



Minutes

of the Annual Meeting of the

FAI Gliding Commission (IGC)

held from 3rd to 4th March 2023

at Scandic Copenhagen Hotel

Copenhagen, Denmark

Final Version 29 February 2024

Day 1, Friday 3 March 2023

1. Opening and Welcome

The President of the IGC, Mr. Peter Eriksen, welcomed the delegates, alternate delegates, and observers to the 2023 IGC Plenary. He then specifically welcomed Mr. Visa-Matti Leinikki, the FAI representative at the meeting.

He paid tribute to the local organisers who had made it possible to hold the meeting in Copenhagen despite last year's postponement due to the pandemic. The President of the Danish Gliding Federation, Mr. Jens Hansen, then welcomed the participants to Denmark and wished them a successful meeting. The opening was concluded with a presentation of the history of Copenhagen by Øjvind Frank, co-organizer, and delegate for Denmark.

1.1 Roll Call

A roll call of Delegates was undertaken by Mr. Foltin, and it was determined that 29 voting members were present including 5 proxies (i.e., Argentina to Spain, Brazil to Slovakia, Ireland to Great Britain, New Zealand to Australia and South Africa to Hungary).

1.2 Administrative matters

The IGC Secretary Vladimir Foltin reminded the meeting about the availability of all meeting documents on the Plenary Cloud and the guidelines to be followed for documents transfers during the meeting.

1.3 Declaration of Conflicts of Interest

The following declared Conflict of Interest:

Vladimir Foltin, Delegate, Slovakia, is employed by EASA.

Peter Szabo, Delegate, Hungary, is authorized distributor of LX Nav.

Mandy Temple, Delegate, Australia, is the IGC bid manager (in relation to item 7.1.1).

1.4 Final glide (remembering lost friends)

The Secretary mentioned that in 2022 we lost Juha 'Silva' Silvenoinen, a long term IGC Official and Championships Director. The President then asked the meeting to spare a moment to honor all the friends we have lost in the last year.

2. Minutes of previous online meeting, 3 and 4 March 2022 (Vladimir Foltin)

The Minutes were approved without remarks.

3. IGC President's report

The IGC president referred to the written report. There were no questions.

3.1 Bureau Decisions taken since the last Plenary that need the IGC Plenary approval.

The Secretary presented the list of decisions taken by the Bureau. The list of the Decisions is available on the Plenary Cloud and is also published [here](#). No remarks were received by the Plenary.

3.2 Discharge of Bureau responsibility for decisions since the last Plenary

The Bureau was discharged unanimously.

4. FAI Matters

4.1 FAI's report to the IGC Plenary

The FAI Representative, Mr. Visa-Matti Leinikki, addressed the meeting and introduced the current members of the FAI Executive Board.

He then presented information on the following topics: the new travel insurance for FAI officials including the registration mechanism, the status of the FAI By-Laws and changes to the Organizer Agreement template including improved workload (i.e, the relationship with the FAI calendar, new timelines, the use of CHF as currency and the inclusion of certain cost elements in a separate document), the risks and costs associated with the previous use of different currencies, and the decisions of the General Conference regarding the amendment to the Statutes (suspension of FAI licenses related to unpaid fees and related mitigations).

Mr. Leinikki concluded his presentation by presenting the overall financial situation of the FAI, the budget as recently approved by the General Conference.

The full presentations are available in the 2023 IGC Plenary Cloud (hereafter referred to as the Cloud).

There were no questions for the FAI representative. The IGC President thanked Visa-Matti Leinikki for a good briefing and for his efforts to attend the IGC Plenary in person.

5. Finance

5.1 Treasurers Report

Mr. Patrick Pauwels (IGC Treasurer) referred to the published financial report (available [here](#)) and presented information on the single currency (CHF) to be used for all FAI transactions and the actual figures for 2022. He added that after a challenging 2022, the IGC finances are expected to return to an almost normal situation in 2023.

He also noted that the figures presented are preliminary until the accounts are audited and approved by the General Conference (expected later in the year).

5.2 2022 Financial Statement and 2023 Budget

The IGC budget for 2023 has already been approved by the General Conference. It assumes a normal year and therefore also shows expected income of CHF 61,065, total expenses of CHF 72,181 and a smaller loss compared to 2022 of about CHF 11,116.

The 2024 budget assumes total income of CHF 53,172, a decrease in total expenses of CHF 61,988, and also a lower expected loss of CHF 8,816 (more details about both Budgets are available [here](#)).

Mr. Pauwels then presented the proposal for the overall concept of IGC finances for the next two years for decision by the IGC Plenary (full proposal available in the Cloud).

The proposal was developed based on the following main objectives:

- Ensure the overall functioning of the IGC
- Ensure the quality of IGC championships/events (Cat. 1 & 2)
- Pay special attention to security.

Based on the evolution of the IGC reserves over the last 10 years (a steady decrease), a new sanction fee structure is proposed to be introduced for 2023 and 2024 (increase of 3% over 2023).

Discussion:

Mr. Artur Rutkowski (Poland) - What are the prospects for IGC finances beyond 2024?

Mr. Pauwels - Indexation should avoid steep increases in future sanction fees.

Mr. Angel Casado (Spain) - How many years has the IGC not increased the fees?

Mr. Pauwels - 14 years.

Ms. Mandy Temple (Australia) - The problem for organizers is calculating the entry fee (including sanction fees) for the purpose of bidding and the sanction fees are not yet known. Can we have a more predictable sanction fee or should we not require sanction fees to be included in the bids?

Mr. Pauwels - The IGC can increase the sanction fees and we can exclude them from the bids.

Mr. Eriksen - The idea is to change the way sanction fees are calculated. An estimate of inflation will have to be included in the bid template. Then only differences to the estimated inflation will be accepted. The same should be done for aerotow. The result will be an automated process (using a general index).

The proposal as presented by Mr. Pauwels was approved.

6. Proposals requiring voting (Peter Eriksen)

6.1 Year-2 Proposals

6.1.1 Remove periodic calibration of Flight Recorders (France and Denmark)

Mr. Gerbaud (France) and Mr. Frank (Denmark) briefly presented the evolution since the [original proposal](#) was tabled in 2020 (3 years ago). At that time, it triggered substantial discussions, resulting in a clear divergence of views on whether IGC delegates should support it. To reconcile all views, the Year 2 proposal was postponed from 2021 to 2022 and then later to 2023. During the last year, the IGC took the initiative to reach an agreement on the amendment to the original proposal that could be broadly accepted.

Mr. Sheppe (ANDS) – During the meeting on 2 March 2022, the compromise on the [amended text of the proposal](#) was reached. It was also recognized by the Sporting Committee that this will result in the need to make some corrections to the Sporting Code. As the implications of this are expected to be large and require further work, the SC3 Committee, GFAC and ANDS will continue to work on this issue in 2023, with further proposals expected in 2024.

Mr. Sheppe asked the Delegates to support the proposal as amended.

Mr. Rutkowski – What led to the acceptance of the possible drift of pressure sensor during the competitions? Can you explain that?

Mr. Purdie – Annex A is not managed by the SC3 committee or GFAC. Annex A Committee manages the rules for the Championships.

Mr. Sheppe – A single point calibration ensures a steady offset for every Flight Recorder. Then the drift is not that important.

The proposal as amended based on the compromise agreement was adopted unanimously.

6.1.2 NAC approval of Official Observers for record claims (IGC/SC3 Committee)

Mr. Howard Mills (SC3 Committee) introduced the [proposal](#). It is mainly the simplification of the existing rule. He also proposed a slight modification of the last sentence as amendment (seconded) that modified the last sentence of the proposal as follows:

“Delete **Modify** reference to written authorization in Part 1 of Record Form E.”

Mr. Brian Spreckley (GBR) – Being involved in creation of the rules for some time, I am afraid of some people being friends going to remote locations to try for World record. One as the pilot another one as Official Observer (OO). This scenario substantiated the initial requirement for the local NAC recognition of the OO involved in the attempt. Has anything changed since then so that this scenario will be mitigated?

Mr. Mills – There is no substantial change, any claimed flight needs the local OO authorization.

Mr. Visa-Matti Leinikki (FAI representative) – The General Section of the Sporting Code overrides the Sporting Code Section 3 - Gliding.

Ms. Marina Vigorito (Guest, FAI Executive Board member) – The problem exists if the country is not the member of the FAI (e.g., Namibia)

Mr. Eriksen – This problem is identified and is being looked at now.

Mr. Casado – Spain accepted about 20-25 of foreign OOs. When doing so it is difficult to challenge their quality. Therefore, the OOs are usually accepted as filled.

Mr. Eriksen – The General Section of the Sporting Code is quite clear about that. The request for acceptance should be always submitted by the NAC.

Mr. Spreckley – GBR would be comfortable to support the proposal if the SC3 Committee will be able to manage these situations.

The amended proposal was adopted.

6.1.3 Positive Means-of-Propulsion record (Denmark) (amended by DEN)

Mr. Frank presented the [initial proposal](#) with the following amendment:

“... After release the engine must be started ~~within 5 minutes~~ and run for a maximum of ~~two minutes~~ **100 seconds** to provide a positive MoP record in the Flight Log. **The procedure shall be finished at least 10 minutes before crossing the start line or ring.** ...”

He emphasized that the amended proposal aims at improved safety and predictability of actions of other pilots.

Mr. Lars Rune Bjornevik (Norway) - Norway has already tried the method as proposed. It needs to be considered that self-launching gliders need more than 100 second to cool down the engine.

Mr. Frank – That is right. The noise is much lower during cooling period. The proposal does not apply to self-launching gliders, but only to gliders releasing from a tow.

Mr. Christof Geissler (Germany) – Some pilots may try to gain an advantage by extending their glide to a distant thermal while still using the engine.

Mr. Frank – The proposal as amended is not ideal, but if the procedure will be more complex it could get too complicated for pilots. What Mr. Geissler explained is close to cheating i.e., trying to avoid an outlanding.

Mr. Vladas Motuza (Lithuania) - The engine record check is only required once during the competition and could be done during practice. Mr. Geissler is right about how this could be used in competitions. Such behavior, if noticed by the scorers, could be considered cheating.

Mr. Rutkowski – What about Engine Noise Level (ENL) and electric engines?

Mr. Casado – The function should be correctly referred to as the recording of Means-of-Propulsion (MoP) not as ENL.

Mr. Bjornevik – It is usual practice to run the engine every day due to safety reasons, in particular the combustions engines.

Mr. Geissler – The arguments presented are noted, but the daily engine check is still possible. Some pilots may prefer to take a tow and run the engine every day to have an opportunity for an advantage if needed. In conclusion the proposal not yet mature and could not be supported by DEU.

Ms. Mandy Temple (AUS) - We have the same problem with the proposal as Mr. Geissler. We would support it if these issues were resolved.

Mr. Spreckley - GBR supports the intention behind the proposal but can also see the difficulty as described by Mr. Geissler. Whatever is changed in the proposed text will complicate the procedure. In general, it is a very good idea but unfortunately it opens the door to a small advantage.

The amended proposal was lost.

6.1.4 Altitude scoring (France)

Mr. Gerbaud introduced the [proposal](#). Since last year it has been discussed with Mr. Spreckley (SGP Management) and resulted in the change of the software (SW) used to calculate the SGP results. He mentioned that this proposal is even more important in light of the proposal to eliminate the periodic calibration of flight recorders, which was approved a while ago.

Mr. Casado – Request for clarification – Will the SGP Working Group and Annex A Committee clarify it in the rules?

Mr. Gerbaud – Annex A committee will draft exact rules on how scoring SW should calculate altitude.

The proposal was approved almost unanimously.

Mr. Casado – Who should take the lead on the necessary changes? Should it be the Scoring SW Committee or Annex A Committee?

Mr. Eriksen – The new bureau will decide about the implementation arrangements.

6.1.5 Management of GNSS Secondary Flight Recorder (France)

Mr. Gerbaud introduced the [proposal](#) and added that secondary Flight Recorder (FR) should be used only in case of the primary FR failure. I.e., only in case of a technical malfunction or in case of its complete breakdown, or the file is corrupted. The secondary FR will not be allowed in cases of airspace violation or similar. The main intention is to clarify what to do in such situations, which is not the case today.

Mr. Geissler – Who will decide about the use of the secondary FR? Will it be the pilot, the CD or the scorer.

Mr. Eriksen – In practice, the scorer will ask for it.

Mr. Spreckley – I support what was said, that is not what is written in the proposal.

Mr. David Richter-Trummer (Austria) – We used similar rule several times in the past. We have a good experience with the current rule. We should make all options possible for pilots.

Mr. Eriksen – This proposal does not affect national competitions. It will apply only to the IGC Championships.

Mr. Sheppe – Answering the question about who should ask for the secondary FR: The proposal should be worded in such a way that it should be possible to use it only if the primary FR fails. It should be possible to send two files every day by pilots. The scorer could then use the secondary file only according to the new rule.

Mr. Frank – Pilots can always ask for the evaluation of the secondary FR. The way it is processed should be in the rule.

Mr. Reno Filla (Sweden) – What about the combination of both files? The Start to be taken from the primary FR and the finish from the secondary.

Mr. Gerbaud - That will be still possible. There is a specific rule for that.

Mrs. Kuijpers – What about the situation of not failure, but only the secondary FR will proof the presence inside the turn point, while the primary FR will indicate that the turn point was not reached? According to my understanding, it should be still possible to use the secondary FR in such situation.

Mr. Gerbaud – This was valid before PEV start procedure was introduced. What we really want to make now is to make the processing of the secondary FR clear in the rules.

Mr. Filla – It is possible to miss turn point if the recording interval is higher than 4 seconds.

Mr. Eriksen – We need clarification – Can we use the secondary FR in case if the turn point is not reached based on the primary FR file?

Mr. Gerbaud – This will require an amendment of our proposal. We want to define an exact rule also for this situation.

Mr. Aldo Cernezzi (Italy) – It could be modified in such a way that that it will be possible only if the FR will fail to proof that the task was completed.

Mr. Rutkowski – The proposed wording may act against the competitors. In case of doubts the rules should ack in favor of competitors.

Mr. Filla – I agree with Mr. Cernezzi.

Discussion was interrupted and postponed to the afternoon to allow for drafting the amendment.

In the afternoon Mr. Gerbaud introduced the following amendment:

“Proposal for the Annex A, §5.4.g:

- The Organisers will accept a Flight Log from the other FR in the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task without penalties as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.

The final wording will be made in cooperation with annex A committee.”

The following discussion took place:

Mr. Cheetham (United Kingdom) – Will it allow for combining the primary and the secondary FR?

Mr. Gerbaud – We should not allow the combination of a better start being recorded on the primary FR and better finish on the secondary FR.

Mr. Filla – We should only use it if evidence of flight is missing on the primary FR.

Mr. Spreckley – I agree and invite the Annex A Committee to help to write a clear rule by tomorrow.

Mr. Sheppe (Annex A) – That is accepted.

The discussion about this proposal continued on the second day of the meeting before agenda item 9.

Mr. Gerbaud introduced the following amendment:

“5.3 CONTROL PROCEDURES

- g. ~~The Organisers will accept a Flight Log from the secondary FR in the event that the primary FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from~~

~~all FRs carried, regardless of equipment failures.~~

- g. The Organisers will analyse Flight Log files from the Primary FR for the purpose of scoring the flight. If that evaluation shows a continuous flight and indicates no penalties, then that evaluation will be used for scoring.

In case the Primary Flight log fails to assert continuity from takeoff to landing, OR indicates a penalty, complementary data from the other FR will be used to fill the gap or reduce the penalty.

Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.”

The following discussion took place:

Ms. Temple - Would it not be better to use the term "assert continuity" instead of "show continuity"?

Mr. Spreckley - The meaning is the same in English. Congratulations to Mr. Sheppe and Mr. Gerbaud for the good proposal.

The proposal was approved unanimously.

6.1.6 Guidelines for Competition Day cancellation – late Y2 proposal (IGC)

This was a [late proposal](#) requiring 2/3 majority to be accept for discussion. This was supported unanimously.

Mr. Eriksen introduced the proposal. Its purpose is to clarify when the Competition Director (CD) may or may not cancel the competition day.

Mr. Rutkowski - It would be good to have guidelines with examples. The disadvantage is that the list may be too short. Some situations are not reflected - e.g., airspace closures.

Mrs. Kuijpers - I would advise to state the opposite, that the examples given are not exhaustive. The term "safety" could create a gray area, but we need to trust CD, stewards, etc. I suggest excluding the examples.

Mr. Bjornevik - I propose to refer to an unfair situation from a sporting point of view instead of an unsafe situation.

Mr. Kristian Roine (Finland) - It is always difficult to give examples.

Mr. Cheetham - For example, if thunderstorms are forecast, should the start be opened early or not at all?

Mr. Foltin - Annex A in 1.4.2 already sets the good margins for organizers. Let's focus on giving them good guidance rather than a prescriptive rule.

Mr. Spreckley - I agree with the examples given and the need for the CD to discuss the decision with the Chief Steward and the Stewards.

Mr. Rutkowski - The examples do not cover, for example, a towing accident.

Mr. Foltin - The existing rule I mentioned already considers fairness in addition to safety.

Mr. Cernezzi - Should it apply to all classes or just the class in question?

Mr. Sheppe (Annex A) - The Committee supports the proposal to put it in some form of guidance.

Mr. Eriksen - There is no need to vote on the guidelines. The Bureau will discuss how to proceed.

The discussion was interrupted and postponed after the lunch break (before agenda item 6.3.2).

Then the Bureau informed about the agreement to withdraw the proposal and the decision to include it as a guideline in SC3 Annex A.

Mr. Eriksen asked for an indicative vote in support of the proposed way forward. This was supported unanimously.

6.2 Year-1 Proposals

6.2.1 Sailplane strobe light requirement (IGC)

Mr. Eriksen presented the [proposal](#). Instead of a recommendation it will be a requirement. On Sunday there was the safety workshop where IGC safety experts, OSTIV and top pilots discussed hazards, risks, and mitigations during the gliding championships. The main risk they identified was mid-air collisions and the strobe light could help to reduce this. Since affordable strobe lights are now available for gliders, the Bureau would like to make them mandatory as soon as possible. Therefore, the Year 2 proposal to be submitted in 2024, if adopted, will be effective immediately.

Mr. Geissler - I fully support the proposal but suggest that the color not be limited.

Mr. Eriksen - That will be considered in the Year 2 proposal.

Mr. Roine - Do we have any evidence that this is effective?

Mr. Eriksen - There is no hard evidence yet.

Mr. Roine - The anti-collision paint on the wings or elsewhere has a limited effect.

Mr. Cheetham - The real time empirical evidence indicates much better detectability, especially in head-on collisions.

Mr. Gerbaud - From my own experience, I can often detect a glider on FLARM, but I do not see it visually. Another comment, regarding the reception of the FLARM, it should not be limited to the situation when a glider is detected by the FLARM. Instead, it should always be on, but less frequently, and only increase in frequency when traffic is detected.

Mr. Rutkowski - Is there an international regulation for this equipment?

Mr. Cernezzi - I agree with Mr. Gerbaud. In the case of FLARM, it was initially strongly opposed. This case is the opposite and I recommend accepting this proposal.

Mr. Motuza - I propose to install it in a central location.

Mr. Eriksen - This will be considered in the Year 2 proposal.

Mr. Bjornevik - Do we have statistics on how many manufacturers offer this technology?

Mr. Richter-Trummer - What if the flashlight fails?

Mr. Foltin - No penalty is proposed. Night and IFR lights are regulated as well as strobe lights for VFR (can be installed according to CS-STAN). This is also important in the context of *iConspicuity* & ADS-L, there are vision-based detection systems in development for GA aircraft to assist pilots with see-and-avoid.

Mr. Leinikki - The penalties could be specified as part of the Year 2 proposal if desired.

Mr. Gerbaud - Many clubs in France have equipped their gliders with this technology and the experience has been very positive.

Mr. Richter-Trummer - As with flight recorders or antennas, the position is important. But it may be different between modern and older gliders due to limitations for retrofitting.

The proposal was almost unanimously accepted.

6.2.2 New starting method (Poland)

Mr. Rutkowski introduced the [proposal](#) through the presentation (available on the Cloud). This is a year 1 proposal and Poland will be happy to work on improvements based on feedback from delegates. He explained the problem, the proposed solution and gave examples.

Mr. Geissler - How will the task distance be measured?

Mr. Rutkowski - Each pilot will have a slightly different task distance. This could also be part of the tactics. The average speed determines the score.

Mr. Frank - It is great to have this new proposal, there are interesting things there. I am not sure about the safety of arrivals at different altitudes.

Mr. Roine - There are usually 1-2 optimal places to start in typical tasks. Here the new method could create dangerous scenarios because some pilots might decide to cross the thermal with gliders just before the start. I also agree with the uncertainty of the finish but believe this could be addressed in the Year 2 proposal. I urge the delegates to ensure the stability of the rules and not to introduce frequent changes.

Mr. Petr Koutny (Czech Republic) - How will the distance be calculated for non-finishers?

Mr. Rutkowski - It will be calculated as the marked distance from the center, the speed will be determined by PEV (time and distance difference).

Mr. Richter-Trummer - I am strongly in favor of this. The altitude difference gives a lot of possibilities for pilot decisions.

Mr. Sheppe - What will be the credited distance used for speed calculation?

Mr. Rutkowski - It will be the actual distance flown.

Mr. Eriksen - Distance points for finishers will be the same. Speed points will be based on the actual speed achieved by the pilot.

Mr. Sheppe - I understand the timing and that is not a problem. My question is about the distance credited. Will it be from the point of start or from the center of the starting cylinder?

Mr. Rutkowski - I must correct myself. The actual distance will always be used.

Mr. Sheppe - I would like to support the proposal, but the USA has not decided yet. The start with the best score should be used, but the pilot will not know it because of the altitude difference. This could be a very tricky point.

Mr. Rutkowski - Agreed.

Mr. Spreckley - This will introduce sporting risks for pilots to consider. This is still a Year 1 proposal. In the Year 2 proposal, we should not go back to the philosophical discussion. Will the speed limit be used for these starts? We think it should be required.

Mr. Eriksen - There must be a speed limit or pilots will fly close to VNE.

Mr. Rutkowski - This will be considered for the Year 2 proposal.

Mr. Frank - The unfinished task distance points also need to be addressed in the Year 2 proposal.

Mr. Rutkowski - This is noted with understanding. The goal today is to agree on a general idea.

Mrs. Kuijpers - I like the intention to solve the problem, but it is a rather difficult and complex proposal. I propose to postpone the decision on Year-1 to next year. We have done it before.

Also, there is little experience with PEV starting so far. This kind of feedback is important for the decision on this proposal.

Mr. Sheppe then introduced Mr. John Godfrey (Alternate Delegate for the USA).

Mr. Godfrey - I am not comfortable with the changes to the start rules and the multiple start options already available in Appendix A.

Mr. Frank - It is necessary to work actively on all concerns in close cooperation with the Annex A Committee and interested countries.

The proposal was accepted by a majority of votes.

6.2.3 Data communication - Mobile phones (Germany)

Mr. Geissler introduced the [proposal](#). There is a need to clarify the existing rules because the penalties are severe. For example, pilots often share live pictures and videos in flight even though it is not allowed.

Mr. Cheetham - What is wrong? That would be a protest in case of a rule violation.

Mr. Roine - The same issues have been discussed in the past. Do we want to allow data transmission in flight or not. We may have to strongly consider it, but it is strange to argue by violating existing rules.

Mr. Frank - It is a difficult problem, we also noticed the deviations. Why is the penalty so severe? Because it is difficult to control. Maybe the existing rules are not working.

Mr. Spreckley - I agree with Mr. Frank, when we made this rule we wanted to prevent people from giving information about other gliders from the ground. We knew we would have to change it later. I am against the proposal, but in favor of modifying / updating the existing rule to reflect the latest developments and practices.

Mr. Motuza - We had the same experience with the introduction of photo cameras. We started without GPS in the cockpit, but when that technology became small enough, it became difficult to control. This is the same case.

The proposal was defeated by a narrow margin.

6.2.4 Airspace files altitudes (Germany)

Mr. Geissler presented the reasons for the [proposal](#) and then informed that it was withdrawn by Germany.

6.2.5 Mandatory Digital Safetybox (Netherlands)

Mrs. Kuijpers introduced the [proposal](#). There are now good experiences with digital tools. The data clearly shows an improvement in safety reporting. It is time to make the change to digital reporting.

Mr. Eriksen - This proposal only concerns category 1 events.

Mr. Frank - There are other systems that are non-digital but effective.

Mr. Sheppe - Is it proposed that the tool will be mandatory to use, or will it be required that organizers provide such an option?

Mr. Eriksen - Mandating organizers to provide the tool is better.

Mr. Filla - We voted for this during the 2019 online meeting as Year-1, but it was lost as a Year-2 proposal (because a specific tool from a specific supplier was proposed).

Mr. Motuza - We will be perceived as a greener sport if we encourage the use of digital tools.

Mr. Cernezzi - Can organizers choose not to discuss an individual report if there are not several reports on the same topic?

Mrs. Kuijpers - That is not the intention.

The proposal was broadly accepted.

6.2.6 Modification of PEV penalties (Netherlands)

Mrs. Kuijpers introduced the [proposal](#).

Mr. Roine - The pilot should decide what buffers to use to avoid a penalty. This rule was put in place to prevent leaching, but the proposal may encourage it. I support a hard limit.

Mr. Gerbaud - I agree in principle with the gradual part up to 60 points, but 100 points is a very hard penalty. Especially for the last start. I can agree with the first part.

Mr. Filla - Why not use 2 points per second up to a maximum of 100 points?

Mrs. Kuijpers - This comment is noted with understanding.

Mr. Spreckley - I would support up to a maximum of 60 points as the maximum penalty.

Mrs. Kuijpers accepted Mr. Spreckley' s suggestion as a friendly amendment. The proposal was then amended as follows:

“Modify penalty points for: no PEV or start outside PEV interval.

Use a gradually increasing penalty points system as it already happens at incorrect finish, prestart height, sporting limit.

1) If a pilot misses the departing time frame with xx seconds the penalty will be 1 point per second until 60 points is reached, then it is fixed 100 points.

2) If a pilot does not use PEV at all a penalty of 100 points will be given.

The amended proposal was adopted almost unanimously.

6.2.7 Change of Base Quality Factor for Cat1 events (France)

Mr. Gerbaud introduced the [proposal](#). The World Championship level is the only competition in the Ranking List (RL) with a very high quality level. Therefore, it has too much influence on the final ranking of the pilots.

Mr. Filla (Annex D) - The Committee has studied this problem. It is real and it is not fair. The proposed numbers seem reasonable, and the Committee recommends approval of the proposal.

Mr. Rutkowski - Regarding the numbers presented, what is the logic behind the decreasing numbers?

Mr. Gerbaud - It is a gradual decrease, but not as great as for Category 2.

The proposal was approved almost unanimously.

Mr. Eriksen - Next year it would be good to present a bit more detail and explain possible impacts of the proposal.

6.3 Other Proposals

6.3.1 Rules of procedure for acceptance of bids for WGC except Junior and Women (IGC)

Mr. Eriksen introduced the [proposal](#). The situation of spontaneous bids (sometime as late proposals) outside the defined calendar creates several problems with overall schedule. The possibility to modify the calendar will remain even if the proposal will be adopted.

Mrs. Vigorito – Should not the proposal indicate that the Championship is “not awarded” instead of “cancelled” if no bid is accepted or endorsed? That could be a better legal term to describe to situation.

Mr. Eriksen – The intention of the proposal is that if there is no bid at the right time, no event will take place.

Mr. Richter-Trummer – Will this apply also to the national events included the RL?

Mr. Eriksen – The proposal applies only to World and Continental Championships.

Mr. Motuza – Is the decision about future of the 13.5-meter class part of this proposal?

Mr. Eriksen – It is not.

The following error was corrected in the second bullet point of the proposal:

“World Gliding Championships (except Junior and Women categories) in case the previous three ~~consequent~~ **consecutive** Championships in the given format were held in Europe.”

The proposal was then approved unanimously.

6.3.2 Official history website of individual and team winners of all FAI gliding championships (France)

Mr. Gerbaud introduced the [proposal](#).

Mr. Leinikki - There is a project in the FAI, run by the Aeromodelling Commission, on this very subject.

Mr. Filla - The two-seat class is a problem for the RL that needs to be solved.

Mr. Leinikki - FAI wants to have data in the main database, which is well structured. It would also be possible to make statistics from the data.

The proposal was unanimously accepted.

6.3.3 Reserved item

6.3.4 Second crew in 20mTwo-Seat class @ EGC 2023 (Poland)

Mr. Rutkowski introduced the [proposal](#).

Mr. Casado - What is the status of the current registrations?

Mr. Rutkowski - I can check, but we are still ahead of the registration deadlines.

Mr. Eriksen - I would like to explain that the Bureau was not comfortable with this proposal because it came in too late. This reduces the chances for some of the participating teams to adapt to the new circumstances.

Mr. Roine - Why do we have to vote on this proposal?

Mr. Foltin - The exception for a higher number of entries per NAC in this class at the Continental Championships was introduced to gain wider support for the proposal to introduce only one crew per NAC in this class at the World Championships.

The proposal was adopted by a clear majority.

Mr. Eriksen - I would like to ask all organizers of Continental Championships to clearly indicate the desired number of entries per NAC in this class already in the bid.

6.3.5 WGC 2024 Entry fee change (USA)

Mr. Sheppe introduced the [proposal](#). He added that the proposed increase also affects towing fees in a similar way. The organizers will keep a close eye on inflation and prices, and if they go down, we will reduce the cost.

Mr. Spreckley presented an amendment from the United Kingdom (available on the Cloud). The UK does not agree with the calculation. Normally the bids include ~2% inflation, which was not included in the US calculation. As a result, excess inflation is used. The real inflation is lower.

Mr. Szabo - We organized the World Championships last year and I can confirm that you cannot organize such an event with a €1,000 entry fee without sponsors. I strongly support the US proposal.

Mr. Rutkowski - Regarding inflation, it should have been considered in the original bid.

Mr. Andras Gyongyosi (Alternate Delegate for Hungary) - Even if the volunteer work is not rewarded, it is almost impossible to organize such an event without sponsorship.

Mr. Sheppe - Regarding the amendment proposed by the United Kingdom, the statement about the invalid calculation is not true. In fact, we guessed it and our analysis at that time was wrong.

Germany then seconded the UK amendment.

The UK amendment was not adopted by a substantial majority.

A vote was then taken on the original proposal.

The proposal passed by a clear majority.

6.3.6 Management of adopted Y1 proposals (IGC) (amended by IGC)

Mr. Spreckley introduced the [proposal](#) on behalf of the IGC Bureau.

Mr. Eriksen then introduced the following amendment drafted by Mr. Sheppe based on comments from Mr. Filla:

- "Amendments to a year 2 proposal should be submitted to the secretary not later than 30 days prior to the plenum and seconded at the plenum. The amendment will be published ~~at least 15 days prior to the plenum~~: as soon as possible after it is received.
- Any amendment ~~published~~ submitted less than 15 30 days prior to the plenum may not be published and will require a successful 2/3 majority vote to allow discussion of the amendment."

Mr. Filla expressed his support for the amendment.

Mr. Roine - I would like sufficient time for the delegates and the IGC to evaluate the amendments.

Mr. Eriksen clarified the process for managing proposals. Final proposals must be received by December 31st and published 45 days before the Plenary Session. Amendments must be submitted 30 days prior to the Plenary Session and published 15 days prior to the Plenary Session.

Mr. Spreckley - This is a friendly amendment after Mr. Filla brought the inconsistency to the attention of the IGC. It is also proof that the proposed process should work.

Mr. Eriksen - The aim is to stabilize the situation regarding the ad hoc amendments that do not allow delegates to consult their NACs.

Mr. Motuza - I would like to request that the amendments received be posted as soon as they are available.

Mr. Foltin - The amendments received will be uploaded to the Cloud and published as soon as possible.

Mr. Leinikki - Regarding the late amendments that will not be on the Cloud, should the proposal use "might" instead of "may"?

Mr. Eriksen - The use of "may" is intentional. We want to be clear about the process.

The proposal passed unanimously.

7. Presentation of Bids (Mandy Temple)

7.1 Presentation of bids for future Championships

Each organization was given maximum 10 minutes to present its bid.

7.1.1 40th FAI World Gliding Championships 2026 (18m, 20m, Open)

Mr. Rutkowski presented the [Polish bid](#) by Aeroclub Czestochowa to hold the event at Rudniki airport (the full presentation is available on the Cloud).

7.1.2 14th FAI Junior World Gliding Championship 2026 (Club, Std.)

Mr. Eriksen informed the Delegates about the [IGC Plenary decision from 2010](#) to give priority to non-European bids for this Championship. The full text, as recorded, can be found in the [minutes of the 2010 IGC Plenary meeting](#).

Ms. Temple presented the [Australian bid](#) by the Benalla Gliding Club of Victoria to hold the event at Benalla airport (the full presentation is available on the Cloud).

Mr. Geissler presented the [German bid](#) from Luftsportring Aalen e.V. to hold the event at Aalen-Elchingen airport (the full presentation is available on the Cloud).

Mr. Foltin presented the [Slovak bid](#) from Aeroklub Prievidza to hold the event at Prievidza airport (the full presentation is available on the Cloud).

7.1.3 23rd FAI European Gliding Championship 2025 (18m, 20m, Open)

Mr. Gyongyosi presented the [Hungarian bid](#) of the Hungarian Gliding Association and Hungarian Aeronautical and Airsports Association to hold the event at Békéscsaba airport (the full presentation is available on the Cloud).

7.1.4 7th FAI Junior European Gliding Championship 2025 (Club, Std.)

Mr. Foltin presented the [Slovak bid](#) from Aeroklub Prievidza to hold the event at Prievidza airport (the full presentation is available on the Cloud).

7.1.5 5th FAI Pan-American Gliding Championship 2025 (Club, Handicapped)

Mr. Foltin, on behalf of Brasilia, presented the [Brazilian bid](#) by the Federação Brasileira de Voo em Planadores and Brazilian Gliding Federation to hold the event at Luís Eduardo Magalhães airport (the full presentation is available on the Cloud).

7.2 Questions to all presenters

Dr. Rolf Radespiel to Mr. Rutkowski - Will the organizers be able to hold a conference with about 80 people at the airport?

Mr. Rutkowski - There are several possibilities to hold such a conference in the city. At the airport, the tent for briefings could also be used by OSTIV. Hangar is another option. The venue will depend on the expectations and standards of OSTIV. I can put you in contact with the local organizers to get more information.

The meeting continued with an informal session on IGC's country development activities, led by Mandy Temple. She presented the latest activities of the IGC Country Development

Working Group, including recent statistics and recommendations. The presentation was followed by a workshop and discussion on diversity and inclusion in gliding.

The meeting day concluded with the keynote address by Mr. Hans Natorp, President of the Danish National Olympic Committee. This was followed by the presentation and celebration of the recipients of the 2022 IGC Awards. Finally, during the IGC Awards Ceremony, Ms. Cornelia Schaich from Germany was named the IGC Champion Pilot of the Year 2022 based on her win in the Standard Class at the 11th Women's World Gliding Championships at Husbands Bosworth, United Kingdom.

Day 2, Saturday 4 March 2023

The President of the IGC, Mr. Peter Eriksen, opened the second day of the IGC Plenary meeting.

Ms. Temple debriefed the meeting about the results of the country development workshop that took place at the end of the first day of the meeting (the documents related to the workshop are available on the Cloud).

1.1 Roll Call

A roll call of Delegates was undertaken by Mr. Foltin, and it was determined that 29 voting members were present including 5 proxies (i.e., Argentina to Spain, Brazilian to Slovakia, Ireland to Great Britain, New Zealand to Australia and South Africa to Hungary).

1.2 Administrative matters

The IGC Secretary Vladimir Foltin reminded the meeting about the availability of all meeting documents on the Plenary Cloud and the guidelines to be followed for documents transfers during the meeting.

The meeting continued with the discussion and vote on amended proposal 6.1.5 (recorded under the related agenda item on the Day 1).

9. Votes on bids

No secret ballot was requested.

9.1 40th FAI World Gliding Championships 2026 (18m, 20m, Open)

The delegates accepted the bid from Poland.

9.2 14th FAI Junior World Gliding Championship 2026 (Club, Std.)

Only the offer from Australia could be considered and discussed (see agenda item 7.1.2).

Mr. Geissler - Would a positive vote on all three bids remove the preference rule for bids from outside Europe?

Mr. Eriksen - It will not, the 2010 decision is the IGC rule.

Mr. Szabo - The cost of a container to Australia this year could be around €40,000.

Mr. Rutkowski - The rule from 2010 is generally fair. It is meant to support gliding also outside Europe. But it seems disproportionate now because of the extremely high prices including the transport of the gliders. It would be a catastrophe if more teams could not participate. Is there any way for the organizers to offset the costs?

Mr. Roine - It is likely that Finland will not be able to send anyone to Australia for the Junior World Championships in 2026.

Thomas De Bruyn (Belgium) - It could be the same for Belgium.

Mr. Frank - Several pilots from Denmark are now canceling their participation in the World Gliding Championship (WGC) in Australia this year. The rule may not work this time.

Mrs. Temple - I would like to remind the delegates that it is almost always expensive for the Australian team to attend the WGC.

Mr. Spreckley - The rule was introduced 10 years ago, since then the situation has changed. There have been a lot of non-European events back-to-back recently.

Mr. Frank - We need to find a good solution for non-European pilots.

Mr. Motuza - It is not only about transportation, but also about limited support from the organizing country and other costs etc.

Mr. Foltin presented the decision and minutes related to the proposal adopted in 2010.

Mr. Eriksen - I hear the concerns, but what is the best way forward?

Mr. Szabo - Can we postpone the vote on this championship for one year?

Ms. Temple - Australia will be able to look at some solutions for teams to make their participation less costly and burdensome.

Mr. Eriksen - Clarification - We are not discussing the quality of the Australian and other bids.

Mr. Casado - Next year Slovakia and Germany will still have a chance if Australia decides to withdraw their bid.

Mr. Motuza - The IGC Plenary has the ultimate authority. It can decide to overrule the previous decision.

Mr. Eriksen - That is possible, but that motion would require a late proposal. I strongly recommend not to do that. Such a move would not be the right action for the highest authority. Hungary's proposal to postpone the vote for one year is much more favorable.

Mr. Foltin - Delaying the vote will help Australia clarify the real costs and allow for a solution to be found.

The delegates then voted to postpone the decision until the 2024 IGC Plenary.

9.3 23rd FAI European Gliding Championship 2025 (18m, 20m, Open)

The delegates almost unanimously accepted the bid from Hungary.

9.4 7th FAI Junior European Gliding Championship 2025 (Club, Std.)

The delegates almost unanimously accepted the bid from Slovakia.

9.5 7th FAI Pan-American Gliding Championship 2025 (Club, Handicapped)

The delegates unanimously accepted the bid from Brazil.

10. Reports not requiring voting

Reports, when available, were posted on the IGC website and stored in the IGC Cloud. The reports were not presented, but Committee representatives and Specialists were available to complement the reports and answer questions.

10.1 OSTIV report

Dr. Rolf Radespiel (OSTIV President) added the following to the [report](#) – The most interesting activity was the joint workshop with the IGC on safety of competitions. I also hope to have the next congress in Uvalde. We are already in contact with the local organisers.

Mr. Eriksen – Can OSTIV help in making gliding greener?

Dr. Radespiel – OSTIV will be happy to cooperate on that topic.

10.2 Standing Committees

10.2.1 Sporting Code Section 3D Report

Mr. Howard Mills added the following to the [report](#) – The Committee suffered from the loss of Ross Macintyre. The current member members are either active or previous official observers and claim officers. The Committee possess a good expertise. Training of OOs is planned in 2023 based on the good experience with YouTube training for German OOs. Now it will be also available in English and version with Japanese subtitles will be developed too based on the request from Japan. The video will be made available via FAI YouTube channel. I will be happy to allow subtitles in other languages. We need more OOs for badges and records.

Mr. Cernezzi – I appreciate the training videos very much. The same initiative has taken in Italy in the past. Usually, our course ends with the exam (a real flight analysis).

Mr. Eriksen – Thank you and the Committee members for those initiatives.

10.2.2 a. Sporting Code Section 3D, Annex A

Mr. Sheppe stated that there is nothing to add to the [report](#).

10.2.2 b. Sporting Code Section 3D, Annex A Handicaps

Mr. Geissler added the following to the [report](#) and the [document about the review of handicaps](#) - The only change in the list since the last meeting is the inclusion of an additional version of the DG-1000 (new mass).

Mr. Frank presented a possible problem and asked if there could be an advantage to flying a flapped glider versus a non-flapped glider (presentation available on the Cloud). He asked the subcommittee to review and analyze the problem and bring back a proposal for consideration at next year's Plenary.

Mr. Geissler - The subcommittee will work on this and present results at the next Plenary. The index will remain unchanged for the WGC in 2023.

Mr. Richter-Trummer - Is there any intention to add Ventus 1 or LS6 to the list?

Mr. Geissler - There is no such intention now, unless requested (by NAC or IGC). Also, there are many gliders in the current list. Also, any inclusion at the top of the list may result in reductions at the bottom.

Mrs. Kuijpers - I understand the question and the index philosophy. If we make such changes, we would be changing the philosophy of the Club Class. Maybe next year we will have a discussion on this topic.

10.2.3 Sporting Code Section 3D, Annex D

Mr. Filla in reference to the [report](#) presented about the future development of the Ranking List (the presentation is available on the Cloud).

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

Mr. Sheppe referred to the [report](#) and invited delegates to nominate members for the renewed Committee, preferably with a scientific and technical background. The advisor emeritus will be Peter Ryder.

10.2.5 GNSS Flight Recorder Approval Committee Report

Mr. Peter Purdie - The first paragraph of the [report](#) emphasizes the request to delegates to nominate suitable candidates. I am the youngest member and will be 80 in a few days.

Mr. Eriksen - The next generation of future flight recording is on the horizon. New people need to step in to make the right decisions for the future.

10.2.6 Championship Management Committee Report

Mr. Eriksen presented the intention to establish the Championship Management Standing Committee instead of a small working group composed mostly of experts (presentation available on the Cloud). This proposal will be discussed and considered at the next Plenary meeting in 2024.

10.3 Working Groups

10.3.1 Stewards and Jury

Mrs. Kuijpers briefly introduced the written report (available on the Cloud).

10.3.2 Safety

Mr. René Vidal informed that he has nothing to add to the [report](#) and its Annex (available in the Cloud).

10.3.3 Scoring Software

Mr. Casado provide a brief verbal update and added that the group is still working on a real time scoring to become reality one day.

10.3.4 History

Mr. Peter Selinger, by email, asked delegates to support the work of the History Working Group by nominating additional members. New members who are native English speakers would be particularly welcome.

10.3.6 Electric Gliding

Mr. Spreckley added the following to the [report](#) – There was a successful E-Glide 4 competition in Saint Auban last year. It is not yet mature enough to organize championships. The focus is on working with local competition organizers to improve the concept. The next E-Glide 5 competition will be held again in Saint Auban in September 2023. The dates will be announced soon.

10.3.7 IGC Media

Mr. Spreckley gave a brief verbal report. The focus of the group is to communicate SGP events and important gliding news throughout the year, with all information also posted on social networks. He asked delegates to provide more content for publication, ideally in ready-to-use form.

10.3.9 Sailplane Grand Prix Management

Also covered agenda item 10.5.5.

Mr. Spreckley referred to the report (available in the Cloud) and added - The team conducted a survey of fans and supporters. There were some interesting findings from the initiative that will be used to improve the concept. Most of the followers are on social media (not on the website), the latter may become unnecessary in the future. Some additional income for IGC came from advertising on Mr. Gerbaud's website and there is potential for more.

10.3.8 Country Development

Ms. Temple referred to the outcomes of the workshop organized at the end of Day 1 (available on the Cloud). Some statistics will be shared by email after the meeting.

10.3.10 Virtual Gliding

Mr. Eriksen referred to the [report](#) and added – MoU with SkyRace Ltd is working well. 16 events will be organized in 2023, including 2 official national championships (Denmark and Sweden), there is a possibility to organize more. Interested countries should contact the organisers directly. This year participation is free of charge. Next year the organisers will charge pilots CHF 15 for the whole series. The WGC 2023 in Australia and the SGP Final 2023 in Pavullo will have parallel virtual events.

Mr. Foltin - Based on the recent experience of the National Gliding Day in Slovakia, ~70% of all pilots confirmed experience with virtual gliding. This indicates that the initiative is not only for young pilots and has a much greater potential than that.

Mr. Spreckley - Each SGP event has a virtual clone which is usually organized together with the real event. Nearly 500 pilots participated in the SGP Virtual Final.

Ms. Temple - The cross-country speeds achieved during the virtual events are like the real competitions. Many pilots from non-FAI or non-gliding countries take part in the virtual events and this is good for the country development initiative.

10.4 IGC Representatives

10.4.1 FAI Air Sport General Commission - CASI

Mr. Eriksen – There is nothing affecting gliding to be reported.

10.4.2 European Gliding Union - EGU

Mr. Pauwels referred to the [report](#) and added - The 30th EGU Congress will take place in Oslo. I encourage the non-participating EU countries to join the EGU.

Mr. Eriksen – The average cost of membership in the EGU it is about € 0.30 per pilot.

10.4.3 FAI Environmental Commission - EnvC

Mr. Eriksen – There is nothing affecting gliding to be reported.

10.4.4 FAI Medico-physiological Commission - CIMP

Dr. Jürgen Knüppel briefly mentioned ongoing survey by the FAI, no impact on gliding was identified.

10.5 IGC Specialists

10.5.1 Bid Manager

Ms. Temple referred to the table summarizing all relevant information about the IGC Championships and provided the status of the current bids and overview of future bids.

Mr. Filla – I am pleased to see a well-structured presentation of all bids (past, current, and future), well done.

10.5.2 Trophy Management

Mrs. Gisela Weinreich referred to the [report](#) and [overview of the IGC Challenge Cups](#).

She added - Please have a look at the IGC Challenge Cups file, there are some changes. The rule for the Robert Kornfeld Cup has changed based on the experience from the WGC in Szeged (absolute vs. marking distance). The Challenge Cups are sometimes very old and therefore some maintenance may be necessary from time to time. The Chief Stewards are requested to report to the Trophy Manager in case any repair or maintenance is needed. There have been some problems with the return of some cups and their availability at the current WGC. Organizers are encouraged to proactively contact previous winners. I will be happy to help. I will also create a chronological record of all Continental GC's in addition to the WGC.

Mrs. Vigorito - May I suggest that the jury president take care of the trophies instead of the chief steward? The Chief Steward is usually busier throughout the event.

Mr. Eriksen - This suggestion is supported, and the report is generally accepted, including the need for a budget for repairs.

10.5.3 Decentralized Competitions

Mr. Geissler informed verbally that the FAI/IGC has now the MoU with WeGlide on top of the MoC with the OLC.

10.5.4 Youth Gliding

No activity was reported. The role will be discontinued, and relevant aspect integrated into the virtual gliding and/or country development working groups.

10.5.5 Sailplane Grand Prix

Reported under agenda item 10.3.9.

11. Championships

11.1 Reports from Past Championships

Mrs. Kuijpers introduced the topic - For past championships, the reports were submitted to the relevant IGC bodies. The reports will not be presented but could be made available to delegates upon request. I am ready to answer any questions.

11.1.1 37th FAI World Gliding Championships 2022, Szeged (LHUD), Hungary (18m, 20m, Open)

11.1.2 11th FAI Women's World Gliding Championship 2022, Husbands Bosworth, UK (Club, Std., 18m)

11.1.3 12th FAI Junior World Gliding Championships 2022, Tabor (LKTA), Czech Republic (Club, Std.)

11.1.4 4th FAI 13.5 Meter World Gliding Championship 2022 (13.5 meter) and 21st FAI European Gliding Championships 2022, Pociunai (EYPR), Lithuania (Club, Std., 15m)

Ulrich Messmer (Switzerland) - There has been some disturbing information about safety at this event (launch problems etc.) I have received negative feedback from the Swiss team. Was such feedback passed on to the IGC?

Mrs. Kuijpers - Stewards reports will be sent to delegates upon request. This change from previous practice was agreed last weekend.

Mr. Eriksen - The IGC would like to know more about the problems observed by the Swiss team.

Mr. Messmer - I will send an email to the secretary and I would appreciate feedback from the IGC.

Post meeting note: IGC provided feedback based on the Chief Steward's input in an email sent by the Secretary on 15 March 2023.

Prof. Peter Ryder (IGC Honorary President) - Have the reports from the WGC in the 13.5-meter class and the EGC in Lithuania been distributed? I was involved as a remote jury. There was only one steward for such an event and that is not enough. Also, the experiment with remote jurors failed. It does not work well in case of protests. I suggest that the IGC reconsider its previous decision in this regard.

Mr. Eriksen - The IGC is already reconsidering the previous decision. The situation that has arisen is one of the reasons why IGC has started to train officials. However, such a change in

practice may have negative consequences. We may be forced to vote on which championships to cancel (due to lack of funds for officials). We do not want to do that. We see only one way forward, which is to improve the quality of the process and the people involved. Parachuting, paragliding and hang gliding are in the same situation. They are moving to remote jury. I fully understand the statement, but it is a difficult decision to make.

Mr. Casado - I completely agree with Mr. Eriksen, but regarding the stewards, two should be the minimum.

Mr. Eriksen - What will we do if some officials do not show up at the championships? We would remove the person from the list of officials. Another case is medical absence.

Mr. Szabo - For Hungary it is not clear how we could become part of this group. Last year a person from Hungary was selected, but he was not even a member of the association. We do not know how the nomination process works.

Mr. Eriksen - The persons involved as officials do not have to be approved by the Delegates. The list of officials is available in the Cloud. We want new and preferably younger people to start working with more experienced colleagues and then work independently.

Mrs. Kuijpers - We are looking for the new official, but the candidates need to have experience and certain knowledge and skills.

Mr. Spreckley - The initial requirements were distributed to the Delegates some time ago. We will put that information on the Cloud.

Prof. Ryder - In some sports the team captains are the jury.

Ms. Kuijpers - Our tools allow for remote participation by officials.

Ms. Vigorito - The experience from WGC 2022 is that having regular online meetings before and (as far as practical) during the competition makes things easier, especially in the beginning. Mr. Filla had this experience and felt very much in the loop of what was going on. This practice should be mandatory.

Mr. Eriksen - This point is noted. The IGC will try to reflect on this, and other feedback received for the future. I would like to join Mrs. Kuijpers in expressing my thanks and appreciation for the work of all the volunteers who support the IGC Championships.

11.2 Reports about Future Championships

Mrs. Kuijpers introduced the topic - For future championships, general information is available through the Bulletins. Only items requiring action or special attention from the Plenary should be discussed. The Chief Steward or, if absent, the Country Delegate should report any relevant information report to the IGC Plenary.

11.2.1 37th FAI World Gliding Championships 2023, Narromine, Australia (Club, Std., 15m)

Mr. Spreckley (as Chief Steward) - I am in contact with the organizers and the CD. There has been a need to move the pre-worlds event to another date due to weather. Everything looks good so far except the current weather.

11.2.2 12th FAI Women's World Gliding Championship 2023, Soria-Garray (LEGY), Spain (Club, 18m)

Mrs. Kuijpers - I (as Chief Steward) am in contact with the organizers. There is good communication, and all preparations are going well so far.

Mr. Foltin informed the Delegates of the timely proposal from Spain to increase the towing fee from €55 to €70 due to the increase in fuel and towing aircraft costs. The proposal was unfortunately overlooked and therefore not published, but the information was available to the delegates and participating teams through the bulletins.

Mr. Casado presented the proposal.

The proposal was unanimously approved.

11.2.3 38th FAI World Gliding Championships 2024, Uvalde, Texas, USA (18m, 20m, Open)

11.2.4 39th FAI World Gliding Championships 2025 (Club, Standard and 15m), Tabor (LKTA), Czechia

11.2.5 13th FAI Women World Gliding Championships 2025 (Club, Standard and 18m), Zbraslavice (LKZB), Czechia

11.2.6 13th FAI Junior World Gliding Championships 2024, Ostrow Wielkopolski, Poland (Club, Std.)

11.2.7 4th FAI Pan-American Gliding Championship 2023, Hutchinson, Kansas, USA (Club, Handicapped))

Mr. Sheppe – All preparations are in progress. Every country is invited as guests even if from outside of Pan-America.

11.2.8 21st FAI European Gliding Championships 2023, Leszno, Poland (18m, 20m, Open)

Mr. Pauwels (Chief Steward) – Preparations for the event are going well. The Local Procedures have been submitted two days ago and are now being reviewed.

11.2.9 6th FAI Junior European Gliding Championships 2023, Arnborg, Denmark (Std., Club)

Mr. Frank – The event website is online and running. The intention is to make the Championship also interesting for non-flying young pilots. Extended training opportunities are provided especially for overseas competitors. Every country is invited, even if from outside Europe.

11.2.10 22nd FAI European Gliding Championship 2024 (Club, Standard and 15m), Tabor (LKTA), Czechia

11.2.11 4th FAI 13.5 Meter World Gliding Championship 2024 (13.5 meter), Ostrów Wielkopolski, Poland

11.3 FAI World Sailplane Grand Prix Championships

- 11th Series of FAI World SGP

- FAI World SGP Championships Final 2023, Pavullo, Italy

The item was reported under agenda item 10.3.9.

Guest Speaker

Mr. Vladimir Foltin (EASA) addressed the meeting and presented the latest *iConspicuity* related developments, The presentation is available on the Cloud.

12. IGC Officials (Peter Eriksen)

Officers will be elected for two years.

12.1 Election of President

Mr. Peter Eriksen (Denmark) was re-elected as the IGC President.

12.2 Election of 1st Vice President

Rick Sheppe (USA) was elected as the 1st IGC Vice President.

12.3 Election of 5 other Vice Presidents

The following persons were elected as the IGC Vice Presidents (listed in alphabetical order):

- Angel Casado (Spain)
- Christof Geissler (Germany)
- Frouwke Kuijpers (Netherlands)
- Brian Spreckley (United Kingdom)
- Mandy Temple (Australian)

12.4 Election of Secretary

Vladimir Foltin (Slovakia) was re-elected as the IGC Secretary.

12.4 Election of Treasurer

Patrick Pauwels (Belgium) was re-elected as the IGC Treasurer.

12.5 Confirmation of Committees and Working Groups (incl. Chairs), Representatives and Specialists

The bureau was empowered to confirm the list of members of Committees and Working Groups (incl. Chairs), Representatives and Specialists.

12.6 Competition Officials

Mrs. Kuijpers informed the Delegates about the officials for the 2023 Championships listed below. The officials have been already approved by the Bureau and the Bureau was already discharged of this decision (see agenda item 3.2).

- 37th FAI World Gliding Championships 2023, Narromine, Australia (Club, Std., 15m)
- 12th FAI Women's World Gliding Championship 2023, Soria-Garray (LEGY), Spain (Club, 18m)
- 4th FAI Pan-American Gliding Championship 2023, Hutchinson, Kansas, USA (Club, Handicapped)
- 21st FAI European Gliding Championships 2023, Leszno, Poland (18m, 20m, Open)
- 6th FAI Junior European Gliding Championships 2023, Arnborg, Denmark (Std., Club)

13. 2023 IGC awards

Mr. Foltin introduced this agenda item. Each NAC having nomination was given approximately 5 minutes for presenting the candidate.

13.1 Lilienthal Medal

According to the FAI By-laws, only one Medal only may be awarded per year.

The Lilienthal Medal was awarded to Mrs. Jana Veprekova from Czechia.

13.2 Pirat Gehriger Diploma

Normally, only one Diploma may be awarded annually. However, exceptionally, the International Gliding Commission may recommend the award of one or two additional diplomas.

The Pirat Gehriger Diploma was awarded to Mr. Dirk Corporaal from the Netherlands.

13.3 Pelagia Majewska Medal

One Medal only may be awarded per year.

Pelagia Majewska Medal was awarded to Ms. Elizabeth (Liz) Sparrow from the United Kingdom.

13.4 IGC Champion Pilot of the Year 2022

This award was created to recognize the top performance in FAI World Gliding Championships. Each Championship calendar year, the FAI World Champion with the highest score is named the IGC Champion Pilot of the Year and is also awarded the World Soaring Cup.

Ms. Cornelia (Conny) Schaich from Germany was named the IGC Champion Pilot of the Year 2022.

14. 2024 IGC Plenary Meeting

14.1 Announcement of the dates and place of the 2024 IGC Plenary meeting

The next IGC Plenary meeting will take place on Friday and Saturday, 1 - 2 March 2024.

The Plenary authorized the Bureau to decide the venue for 2024 IGC Plenary taking into consideration potential offers received from the Delegates before June 2024.

Post meeting note: IGC Bureau decided that Toulouse, France will be the venue for the 2024 IGC Plenary meeting. The meeting was confirmed to take place on 1-2 March 2024. The Bureau will seek to avoid conflict with the dates of the EGU meeting.

14.2 Useful dates and other practical information

Mr. Foltin (the Secretary) presented the deadlines for the next IGC Plenary:

Deadline for notification of proposals and bids:	30 September 2024
Deadline for final bids, proposals, and reports:	31 December 2024
Deadline for nominations for awards:	31 December 2024
All material available for delegates:	45 days before the next IGC Plenary
Notification of amendments to IGC:	30 days before the next IGC Plenary
Publication of amendments to Delegates:	15 days before the next IGC Plenary

Mr. Eriksen – I invite all countries whose Year-1 proposals were accepted at this meeting to work with the IGC experts and interested delegates on their Year-2 proposals.

15. Late Proposals

Late proposals require a 2/3 majority vote in favor to be accepted for discussion.

15.1 Pre-start altitude limit possibility - late proposal (USA)

The [proposal](#) was unanimously accepted for discussion.

Mr. Godfrey introduced the proposal. It is proposed as Year-1 but with immediate applicability to correct the anomaly introduced last time in the Annex A.

The proposal passed unanimously.

16. AOB

Mrs. Vigorito (FAI Executive Board Member, Guest) - I would like to congratulate Mr. Peter Eriksen and the new Bureau on behalf of the members of the FAI Executive Board and the FAI President.

Mr. Eriksen - Thank you on behalf of all the elected IGC officials.

Mr. Pauwels - I would like to propose to have a brainstorming session (of more than 15 minutes) during the next IGC Plenary Meeting with focus on the future of gliding.

17. Meeting Wrap-up and Closure

The President, Mr. Peter Eriksen, then closed the last day of the 2023 IGC Plenary. The President looked forward to seeing everyone in March 2024.

End of the minutes.

Vladimir Foltin

IGC Secretary