

German Aero Club is supporting the idea of applying the IGC ranking system in principle in order to solve the problem of oversubscription, but is recommending the selection process for second and third entries to be based on the country score of the IGC ranking system. It would simplify a lot.

as we understand the bureau recommendation for the pilot selection process, the **individual** IGC ranking of a pilot would be applied in order to establishing a sequence in the nomination for the second (or third) entry in the case of oversubscription.

In our view there are some problems and risks in that procedure. Our proposal is therefore aiming to use the **IGC country score** (country ranking) **instead of** the individual ranking.

There are at least two reasons which are favouring the use of the IGC country score:

1) The proposed solution is clearly favouring the "established" pilots. Talented young pilots who couldn't climb the IGC ranking "ladder" because of a lack of age and time are obviously in considerable disadvantage in participating in a world, or even a european championship. A country score instead, will open a national Aeroclub the opportunity to nominate, as a second entry, promising young pilots. So, from a **sports view point** a country ranking based selection process offers the better alternative.

2) The participation in a world or continental championship is always challenging, for nominated pilots and the national Aeroclubs too. Participation has to be planned thoroughly and a long time before, with respect to the championship site, the glider to be flown, not to forget job and family, cost and expenditure.

The pilots have to know as **early as possible** if they are allowed to participate or not.

Applying the IGC country score, much more stability in the selection process will be achieved. The National Aeroclubs will know pretty early how many entries are available for them. We only need to fix the deadline in the country score early enough, e.g. the 31.10. the year before the championships will take place. So, second entry pilots have - at least - half a year for their planning and preparing. The use of the country score seems, with respect to planning aspects, be **much more practical**.

Similar reasons are concerning the offered transfer of unused class allocations to other classes.

Is it really a realistic option for, let me say, a 15 m class pilot to change within a few weeks to open class?

Be aware also of **safety aspects** in these items.