

The President noted that 2 late proposals had been received after the Agenda close-off date and stated that according to the FAI By-laws these proposals would need a 2/3rds majority to be accepted for discussion.

2. Minutes of previous meeting, Lausanne 4th and 5th March 2005

The IGC Secretary Peter Eriksen presented the minutes of the previous meeting held in Lausanne 4th and 5th March 2005, and noted a couple of minor modifications.

Item 12.1.2, Ross Macintyre noted that two proposals were addressed under Annex B in the minutes. They belonged to the main body of the Sporting Code Section 3.

The minutes were adopted without further comments.

3. FAI Matters

The FAI Secretary General reported that the main event in 2005 had been the FAI Centenary, celebrated in Paris in October with a number of great heroes from the aviation sporting world, including Steve Fossett, Bertrand Piccard, Klaus Ohlmann, Manfred Ruhmer (Hang glider).

The participants met in the French senate for a magnificent dinner and in the Concorde Hall of the air and space museum at Le Bourget.

A great flying display was held in Lausanne with a grand prix aerobatic contest and participation of the Patrouille Suisse. This did us a lot of good especially in the local area.

4. Reports

4.1. IGC President's report

Mr. Henderson referred to the report circulated before the meeting. He noted that 2006 is going to be a very long year with a number of important events.

The European Gliding Union is now in a position to negotiate directly with European authorities and the situation looks a lot better than previous.

The first National Qualifying Grand Prix was flown in New Zealand in January. Eight additional Qualifying Grand Prix will be organised this year. This is a big step forward for gliding and also for other air sports. If we want to engage with people outside the gliding community, we have to understand the needs of the outside world, and provide to them what they want to see. We must show them a sport that they can understand.

There are fantastic opportunities in front of us; we can work with other air sports to bring this forward. The next meeting of the FAI Commission Presidents in May will hopefully result in a new approach where we open our curtains and show the world what our sport is.

If we can get this right we can provide a fantastic product to TV and other media.

The report was accepted unanimously.

4.2. OSTIV report

Dr. Loek Boermans reported that OSTIV had taken the publication of the "Journal of Technical Soaring" into its own hands. A new Editor, Prof. Dr. Edward Hindman, had also been found.

The OSTIV Prize was given to Hansjörg Streifeneder for his work on rescue systems.

The Sailplane Development Panel (SDP) invited the EASA Certification Director to their meeting in Braunschweig. It was a successful meeting and EASA now has a standing invitation to participate in SDP meetings.

The Meteorological Panel has decided to update the Technical Note 158 of the World Meteorological Organisation (WMO) "Handbook for Meteorological Forecasting for Soaring Flight". This has been greatly appreciated by the officials of the WMO.

The 28th OSTIV Congress will be held in Eskilstuna, Sweden during the World Gliding Championships. More information can be found on www.ostiv.se.

The report was accepted unanimously.

5. Finance 2005 report

The IGC treasurer Dick Bradley presented the 2005 Finance Report

Mr Bradley pointed out a small arithmetic error (211 Euro) in the material that was sent out before the meeting.

The IGC accounts showed a net income of 5.656 EUR in 2005. The reserves are now 49.899 EUR with outstanding sanction fees from the European Championships 2005 still to be paid.

Keynote speaker. M. Pierre Portmann, President of FAI

Eight nations and two air sports founded the FAI in 1905. The organisation was, like today, organising competitions and looking after records, but was also issuing pilot certificates.

Gliding is one of the important sports in FAI. It is regarded as a very dynamic sport, which is confirmed by the initiative to organise the Sailplane Grand Prix, which clearly is a way to make the sport visible,

FAI is trying to increase and improve its activities. The General Conference has established an Executive Board. In this new organisation the role of the Air Sports Commissions has been enlarged.

The National Aero Clubs are changing; they have difficulties supporting FAI financially, so FAI is looking for other possibilities. The World Air Games have so far not resulted in any income. We now turn to the Air Sports Commissions to look for financial support for FAI.

FAI has to serve the members and the Air Sports Commissions. This can only be achieved through a close cooperation with the Commissions.

Airspace and regulatory matters are a major issue. In Europe, Europe Air Sports (EAS), which is affiliated to FAI work, together with EGU, with EASA. This is an important activity as EASA gets more and more power.

Eurocontrol is managing the European airspace, but a number of tasks remain at the national level, so you must continue working with your national authorities. I would like to make a strong appeal to delegates from outside Europe, please make sure that you are organised in a way that enables you to address these problems in your parts of the world.

I would like to share the vision with you that FAI has to represent the interest of the air sport persons and their organisation, and assure representation worldwide. To do that, the organisation and its structure shall be adapted to the changing society.

FAI has the Intellectual Property Rights of our sport, and we must retain these rights, otherwise commercial interests will threaten our sport.

6. Reports not requiring voting

6.1. Sub-Committees

6.1.1. Business Development Committee Report

I regret to inform that we have not moved this issue forward, Mr. Henderson reported. Arild Solbakken has had health problems. As soon as Arild is back, this activity will be reinitiated.

The report was accepted by the meeting.

6.1.2. Communications and PR Report

Mr. Henderson asked the delegates to make sure that up-to-date contact details are always available at the FAI office, and with the IGC secretary.

Mr. Johannessen reported that the IGC History group has revisited the FAI archives and now has an almost complete set of records since the beginning of IGC. However, the Minutes from two meetings were missing: St. Yan in 1956 and Leszno in 1958.

These Minutes have been sent to the National Aero Clubs, and could maybe be found there. He asked the delegates to try to find these documents and send them to FAI.

The Membership Challenge Report from John Roake showed continued decline in the number of members. This is one of the problems addressed by the Strategic Action Plan developed by the bureau.

Eric Mozer asked the delegates to provide information to IGC about the national gliding magazines in their country.

The report was accepted by the meeting.

6.1.3. Web Specialist's Report

Peter Ryder made a plea to the delegates to provide information on past championships to enable him to complete the FAI database. He also asked for feedback on the IGC website. We are continuously working to improve the quality of the website, but need feedback from the members to help identify good and bad things.

The report was accepted by the meeting.

6.1.4. Competition Development and Quality Control Report

Mr. Mozer referred to the written report submitted before the meeting.

The report was accepted by the meeting.

6.1.5. FAI Centenary 2005 Report

Mr. Mozer referred to the report and added that it was a fantastic result. During the four Gliding Weeks 2.500.000 kilometres were flown. We must consider making this an annual event.

Mogens Hansen, Danish delegate: I support this. It is a good idea. Maybe we should have this every second year.

Mr. Henderson: We all know it was fantastic; the challenge is to put it into a package and sell it to the media.

The report was accepted by the meeting.

6.1.6. Championship Management Committee Report

You will see the result of our work, Mr. Mozer reported, three bids for the 2009 Women's WGC and two for the 2009 Juniors' WGC.

The biggest challenges in this ongoing work are the competition dates. Maybe the shortening of the competitions periods that we will discuss later in this meeting may help solve this problem. The summer is simply too short. Mr. Mozer asked the organisers to be flexible in order to get maximum participation.

The German delegate, Axel Reich, congratulated Mr. Mozer on the outcome of the negotiations for the 2008 WGC, where the competition dates now are separated. Mr. Mozer thanked the organisers for their flexibility.

Terry Cubley, Australian delegate, mentioned that there seemed to be a small error in the dates published. Mr. Mozer would look into this.

The report was accepted by the meeting.

Note: An updated list of championships and dates is attached to these minutes.

6.1.7 Sporting Code Committee report

Mr. Macintyre started by stating that the review of the Sporting Code was a slow process. We have done a tremendous amount of work, a lot of Year 1 proposals came out of last year's meeting.

In order to continue the debate started in 2004, two Year 1 proposals to look into Commercial-Off-The-Shelf (COTS) flight recorders had been submitted. The proposals had, by mistake, not been sent to the delegates before the meeting.

Proposal 1: To allow the use of certain COTS GPS units with a recording facility incorporated for position data recording in FAI badge flights up to Gold level.

Proposal 2: A set of guidelines shall be produced to aid NACs to determine which COTS GPS units are suitable to give position verification for FAI badges up to the Gold Badge.

The proposals were supported by two papers from Bernald Smith and Ian Strachan.

The meeting agreed unanimously to accept to include the two proposals in the agenda of the meeting.

Mr. Smith made a short presentation of his paper, and asked the question whether we should open up for the use of non-IGC approved flight recorders for Gold and Silver flights. In his opinion, we were not in a position to answer the question; we would have to look closer into the problem.

Mr. Strachan presented his paper, and stated that the problems were badges. Competitions are different, they are supervised. We could probably use COTS equipment in competitions without any problem.

He then showed a number of GPS traces that showed considerable difference between the GPS altitude and the barometric altitude.

A short debate then took place:

Angel Casado, Spanish delegate: This could easily destroy the market for IGC approved Flight Recorders (FR), and the manufacturers could stop producing the FRs we need.

Mr. Ross: It must be the NACs that approve these FRs, following guidance material developed by GFAC. It is not up to IGC to approve.

Mr. Reich: We also have to remember that in a couple of years, the camera can't be used anymore.

Joerg Stieber, Canadian delegate: Garmin gave a couple of receivers to the grass roots people behind this proposal with the aim to get them tested, but it has probably not been possible to make enough data collection in Canada this year.

Michael Gaisbacher, Austrian alternate: FLARM units produce these files as well. In our country many gliders fly with FLARM, so it would make it easier for young pilots to provide log files if the COTS loggers were approved.

Mr. Cubley supported Mr. Gaisbacher, and did not think this would damage the market for IGC approved FR.

Before voting on the two proposals, Mr. Henderson summed up the debate, and reminded the delegates that should the two Year 1 proposals be approved, it would only mean that the work to investigate in the possible use of COTS for the proposed badge flights would be undertaken. It was not an approval of the use of COTS for badge flights.

The vote on the proposals took place on the second day of the meeting.

Proposal 1: 19 votes for, 7 votes against, 3 abstentions, the proposal was approved.

Proposal 2: 25 votes for, 4 abstentions, the proposal was approved.

6.1.8. GNSS Flight Recorder Approval Committee (GFAC) Report (I. Strachan)

Mr. Strachan reported that 30 types of FRs from 11 manufactures were now approved. One new FR has a FLARM included and GFAC is testing this recorder to assure that there is no interference.

The GFAC approval system has been working for 11 years, and has been working better than Mr. Strachan had expected from the start.

In relation to the debate on COTS, Mr. Hansen asked what the price of the cheapest IGC FR was.

Mr. Strachan was not in a position to answer the question.

Mr. Henderson concluded the report from GFAC by thanking Mr. Strachan and his team for the fantastic job they were doing.

The report was accepted by the meeting.

6.1.9. Air Traffic, Navigation, Display Systems (ANDS) Report (B. Smith)

Mr. Smith referred to the written report.

Rolf Buelter wanted to resign from GFAC after one year. The Committee proposed Tim Shirley. He was elected for a two-year period. Mr. Marc Ramsey was re-elected for another 3 year period.

The report was accepted by the meeting.

6.1.10 World Class Glider

Prof. Piero Morelli informed the meeting that he wanted to step down after many years work with the World Class Glider.

The World Class Glider sub-Committee proposed Francois Pin as new chairman. This was endorsed by the meeting. Mr. Pin promised that a report from the World Class Glider Committee would be submitted to the delegates in the near future.

On a question from Mr. Reich, Mr. Pin answered that only a few World Class gliders had been sold in 2005, mostly to Japan and USA, and that the market for this glider was mainly in the countries where the gliding sport was under development.

Presentation of Video from the 2006 World Grand Prix in New Zealand

Peter Newport presented the video used to promote the event to TV channels. The video is made using a mixture of cameras mounted in the gliders and on helicopters as well as a graphical presentation of data from an advanced tracking system. The system was developed in New Zealand for America's Cup yacht racing.

Roland Stuck, French delegate, asked if the system would work in Europe.

Mr. Newport believed so; the cost is about 45 euro glider/minute.

Asked about the market potential, Mr. Newport answered that the internet is going to be a bigger market than television, and probably would be the prime audience once scaled products become available.

6.2. Specialists

6.2.1. Barron Hilton Soaring Cup Report

Hannes Linke referred to his written report and mentioned that they were fortunate that the Barron Hilton Cup took place during the Centenary Gliding Weeks, so that they could report all the flights as part of the Centenary.

The report was accepted by the meeting.

6.2.2. CASI Report (General Air Sports Commissions)

Mr. Johannessen had nothing to add to his written report.

The report was accepted by the meeting.

6.2.3. Environmental Commission Report

Mr. Smith reminded the meeting about the importance of this issue. Many airfields have environmental constraints, and this was going to lead to more restrictions in the future.

The report was accepted by the meeting.

6.2.4. On-Line Contest Report

Mr. Reich apologised for not providing a written report, last year's On-line Contest (OLC) had just recently been completed, leaving no time to provide a report.

OLC offered to host other events, e.g. the Gliding Weeks. In 2005 this had been done with relatively short notice. With more time to prepare, the OLC product could be tailored better to the particular event. This would also provide a better foundation for the communication with the press.

Mr. Casado felt that the OLC is using our intellectual property without really paying anything; OLC should share benefits with IGC.

Mr. Reich replied that OLC is paying the same fee as other on-line contests.

The report was accepted by the meeting.

6.2.5. Simulated Gliding Report

Mr. Stuck had nothing to report, he had been busy working with the Grand Prix and EGU, and had little time to devote to this issue.

Mr. Hansen mentioned that this is important and wanted to know if there were examples of countries where simulators were used for recruitment of new members or training.

Several countries replied that they used gliding simulators to promote the sport. Lasham (UK) has a simulator that is available on the web. It is used for promotion and training.

The report was accepted by the meeting.

6.2.6. IGC Ranking List Report

Brian Spreckley reported that the ranking of country scores was an idea that was developed in 2003, and put on the web. These scores are now used to select additional entries for the World Gliding Championships.

If the country scores list is to be used in this way it is necessary to approve the calculation of the list. This is achieved by taking the average of the score of that country's top five pilots in the Ranking List.

There are proposals from Austria that we will discuss later in the meeting, but we would like to have the endorsement of the general principle that that a country scoring using the 5 best pilots from a country to create a country ranking list was acceptable.

This proposal was endorsed unanimously by the meeting.

6.2.7. Airspace, Licensing, Medical

Mr. Eriksen referred to the written report.

Mr. Smith thought it would be a good idea to reinstitute the FAI Airspace Group.

Mr. Bishop replied that it was easy to make a group if there were people ready to work in the group.

The FAI President added that such a group only would work if there were national groups supporting its work.

Mr. David Roberts, Chairman British Gliding Association, mentioned with reference to the use of simulators for training, that EASA probably would have to approve such simulators.

Mr. Hansen made it clear that the important work with EASA undertaken by EGU also is helping other air sports.

Mr. Eriksen mentioned that Unmanned Airborne Vehicles (UAV) would become a new problem for gliding. The UAV industry is aggressively trying to move into the market for inspection of power cables, pipelines and border zones. We must engage ourselves in that debate. EUROCAE (a European standardisation organisation) is about to launch work in this area. Luckily EAS has managed to be invited to participate.

The report was accepted by the meeting.

6.3. Past & Future Championships (E. Mozer)

6.3.1. 13th FAI European Gliding Championships, Club, Standard and 18 Meter Class, 2005, Nitra, Slovak Republic

Vladimir Foltin, Slovak delegate, reported that the competition had 9 flying days. The president of the Slovak Republic had visited the competition, and had been flying in a two-seater in the gaggle before opening of the start line. This gave gliding much publicity in Slovakia

6.3.2. 13th FAI European Gliding Championships, 15M and Open Class, Räyskälä, Finland and Chief Stewards Report

Visa-Matti Leinniki, Finnish delegate, informed that the Finnish gliding federation had decided to make the 2005 weather standard for gliding competitions in Finland. With the 1000 km task in mind, this was well received by the meeting.

Apart from that, the organisers were satisfied with the competition.

6.3.3. 4th FAI Juniors' World Gliding Championships, 2005, Husbands Bosworth, United Kingdom

Mr. Spreckley explained that the problem with local pilots flying during the competition was mentioned, which had caused problems.

The fatal accident (a photographer was hit by the wing of a glider on final glide) during the competition made it very clear that organisers fully must undertake to secure spectators, photographers, crew members, and officials as best as possible.

6.3.4. 3rd FAI Women's World Gliding Championships, 2005, Klix, Germany

The organisers had nothing to report.

A delegate mentioned that one of his pilots had felt embarrassed during the Anti Doping Control. It was made clear that the WADA rules are to be applied; we have no ability to alter that. The WADA procedures were strictly followed during the competition.

It is also important that pilots using medication bring the correct Therapeutic Use Exemption (TUE) documentation with them to the competition. The procedures and formulas are available via the FAI website.

6.3.5. 29th FAI Multiclass World Gliding Championships, 2006, Eskilstuna, Sweden

A short report from Robert Danewid, president of the Swedish Gliding Federation, that mentioned that the preparations were on time. 107 entries had been received; remaining places would be distributed amongst the reserve pilots in the coming week.

The airfield had been expanded and was now 900 m long and 600 m wide.

6.3.6. 5th FAI World Class and 4th FAI Club Class World Gliding Championships, 2006, Vinon

Regis Kuntz mentioned that a number of FLARM units would be made available for the participants.

There were only 36 entries in the Club Class and 16 entries in the World Class. Mr. Kuntz considered that this was not sufficient to run a good competition, either from a sporting or from a financial point of view. A late proposal to increase the number of entries to 3 per country in each class had been handed to the IGC president.

6.3.7. 4th FAI Women's World Gliding Championships 2007 - France

Mr. Stuck reported that it had been impossible for the gliding club of Bailleau to provide satisfactory conditions for a World Championship.

The French Federation had been looking for a new venue, and was now in a position to propose holding the 4th FAI Women's World Gliding Championships 2007 in Romorantin, a suitable airfield 100 km south of Bailleau. The conditions would be the same, and the contest area would be very similar.

More information will be sent to the delegates in the very near future.

6.3.8. 5th FAI Juniors' World Gliding Championships 2007 – Italy

See agenda item 6.2.12.

6.3.9. 14th FAI European Gliding Championships 2007 – France

Nothing to report.

6.3.10. 14th FAI European Gliding Championships 2007 – Lithuania

The Lithuanian delegate reported that the dates were unchanged, being 1st to 19th August 2007 and the entry fee 750 Euros. The organisers announced that should the 20-meter Multi-seat class be instituted later in the meeting, they would consider bidding for the inclusion of this class in the competition.

6.3.11. 30th FAI World Gliding Championships 2008 – Germany

The German delegate reported that a reduction of subsidies to the club in Lüsse had given the club some problems. This would not have consequences for the participating pilots.

6.3.12. 30th FAI World Gliding Championships 2008 - Italy

The Italian delegate, Aldo Cernezzi, reported the following for the two WGCs at Rieti:

The dates for the 2008 WGC have changed in order to avoid overlap with the competition in Lüsse. The dates for the Juniors' WGC are unchanged.

The entry fee for the juniors is 350 Euro. The entry fee for the 2008 WGC is 800 Euro.

Weather analysis for the competition area will be made available on the web soon.

1 million Euro will be invested to improve the infrastructure of the field, including e.g. full WiFi coverage. 400.000 Euro will be invested to improve media coverage of the events.

Situational awareness systems compatible with the FLARM system will be mandatory in all participating gliders.

Following the report from Mr. Cernezzi, a number of delegates raised questions concerning the mandatory use of situational awareness systems. Mr. Cernezzi replied that this was a requirement from the Italian Air Sports Council.

It was suggested that Italy change the requirement to a recommendation, especially since this type of equipment has not been evaluated and tested under competition conditions.

The IGC president noted the information from Italy, and took the action to discuss this within the IGC Bureau and with the Italian organisers.

6.4. Approval of Competition Officials (E. Mozer)

Approval/confirmation of Stewards and Jurors for WGC 2006, Eskilstuna, Sweden

- Chief Steward: Dick Bradley, Stewards: Arild Solbakken, Marina Vigorito
- Jury president: Tor Johannessen, Jury members: Roland Stuck, Peter Eriksen

Approval/confirmation of Stewards and Jurors for WGC 2006 World and Club Class, Vinon, France

- Chief Steward: Peter Ryder, Stewards Petras Beta, Marina Vigorito
- Jury president: Tor Johannessen, Jury members Roland Stuck, Ross Macintyre

6.5. Sailplane Grand Prix

6.5.1. Report from 2005 Sailplane Grand Prix St. Auban

Mr. Stuck gave a short report from the 2005 1st FAI World Sailplane Grand Prix in St. Auban. The weather had been difficult during most of the competition. Despite that, it had been possible to attract many spectators, not at least due to the exhibition that was held on the last days.

The vPos tracking system had worked OK. We have a product, but we are now faced with the difficult problem of selling the product to the media.

6.5.2. 2006 Qualifying Sailplane Grand Prix

With regard to the Qualifying Sailplane Grand Prix (QSGP) Mr. Henderson found it important to adjust the event to each site while we at the same time keep the same look and feel of the Grand Prix. The sporting product works well now, we shall take the best opportunities to bring this forward. Mr. Stuck and I now have 3 pages of notes that we will share with the organisers of the 2006 QSGP's. The Bureau has decided to spend some of our funds on this, mainly so that we have someone on each site to assure it works the way it should. It will be a small group of Grand Prix experts that will assure this.

We must be ready to present this to public, first the gliding audience, then the non-gliding audience.

There are still a couple of small changes to rules we need to implement, such as:

- Delete the altitude limit before start, but require that the line is crossed below a defined altitude and speed;
- Delay start if the competitors are unable to maintain altitude;
- Stop transforming outlanding distance to time, outlanders will get 0 points;
- Reduce the penalty for not crossing line.

Mr. Johannessen proposed to use accumulated time scoring, like Tour de France, be used but the President noted that the Bureau decision was to use Place Scoring.

We have eight further bids for QSGP in 2006, Germany, France, UK, USA, Australia, Russia, South Africa, and Slovakia.

Sanction fees and organiser agreement have been settled. Entry rules are maximum 20, minimum 5 places reserved for foreign pilots; ranking list at deadline for entries shall decide the foreign entries.

It is up to the organiser of each QSGP, in conjunction with the Bureau, to decide which class it is flown in.

6.5.3. 2007 World Grand Prix

Mr. Henderson explained that two bids had been received for the 2007 WSGP.

Two first pilots of each Qualifying Grand Prix will go to the World Grand Prix; extra places will be given to 3rd places according to the IGC Ranking List.

7. Guest speaker, Sir John Allison, President of Europe Air Sports: "Legislative Changes affecting sporting and recreational aviation in Europe and how we should respond"

Sir John's speech is available on the IGC web.

8. Bid Presentations

8.1. Bids for competitions in 2009

5th FAI Women's World Gliding Championships

Three bids were presented:

- Szeged, Hungary
- Orel, Russia
- Nitra, Slovakia

6th FAI Juniors's World Gliding Championships

Two bids were presented:

- Wiener Neustadt, Austria
- Räyskälä, Finland
-

8.2. Bids for the World Sailplane Grand Prix 2007

Two bids were presented

- New Zealand
- South Africa

9. Questions on all Bid Presentations

The delegates asked clarifying questions to the bidders.

10. IGC Strategy

Mr. Henderson presented the proposed actions, measures and targets to continuously improve our sport:

- Increase attendance at IGC meetings from today's average 30 member organisations to 45 within 5 years
- Improve communication with members at all levels (organisations as well as individuals)
- Increase the quality of events to attract more participants and participating countries in Class 1 events
- Increase the number of glider pilots represented through IGC
- Reduce the number of injury and fatal accidents in IGC sanctioned championships events
- Provide a budget for IGC activities
- Improve the awareness of gliding by the media and the public

Each action is under development to establish Key-Performance Indicators and specific action items that shall lead to the goal.

The Bureau will distribute a paper with a more detailed description to the delegates, and will report on that paper at the 2007 IGC meeting.

11. Nominations for President

Mr. Henderson and Mr. Mozer were nominated as president. Mr. Mozer did not accept nomination. Consequently, Mr. Henderson was re-elected President of IGC.

12. Reports and proposals requiring voting

12.1 Proposals from the Bureau

12.1.1. WGC Event Location (Year 1)

Mr. Henderson presented the proposal from the Bureau:

IGC endorses the principle that at least on World Gliding Championship should be held outside of Europe every 4 years, commencing in 2010, provided that a satisfactory bid has been received from an active IGC member country.

Several European delegates expressed sympathy for the proposal, and regretted that they were instructed to vote against.

Membership statistics show that 35% of the glider pilots come from countries outside Europe.

The proposal was adopted with 20 votes for, 6 votes against, and 3 abstentions.

12.1.2. Sanction Fees (Year 2)

The proposed Sanction Fee shall be used to allow for IGC to fund the positions of Jury President and Chief Steward to support transport, accommodation and meal costs.

Mr. Henderson noted that the IGC Bureau now would appoint in particular the Chief Steward, to assure he could support the organisation of the competition. This was part of the Year 1 proposal, but by mistake not included in the Year 2 proposal.

It was unanimously agreed to include that element of the Year 1 proposal in the Year 2 proposal.

Mr. Hansen asked if the women should have a free ride like the juniors.

Peter Platzer, Austrian delegate, asked if the referee for the SGP will be paid by IGC?

This was confirmed by Mr. Henderson, but it will be a cross-subsidy from the WGC events.

The proposal was unanimously adopted.

12.2 Sporting Code Section 3, General Section

12.2.1. Proposals from Sporting Code Committee:

The proposals were presented by Mr. Macintyre, Chairman of the Sporting Code Committee.

- a. Signature of tow pilot.

The Bureau had discussed the issue, and had come to the conclusion that this was to be considered an editorial change, not requiring a vote by the plenum.

- b. 1A SC3, GS, Para 4.2.1 and new 4.2.3, Use of Waypoint lists (Year 2).

The proposal was unanimously adopted.

- c. 2A SC3, GS, New Para 7.7.7, 20 Metre Multi-Seat Class (Amendment) (Year 2).

Two amendments to the proposal were suggested in order to make the use of a handicap factor optional. In the original proposal it was mandatory:

Amendment: 7.7.7. para a, delete: “and a handicap factor within the range agreed for the competition.”

Scoring, change paragraph to read: “the 20m multi class may be scored.....”

26 voted for the suggested amendments, 1 voted against, 2 abstentions.

It was made clear by Mr. Henderson that it was a multi crew class; the crew shall consist of 2 people representing the same NAC and have a Sporting License from the same NAC. Both pilots of the winning glider will be champions.

Mr. Cubley proposed an amendment to the definition of the crew to restrict the persons who could be “crew” and to make the 20M class crewing requirements different to those for the Open Class. The proposed amendment to paragraph b was: “b. CREW: The crew shall consist of two pilots. Each must represent the same NAC and have a Sporting Licence issued by that NAC. The two pilots of the winning glider shall hold the title Champion.”

Bruno Ramseier, Irish delegate, stated: With the requirements for a two person crew we will miss the opportunity to allow new pilots the experience of flying in a WGC from the back seat.

Mr. Hansen: The amendment will give us less flexibility.

Amendment was approved with 20 votes for 9 votes against.

24 voted for the amended proposal, 2 voted against, 3 abstentions.

d. SC3, GS, Para 7.4, Handicapping (Year 2).

This proposal is a consequence of having a new class that can be handicapped. So far handicapping has related to the Club Class only.

The proposal was adopted with 26 votes for, 2 votes against and 1 abstention.

e. SC3, GS, Para 7.7.6 a (Club class) Handicapping (Year 2).

As a consequence of the above, the text is removed from the club class definition.

The proposal was unanimously approved.

f. SC3, GS, Continental records (Year 1).

The point that it would be difficult to define these geographical zones, and that it could cause political friction in the organisation was raised. According to the FAI Secretary General, no other air sports commissions have continental records.

The proposal was rejected with 8 votes for, 19 votes against, 1 abstention

12.2.2. Proposals from WRRP:

The proposals from the World Record Review Panel were presented by Mr. Macintyre.

WRRP proposal 1: SC3, GS, Para 4.2.1, Declaration content (Year 2).

The proposal was approved with 28 votes for, 1 abstention.

WRRP proposal 2: SC3, GS, Para 5.1.6 and 5.1.7, Conflict of interest (Year 2).

The definition of independent was discussed, and was found difficult to establish.

The FAI Secretary General suggested that the FAI Code of Ethics could be use to require the OO to declare any conflict of interest.

It was accepted by the meeting that the term “Independence” shall be defined. The FAI Secretary General and the IGC Bureau and the Sporting Code Commission together shall establish this definition.

The proposal was unanimously approved.

WRRP proposal 3: SC3, GS, Para 5.1.4 and 5.1.5, Competence (Year 2).

An amendment was proposed to para 5.1.5, c) “.....written authorisation from the NAC controlling the flight.”

The amendment was accepted with 24 votes for, 1 vote against, and 4 abstentions.

It was proposed that a cross reference to the GS of the SC be inserted to explain the procedure for countries not having a NAC.

An amendment was then prosed to 5.1.4 b to read: “... where flight recorders were used could be required before approval ...”.

The amendment was accepted unanimously.

The proposal was then unanimously adopted by the meeting.

WRRP proposal 4: SC3, GS, Para 4.8.1 and 4.8.2, Means of Propulsion, Evidence, and Control (Year 2).

An editorial amendment to 4.8.2 c to read: “... action by the pilot and must not be capable ...” was noted by the President.

The proposal was adopted unanimously.

WRRP proposal 5: SC3, GS, New Para 3.0.5, Falsification of Evidence – actions to be taken (Year 2).

The proposal was adopted with 28 votes for and 1 abstention.

WRRP proposal 6: SC3, GS, Para 4.6.4, Memory device/analysis of data (Year 2).

The proposal was adopted with 28 votes for and 1 abstention.

12.3 Sporting Code Section 3, Annex A

This agenda item was a simple clarification concerning the decision taken in 2004 setting the number of pilots and pilots per class as stated in SC3, Annex A, Para 3.4.3 with the effective date being 1 October 2006.

12.3.1. Proposals from the Bureau

The proposals were presented by Mr. Henderson.

a. SC3, Annex A, Para 3.4.3d, Women’s and Junior’s entry to WGC.

The proposal was adopted with 25 votes for, 4 votes against.

b. SC3, Annex A, Para 4.2.1a Open Class Mass.

The President noted that the proposed moratorium to Annex A would not affect this Year 2 proposal. An amendment was proposed as follows: “Changes to the wing panels and winglets shall be permitted during a Championship.” (delete “outer”).

The amendment was accepted with 28 votes for, 1 abstention.

Mr. Cubley noted that 10 years was long into the future, and asked if we were we sure we wanted to restrict ourselves for 10 years?

A short discussion took place about the possibility to change rules.

The amended proposal was adopted with 24 votes for, 1 vote against, and 4 abstentions.

12.3.2. Report from the Annex A Committee

The Chairman of the Annex A Committee, Mr. Reich presented the proposals from the Annex A Committee.

a. SC3 Annex A General, Moratorium (Year 2).

It was agreed to postpone the discussion on this proposal until the other proposals affecting Annex A had been discussed.

b. SC3, Annex A, Para 1.2.3, Championships Duration (Year 2).

Mr. Johannessen suggested having ceremonies on flying days, which would save 2 days.

Mr. Stuck agreed to this for opening ceremonies, but found it difficult for the closing, due to possible outlandings and the protest period.

Mr. Danewid mentioned that 3 days were needed before the competition to get the gliders scrutinised.

The proposal was rejected with 9 votes for, 15 against and 5 abstentions.

c. SC3, Annex A, Para 1.2.3, Separation of Cat. 1 events (Year 2).

Mr. Cubley mentioned that the proposed 4 days between events will, in reality, mean a full week between 2 events, as they always start and stop in the week-end.

Mr. Mozer proposed to amend the text to read that there “should” be 4 days between events.

Mr. Stuck and Mr. Reich both agreed to this proposal.

It was decided to propose an amendment to the text to read: “FAI Category 1 events **should** be separated with a minimum of 4 days.”

The amendment was accepted with 25 votes for, 1 vote against, and 2 abstentions.

The proposal was then voted on, and was adopted with 24 votes for, 2 votes against, and 3 abstentions.

d. SC3, Annex A, Para 4.2, Two seater Class (Year 2)

Mr. Stuck wanted to know if there really is a need for this change as long as we had no competition in the Multi-seat class.

Mr. Reich replied that many countries use Annex A for their national Championships, it would therefore be required to have this in Annex A.

The proposal was adopted with 24 votes for, 2 votes against, and 3 abstentions.

e. SC3, Annex A, Para 6.2.2, Minimum Distance Calculation (Year 2).

The proposal was adopted with 25 votes for, 2 votes against, and 2 abstentions.

f. SC3, Annex A, Para 6.2.3, Minimum Finish Altitude (Year 2).

The proposal was unanimously adopted.

g. SC3, Annex A, Para 6.2 Speed Task Penalty (Year 2).

The proposal was unanimously adopted.

h. SC3, Annex A, Para 6, 8.3, 8.4, Distance Task (Year 2).

The proposal was adopted with 27 votes for, 1 against, and 1 abstention

i. SC3, Annex A, Para 6, 8.3, 8.4, Speed Task (Year 2).

The proposal was adopted with 27 votes for and 2 abstentions

j. SC3, Annex A, Para 7.5.3, Assigned Areas Overlap (Year 2).

The proposal was unanimously adopted

k. SC3, Annex A, Para 8.2.4, Handicap List (Year 2).

With regard to this proposal, it was stated by the IGC president that the moratorium not would mean that new gliders couldn't be added to the list. The moratorium is only for substantial changes, facts coming from outside are excluded.

The proposal was adopted with 27 votes for and 2 abstentions.

l. SC3, Annex A, Para 8, Kilometer Scoring (Year 2).

The proposal was adopted with 26 votes for and 3 abstentions.

m. SC3, Annex A, App 2, Review of Procedures (Year 2).

The Bureau considered this proposal as an editorial change.

n. SC3, Annex A, Para 7.1, The Launch Grid (Amendment).

The Bureau considered this an editorial change, as it has been current practice for many years.

12.3.3. Proposals from France

Mr. Stuck and Mr. Depechy explained that there were a number of anomalies in the sporting code, and gave an example of virtual outlanding for a motorglider.

The Chairman Sporting Code Commission was worried about the exact wording of the French proposals, but was happy to work with the French alternate delegate to identify and correct these problems.

A proposal to let the Sporting Code Committee and France work on the French proposals a, b, c and e was then voted on.

a. SC3, GS, Para 1.1.7 to 1.1.9, Beginning of Soaring (Year 1)

b. SC3, GS, Para 1.1.11 to 1.1.13, End of Soaring (Year 1)

c. SC3, GS, Para 1.3.2, Declaration (Year 1)

e. SC3, GS, Para 4.3.4, Achieving the goal (Year 1)

The proposal was adopted with 27 votes for, 2 against.

d. SC3, GS, Para 3.02 and Annex C para 4.5 Multiple Claims (Year 1)

Mr. Johannessen stated that the rules have been like this for many years, not just since 1999.

Mr. Macintyre supported this viewpoint.

Mr. Bishop was of the opinion that it is an anomaly that somebody who makes a better performance, is not rewarded for that performance.

Mr. Spreckley and Mr. Reich both were of the opinion that this was an anomaly with regard to speed, but not for distance, and proposed an amendment.

Mr. Henderson suggested that this should be looked at separately, and added that the proposed date not could be valid. Separate Year 2 proposals for speed and distance records should be developed.

The proposal was approved with 26 votes for and 2 votes against, 1 abstention.

Related to this proposal, Mr. Johannessen proposed that speed records should start and end at the same altitude. The SCC was asked to look at this and possibly come with a Year 1 proposal next year.

f. SC3, GS, Para 6.1.2, Recognition of flight not being national records (Year 1).

Mr. Stuck requested that our CASI delegate propose a change to the FAI rule.

Mr. Strachan proposed a simplified proposal to CASI, and mentioned that this had been discussed in CASI earlier.

Mr. Henderson was of the opinion that this was more a French problem than a FAI problem, and suggested that FFVV and FAI solve this together.

The proposal was rejected with 9 votes for, 6 against and 14 abstentions.

Mr. Bishop proposed to discuss a solution for the particular problem directly with the FFVV.

g. SC3, GS, Creation of Microlight Motorglider Class (Year 1).

Stuck explained that it was important to create this class to gain support in the discussions with EASA.

Prof. Boermans fully supported the proposal.

Mr. Reich saw a possibility to integrate this with World Class.

Mr. Spreckley was of the opinion that we, in a year or two, should be able to see how we integrate this.

Mr. Henderson suggested that we could decide to include them now, and then in the Year 2 proposal, find out how we create a class structure.

The proposal was adopted with 26 votes for and 3 Abstentions.

12.3.4. Proposals from Germany (Year 1)

A1 SC3, GS, DAeC had proposed the creation of World Best Performance for gliders with and without engine for:

1. General (or absolute) Performance for which all kinds of lift can be used;
2. World best performance flown in thermal convection only.

Prof. Boermans: According to the OSTIV meteorological Group there is no watertight definition. The question is still open and maybe additional information is needed. In addition to that, no automatic program exists to automatically analyse this. OSTIV can work further if needed.

Hans-Werner Grosse was convinced that it is possible to separate between thermal and other forms of lift. Good thermal conditions do not exist together with waves that

require high wind speeds. We fly 95% of our flights in thermal, so we should also have thermal records. Records give publicity, we need that publicity.

As suggested by Mr. Grosse, Mr. Henderson concluded that OSTIV should be tasked to see if it would be possible to make a clear distinction between flights only using thermal convection, and other flights.

The proposal was approved with 17 votes for, 9 votes against, and 3 abstentions.

The DAeC had also proposed that flight logs should be made available to the public before World Records could be approved.

This was approved with 25 votes for, 2 against, and 2 abstentions.

Finally the DAeC had proposed that Official Observers should be obliged to declare that gliders were flown within their weight limits for record attempts by:

- 1) weighing the glider with pilots and equipment, and
- 2) recalculation of the flying weight according to the Certificate of Airworthiness.

This proposal was rejected with 5 votes for, 17 votes against, and 6 abstentions.

12.3.5. Proposals from Italy. (Year 1)

a. SC3, GS, new paragraph, Development of a commission to evaluate the adoption of electronic anti-collision system as compulsory equipment during International Contests.

The Italian delegate stated that the intention of Italy was to increase safety.

We have a lot of responsibility for our pilots. Where are the rules to protect the young pilots? We have a tendency to look too much inside the cockpit.

Mr. Smith: Please change anti-collision to situational awareness.

Mr. Spreckley: We have to be careful; this could lead to rules that would make us responsible in case of accidents.

Mr. Reich: Could GFAC look into this and come up with a proposal?

Mr. Casado: I support the idea that GFAC should look at this, there is a clear link to FRs.

Mr. Smith: I support this idea.

Mr. Bishop: It is the role of this body to look into that and assure safety, we should not limit ourselves to this initiative.

The proposal was adopted with 27 votes for, 2 abstentions.

b. SC3, GS, new paragraph. The development of a commission to evaluate the adoption of reinforced cockpits as compulsory in competitions

Dr. Boermans: Crash worthiness has been on the agenda for 15 years, and we have learned a lot. The airworthiness requirements we have today came from this work. We will continue doing this, but the modern glider has a safety cockpit already. The older gliders do not have such cockpits, but we can't change this. The club class would suffer from this proposal.

Mr. Henderson: We acknowledge and support the work of OSTIV, and shall continue to work closely with them.

Mr. Reich: Unlike Formula 1 racing, we use certified gliders.

The proposal was rejected with 2 votes for, 24 votes against, and 3 absentions.

c. SC3, Annex A, Para 6.3.2. Cancellation of Designated time in AAT racing tasks

Mr. Cernezzi: We need to have simpler rules to make it easier to understand our sport

Mr. Reich: The Annex A group is against, it will make this type of task redundant

This statement was supported by several delegates.

Mr. Stuck: We have worked with this concept for many years, it works quite well, don't change it.

The proposal was rejected with 2 votes for, 24 votes against and 3 abstentions.

d. SC3, Annex A, Para 7.5.2. Obligatory use of circles in AATs.

The proposal was rejected with 1 vote for, 24 votes against, and 4 abstentions.

e. SC3, Annex A, Para 7.5.2. Maximum circle radius to be 15 kilometres.

The proposal was rejected with 1 vote for, 24 votes against, and 4 abstentions.

f. SC3, Annex A, Para 8.7.1. Minimum number of pilots in Team Cup shall be more than 1.

Several ideas were discussed to improve the Team Cup, it was suggested from several delegates that the Team Cup rules needed to be reviewed.

An amendment to alter the proposal to read: "Team Cup rules need to be reviewed"

The amendment was adopted with 25 votes for and 3 abstentions and the proposal was then approved with 26 votes for, and 3 abstentions.

12.3.2 Four year moratorium to Annex A

Mr. Henderson noted that the various Year 1 proposals related to safety or to events outside the control of IGC would not affect the proposed moratorium on Annex A.

The proposal was approved with 26 votes for, 2 votes against.

12.4 Other proposals

12.4.1. Proposals from Austria:

a: More accurate, fair, and transparent IGC Ranking List

Proposal 1: To handle the IGC Ranking List Rules document like the Sporting Code documents.

Proposal 2: To include everything related to the IGC Ranking List into the IGC Ranking List Rules. The rules have to be more accurate and detailed.

Mr. Spreckley explained that it was the intention to create an Annex D to the Sporting Code with the Ranking List Rules. This had not been done earlier, as the rules not had reached a mature level.

Mr. Spreckley proposed a Committee with Mr. Ryder, Mr. Johannessen, Mr. Platzer, Mr. Eriksen and Mr. Spreckley.

With that commitment from the IGC Bureau, Mr. Platzer withdrew these two proposals.

Proposal 3: The IGC Ranking List calculation starts with 1st January 1999. Each country score and each pilot score is set to 0 at this time. The ranking List has to be re-calculated.

Mr. Platzer gave a short presentation where he explained the background for this proposal, and why some countries are too low on the Country Score.

Mr. Spreckley responded that the presentations of the mechanism was correct and explained that in the beginning only a very limited number of competitions were included to validate the system, and many countries had not responded to the request to enter their competitions. He added that it would be extremely difficult and time consuming enter these competitions now.

The proposal was rejected with 2 votes for, 22 votes against, and 4 abstentions.

Proposal 4: Every country will have the possibility to enter competitions between 1999 and 2005 into the Ranking List, and pay the Sanction Fee in force at the time of the competition.

Mr. Spreckley had an amended proposal, which was to take all Cat 2 and Cat 2+ competitions before 2003 out of the Ranking List. Competitions from 2003 and onwards can be entered into the Ranking List under the condition that the Sanction Fee is paid.

The amendment was approved with 26 votes for, 1 vote against, and 1 abstention.

The amended proposal was approved with 27 votes for, and 1 abstention.

Proposal 5: To calculate competition rating on pilot scores at 30th September of the preceding year.

Proposal 6: Competition ratings should be calculated using ratings of the best 5 pilots from each country.

Mr. Spreckley explained that the review of these rules would be part of the work of the Committee.

Mr. Platzer then suggested that these two proposals be reconsidered as a Year One proposal charging that the “Competition rating calculations be reviewed”.

This proposal was adopted unanimously.

b. Ranking List Sanction Fees

Proposal 1: The sanction fee for the IGC Ranking List is based on the number of participating pilots.

Mr. Spreckley: We wanted it like this from the beginning, but it was too difficult to administer. It is a lot easier to have a fixed price, but we are in favour of this in principle, and this can be implemented when we have a satisfactory invoicing system.

It was proposed to amend the proposal as follows: The sanction fee for the IGC Ranking List is based on the number of participating pilots, **subject to a satisfactory administrative structure being available.**

Mr. Platzer explained that the main reason is that this is the best way to get more competitions included.

The amendment was approved with 22 votes for, 1 vote against, and 3 abstentions.

The amended proposal was approved with 19 votes for, 2 votes against and 6 abstentions.

Two other proposals from Austria were withdrawn.

12.4.2. Late proposal from Germany, Change Open Class mass from 1st April 2006

The proposal was a late proposal, and would therefore require a 2/3rds majority (19 votes) to be discussed.

There were only 15 votes in favour of discussing the motion, which was therefore not discussed.

12.4.3. Late proposal from France, 3 pilots in each class at the WGCs 2006 in Vinon

The proposal was a late proposal, and would therefore require a 2/3rds majority (19 votes) to be discussed.

26 votes were in favour of discussing the motion, it was then brought forward for discussion.

As mentioned earlier, only 34 pilots have registered in the Club Class, 14 in World Class. This is not viable, so France requested to increase the number to 3 pilots per country per class.

Mr. Reich felt this was unfair, as a similar request from Finland was turned down in 2004.

Mr. Cubley was of the opinion that this was similar to the old situation in the Club Class. Only when the new Championship Structure comes in force can we reduce to 2 pilots in the Club Class.

The proposal was approved unanimously.

13. Votes on Bids (E. Mozer)

13.1. Votes on Bids for 2009

6th FAI Juniors' World Gliding Championships

Austria: 14 votes, Finland: 15 votes

The bid from Finland was selected

5th FAI Women's World Gliding Championships

Slovakia: 5 votes, Russia: 9 votes, Hungary: 15 votes

The bid from Hungary was selected

13.2. Votes on Bids for the FAI World Sailplane Grand Prix

New Zealand: 25 South Africa: 4

The bid from New Zealand was selected; the specific airfield for the event has not yet been defined.

14. IGC awards

14.1 Pirat Gehriger Diploma

2 countries had nominated a candidate for the Pirat Gehriger Diploma: Australia and The Netherlands.

The delegates were first asked if there were a worthy candidate amongst the 2 candidates.

This was unanimously agreed.

IGC has the possibility to award up to 3 Pirat Gehriger Diplomas every year, it was therefore agreed to award the Diploma to both candidates.

Martin Simons, Australia and Francois van Haaff, The Netherlands, were awarded the Pirat Gehriger Diploma.

14.2 Lilienthal Medal

5 countries had nominated a candidate for the Lilienthal Medal: Australia, the Czech Republic, Mexico, Poland and United Kingdom.

The delegates were first asked if there were a worthy candidate amongst the 5 candidates.

This was unanimously agreed.

A vote was then carried out.

Ian Strachan, United Kingdom, was awarded the Lilienthal medal.

15. Elections of Officers

15.1. President

Mr. Henderson was re-elected unanimously

15.2. 1st Vice President

The President asked the delegates to nominate candidates. Three names were proposed, but only Mr. Mozer accepted the nomination.

Mr. Eric Mozer was re-elected as 1st Vice president.

15.3. Other Vice Presidents

The President asked the delegates to nominate candidates for the five posts as vice-president. 13 names were proposed, but only 6 persons accepted the nomination: Mr. Ax, Mr. Foltin, Mr. Reich, Mr. Solbakken, Mr. Spreckley, and Mr. Stuck.

The following 5 persons were then elected vice-presidents:

Mr. Ax,

Mr. Foltin

Mr. Reich

Mr. Spreckley

Mr. Stuck

15.4. Secretary

The President then asked the delegates to nominate candidates for the post as IGC-secretary. Only one name was proposed, Mr. Eriksen, who was re-elected as secretary

16. Date for 2007 IGC Plenary Meeting

The 2007 IGC Plenary Meeting will take place in the Olympic Museum in Lausanne 2nd and 3rd March 2007.

Deadlines for next IGC meeting:

- Proposals and reports requiring voting: Friday 15th December 2006
- Reports not requiring voting: Sunday 7th January 2007

- All material available for delegates: Tuesday 16th January 2007

The Italian Delegate advised their intention to offer to host the 2008 IGC Plenary Meeting in Italy.

17. Closure

IGC president Bob Henderson thanked the Bureau for their work during the last year. He also thanked the FAI Secretary General and the FAI staff for their valuable assistance and support during the year. He then closed the meeting and wished everyone a safe journey back.

Peter Eriksen

IGC Secretary

Appendix A: IGC World Gliding Championships Calendar - 2007 -2014

| Year | 2007 | 2008 | 2009 | 2010 |
|--------------|--|--|---|---|
| Event | <p>WGC – Juniors <i>Rieti, Italy</i></p> <p>WGC - Women’s <i>Romarin, France</i></p> <p>EGC - Open, 18, 15 <i>Issoudun, France</i></p> <p>EGC - Std, Club, World <i>Pociunai, Lithuania</i></p> <p>World Sailplane Grand Prix <i>Omarama, New Zealand</i></p> | <p>WGC - 15 Meter, 18 Meter, Open <i>Luesse, Germany</i></p> <p>WGC - Standard, Club, World <i>Rieti, Italy</i></p> <p>Qualifying Grand Prix Bid Selection = 2007</p> | <p>WGC – Juniors <i>Rayskala, Finland</i></p> <p>WGC - Women’s <i>Szeged, Hungary</i></p> <p>Alternative Events Bid Selection = 2008</p> <p>World Sailplane Grand Prix Bid Selection = 2008</p> | <p>WGC - 15 Meter, 18 Meter, Open Bid selection = 2007</p> <p>WGC - Standard, Club, World Bid selection = 2007</p> <p>Qualifying Grand Prix Bid Selection = 2009</p> |
| Year | 2011 | 2012 | 2013 | 2014 |
| Event | <p>WGC – Juniors Bid selection = 2008</p> <p>WGC - Women’s Bid Selection = 2008</p> <p>Alternative Events Bid Selection = 2010</p> <p>World Sailplane Grand Prix Bid Selection = 2010</p> | <p>WGC - 15 Meter, 18 Meter, Open Bid selection = 2009</p> <p>WGC - Standard, Club, World Bid selection = 2009</p> <p>Qualifying Grand Prix Bid Selection = 2011</p> | <p>WGC – Juniors Bid selection = 2010</p> <p>WGC - Women’s Bid Selection = 2010</p> <p>Alternative Events Bid Selection = 2012</p> <p>World Sailplane Grand Prix Bid Selection = 2012</p> | <p>WGC - 15 Meter, 18 Meter, Open Bid selection = 2011</p> <p>WGC - Standard, Club, World Bid selection = 2011</p> <p>Qualifying Grand Prix Bid Selection = 2013</p> |

NOTE: This calendar is shown as running through 2014 for illustrative purposes only. The calendar and structure of the World Gliding Championships will continue on as shown after 2014 (until changed or modified by the IGC Plenum).