Fédération
Aéronautique
Internationale

Agenda

of the Annual Meeting of the
FAI Gliding Commission

To be held in Lausanne, Switzerland
on 5th and 6th March 2010

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Agenda for the IGC Plenary 2010

Day 1, Friday 5th March 2010

Session: Opening and Reports (Friday 09.15 – 10.45)

1. **Opening** (Bob Henderson)
   - 1.1 Roll Call (Stéphane Desprez/Peter Eriksen)
   - 1.2 Administrative matters (Peter Eriksen)
   - 1.3 Declaration of Conflicts of Interest

2. Minutes of previous meeting, Lausanne, 6th-7th March 2009 (Peter Eriksen)

3. IGC President's report (Bob Henderson)

4. FAI Matters (Mr.Stéphane Desprez)
   - 4.1 Update by the Secretary General

5. Finance (Dick Bradley)
   - 5.1 2009 Financial report
   - 5.2 Financial statement and budget

6. Reports not requiring voting
   - 6.1 OSTIV report (Loek Boermans)

Please note that reports under Agenda items 6.2, 6.3 and 6.4 are made available on the IGC web-site, and will not necessarily be presented. The Committees and Specialists will be available for questions.

- 6.2 Standing Committees
  - 6.2.1 Communications and PR Report (Bob Henderson)
  - 6.2.2 Championship Management Committee Report (Eric Mozer)
  - 6.2.3 Sporting Code Committee Report (Ross Macintyre)
  - 6.2.4 Air Traffic, Navigation, Display Systems (ANDS) Report (Bernald Smith)
  - 6.2.5 GNSS Flight Recorder Approval Committee (GFAC) Report (Ian Strachan)
  - 6.2.6 FAI Commission on Airspace and Navigation Systems (CANS) Report (Ian Strachan)

Session: Reports from Specialists and Competitions (Friday 11.15 – 12.45)

- 6.3 Working Groups
  - 6.3.1 Country Development Report (Alexander Georgas)
  - 6.3.2 Grand Prix Action Plan (Bob Henderson)
  - 6.3.3 History Committee (Tor Johannessen)
  - 6.3.4 Scoring Working Group (Visa-Matti Leinikki)

6.4 IGC Specialists
- 6.4.1 CASI Report (Air Sports Commissions) (Tor Johannessen)
- 6.4.2 EGU/EASA Report (Patrick Pauwels)
- 6.4.3 Environmental Commission Report (Bernald Smith)
- 6.4.4 Membership (John Roake)
- 6.4.5 On-Line Contest Report (Axel Reich)
- 6.4.6 Simulated Gliding Report (Roland Stuck)
- 6.4.7 Trophy Management Report (Marina Vigorita)
- 6.4.8 Web Management Report (Peter Ryder)

7. Championships (Eric Mozer)

7.1 Past & Future Championships

Please note that for past championships, the Jury President's or Chief steward's reports are available on the IGC web-site. The reports will not be presented. For future championships, general information is available through the Bulletins, only items requiring action or special attention from the Plenum will be presented.

- 7.1.1 6th FAI Junior's World Gliding Championships 2009 – Finland
- 7.1.2 5th FAI Women's World Gliding Championships 2009 – Hungary
- 7.1.3 15th EGC - Slovak Republic (flapped classes), 2009
- 7.1.4 15th EGC - Lithuania (non-flapped classes and 2-seater), 2009
- 7.1.5 31st FAI World Gliding Championships 2010 – Slovak Republic
- 7.1.6 31st FAI World Gliding Championships 2010 - Hungary
- 7.1.7 6th Women's WGC - Sweden 2011
- 7.1.8 7th Juniors WGC - Germany 2011
- 7.1.9 32nd FAI World Gliding Championships 2012 – Argentina
- 7.1.10 32nd FAI World Gliding Championships 2012 – USA

Session: Competition Officials, Sailplane Grand Prix and WAG (Friday 14.00 – 15.30)

Guest speaker: Mr.Stéphane Desprez, FAI Secretary General

7.2 Approval of Competition Officials (Eric Mozer)

7.2.1 Approval of Officials for 2010 Competitions
- a. 31st FAI World Gliding Championships 2010 – Slovak Republic
- b. 31st FAI World Gliding Championships 2010 - Hungary

7.2.2 Approval of Officials for 2011 Competitions
- a. 6th Women's WGC - Sweden 2011
- b. 7th Juniors WGC - Germany 2011

7.2.3 Approval of Chief Steward for 2012 Competitions
- a. 32nd FAI World Gliding Championships 2012 – Argentina
- b. 32nd FAI World Gliding Championships 2012 – USA

7.3 Sailplane Grand Prix (Roland Stuck)
- 7.3.1 Report from the 2009 Qualifying Sailplane Grand Prix
- 7.3.2 Report from the 2010 World Sailplane Grand Prix, Chile
- 7.3.3 2010-2011 Qualifying Sailplane Grand Prix
- 7.3.4 2011 World Sailplane Grand Prix Final

7.4 World Air Games, (Brian Spreckley)
- 7.4.1 Report from the World Air Games 2009 in Turin
- 7.4.2 Plans for 2011 World Air Games

7.5 Presentation of bids for future championships (max. 10 minutes each)

7.5.1 16th European Gliding Championships 2011
- Nitra, Slovak Republic (World/Club/Standard/20m Two Seat Class)
- Pociunai, Lithuania (15m/18m/Open Class)

Session: Presentation of bids for future championships (Friday 16.00 – 17.45)

7.5 Presentation of bids for future championships (continued)

7.5.2 8th FAI Junior's World Gliding Championships 2013
- Narromine, Australia
- Lezno, Poland
- Prievidza, Slovak Republic
- Pociunai, Lithuania
- Moravská Třebová, Czech Republic
- Ocseny, Hungary

7.5.3 7th FAI Women's World Gliding Championships 2013
- Isoudun, France

7.6. Questions on all Bid Presentations

Day 2, Saturday 6th March 2010

Session: Proposals requiring voting (Saturday 09.15 – 10.45)

1.1.b Roll Call (Stéphane Desprez/Peter Eriksen)

8. Reports and proposals requiring voting (Bob Henderson)

8.1 Proposals from the Bureau

8.1.1 Pilot Selection Process (Year 2)
Proposed amendment from Germany

8.1.2 Immediate application of Pilot Selection Process (1st April 2010)
(2/3rds majority required)

8.1.3 FAI Decentralised Gliding Competition
8.1.4 IGC Safety Strategy and Plan
8.1.5 Special budget for History Committee

8.2 Report and proposal from the Continental Records WG (Hans Obermeyer)
8.2.1 Continental Records WG Report
8.2.2 Proposal for establishment of Continental Records (Year 2)

8.3 Report and proposal from the Light-end Sailplanes WG (Francois Pin)
8.3.1 Light-end Sailplanes WG Report
8.3.2 Proposals for 13.5-meter Class (Year 2)
a. Establishment of 13.5m Class
b. Handicap in 13.5m Class
c. Use of ballast in 13.5m Class
d. Sub-classes in 13.5m Class

8.4 Report and proposals from the Sporting Code Section 3, Annex A (Göran Ax)
8.4.1 Sporting Code Section 3 Annex A WG Report
8.4.2 Revised Annex A of the Sporting Code Section 3 (Year 2): Proposal and SC3 draft
8.4.3 Report from the Handicap Sub-committee

8.5 Report and proposals from the Sporting Code Section 3, Annex D (Brian Spreckley)
8.5.1 Sporting Code Section 3 Annex D WG Report
8.5.2 Revision to Annex D (Competition quality factor)

8.6 Proposal from Norway
8.6.1 Introduction of 20m Two-seater class at WGC

8.7 Proposal from France
8.7.1 Use of GPS Position recorders for silver and gold badge flights

8.8 Proposal from Australia (late proposal)
8.8.1 Acceptance of discussing the proposal from Australia (2/3rds majority required)
8.8.2. Allocation of WWGC and JWGC outside Europe

Alexander Georgas: The work of the Country Development Committee.

Session: IGC Strategy and votes on bids (Saturday 11.15 – 12.45)

9. IGC Strategy (Bob Henderson)
9.1 Update on the IGCs strategic Plan

10. Votes on Bids (Eric Mozer)

10.1 2013 World Gliding Championships,

10.1.1 8th FAI Junior's World Gliding Championships 2013

10.1.2 7th FAI Woman's World Gliding Championships 2013

10.1.3 16th European Gliding Championships 2011

Session: Proposals requiring voting (Saturday 14.00 – 15.30)

Ian Oldaker: Implementing a Safety Mangement Programme for Gliding Organisations

8. Reports and proposals requiring voting (continued)

Session: Awards and 2011 IGC Plenary Meeting (Saturday 16.00 – 17.30)

11. IGC awards (Bob Henderson)

11.1 Lilienthal Medal

(Please note that according the FAI By-laws, one Medal only may be awarded per year)

- Nomination by Germany
- Nomination by Hungary
- Nomination by New Zealand
- Nomination by USA

11.2 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)

- Nomination by Canada
- Nomination by Italy

11.3 Pelagia Majewska Medal

(One Medal only may be awarded per year)

- Nomination by Australia
- Nomination by Belgium

12. Date and place for the 2011 IGC Plenary Meeting (Bob Henderson)

12.1 Proposal from USA, Dayton, Ohio

12.2 Useful dates and other practical information (Peter Eriksen)

13. Closure (Bob Henderson)

International Gliding Commission
2010 Plenum

President's Report

The past year has seen significant developments and changes in the FAI. The retirement of our long-serving Secretary General, Max Bishop, is perhaps the most significant change, especially as far as the Air Sports Commissions are concerned. The IGC has benefitted immensely from Max's dedication, knowledge, integrity and constant enduring support. I would like to take this opportunity to thank Max for his years of support for IGC and to wish him and Angela safe journeys and fair thermals for their future.

Last year I spent some time talking about safety. This year I want to focus on Volunteers.

It seems that we always talk about the value of volunteers. IGC could certainly not exist as a sporting organisation without their selfless dedication and enthusiasm. But there are increasing demands and expectations that a high level of "service" be provided by those who undertake the responsibility to help make it all happen, whether at the IGC level or out on the airfield. This situation also creates a lot of pressure and tension between us, as a "voluntary" organisation and external, commercial bodies, especially when we are looking at opportunities for the joint development of products. I believe that this level of support needs to be provided by the FAI central body to assist all the Commissions to manage and develop their sports.

We also need to all recognise the quality of our volunteer workforce and I am very pleased to see a number of high-quality nominations for awards for this year.

Pilot Rankings
The top three pilots on the IGC Ranking List (at time of writing of this report) are:

1st
György Gulyás
(Hungary)

2nd
Sebastian Kawa
(Poland)

3rd
Olivier Darroze
(France)

IGC Sanctioned Championships
It gives me great pleasure to congratulate the winners of the 2009 Championships, the World Air Games 2009 and the IGC-OLC World League. 2009 was a financially difficult year for many and I thank the hosts of these Championships for their tremendous efforts in presenting very successful events.

6th FAI Junior World Gliding Championships 2009
The 6th FAI Junior World Gliding Championships was held in June in Räyskälä, Finland. 82 competitors representing 20 NACs competed in the Standard and Club classes; achieving nine flying days. The World Champions are Felipe Levin (GER) – Standard, and Volker Sailer (GER) - Club.

5th FAI Women's World Gliding Championships 2009
The 5th FAI Women's World Gliding Championships was held in July in Szeged, Hungary. 49 competitors representing 11 NACs competed in the 15M, Standard and Club classes; achieving nine flying days. The World Champions are Susanne Schoedel (GER) – 15M, Sue Kussbach (GER) – Standard, and Nathalie Hurlin (FRA) – Club.

FAI World Sailplane GP Series 2008-2009
The qualifying races for the 2008-2009 FAI World Sailplane GP series were held in Australia (Narromine), Austria (Feldkirchen), Chile (Santiago), England (Lasham), France (Saint Auban), Italy (Turin), Poland (Zar) and Slovakia (Nitra). A total of 126 pilots competed in these eight qualifying events.

The 3rd FAI World Sailplane GP Final was held in Santiago, Chile, in January 2010. The world economic situation created significant concerns from potential hosts for the GP Final as to whether they would be able to provide the necessary coverage of this event. We are very grateful to our colleagues in Santiago who stepped up with a firm offer to run the GP Final.

It is worthy of note that, despite the fact that the qualified pilots had to fund their own expenses to get to Santiago, 15 pilots representing eight nations competed in this event. The 2009 FAI GP World Champion, after eight flying days, is Sebastian Kawa (POL).

15th FAI European Continental Gliding Championships
The 15th FAI European Continental Gliding Championships were held in two locations: Nitra, Slovakia at the end of June; and, Pociunai, Lithuania, at the end of July. Nitra hosted 84 competitors from 22 NACs flying in the Open, 18M and 15M classes. Nine flying days were achieved. Pociunai hosted 79 competitors from 18 NACs flying in the Standard, Club, World and 20M two-seater classes. 13 flying days were achieved at Pociunai.
The European Champions for 2009 are:

- Open Class Peter Harvey (GBR)
- 18M Class Russell Cheetham (GBR)
- 15M Class Louis Bouderlique (FRA)
- Standard Class Mario Kiessling (GER)
- Club Class Rene de Dreu (NED)
- World Class Jedrzej Sklodowski (POL)
- 20M Two-Seater Class Janusz Centka and Marek Szumski (POL)

It is worth noting a couple of facts about the Championships held in 2009. The first is that, while these Championships could generally be called Eurocentric, it was pleasing to see pilots from Argentina, Australia, Chile, Japan and the USA competing in various classes.

The second is the success of the German team, with five Champions out of a possible 13. Our congratulations to the Germans; they have certainly created a standard for other NACs to emulate.

The FAI World Air Games 2009

In our opinion the World Air Games represents a major advance in the ability of the "FAI" to promote airsports internally – so that we all learn from each other – and also externally – to the wider public and media. Eleven competitors, all World Champions in their own right, competed in the GP racing at Turin in the FAI World Air Games. Five days out of five were achieved in difficult, relatively stable conditions, in a narrow corridor between commercial airspace and the mountains. Despite this the pilots flew well and achieved good tasks while fitting in with the need to integrate with other users on the airfield. The FAI World Air Games Champion is Sebastian Kawa (POL) in a nail biting finish with Giorgio Galetto (ITA) and Giancarlo Grinzo (ITA).

We recognise that gliding is a potentially difficult sport to fit into the World Air Games format, both because of the reliance on good soaring weather and the inherent limitations available to "manage" the departure and arrival of the gliders. Modifications to the GP for future World Air Games will include a greater use of tracking, the possible use of 18M motor-gliders and the further development of remote start and finish lines.

The IGC-OLC World League 2009

The 4th season of the IGC-OLC World League has seen the continued growth in this contest with recorded entries from 1067 Clubs and gliding organisations (up from 1050 in 2008). The top three placed clubs for 2009 were all from the USA with Albuquerque Soaring 1st, Warner Springs Gliders, 2nd (also 2nd in 2008) and the Tucson Soaring Club 3rd. Total activity for the OLC for the past year saw 13,287 individual competitors flying 103,801 flights and achieving a total distance of over 28 million kilometers. This shows us that there is a tremendous level of activity in our sport world-wide.

World Records

Despite the economic recession, we have seen eight World Record flights achieved this year, six in the Ultralight Class (five for distance flights and one for speed), one in 15M (speed) and one in the World Class (distance). My congratulations go to all those who continue to strive for excellence in setting record performances. The table below records the World Records claimed in the months of November and December 2009.

Sub-class	Type of Record	Performance	Date	Claimant
15 Meter	Distance over a triangular course	1394.3 km	30 Nov	MEMMERT (GER)
15 Meter	Free triangle distance	1410.1 km	30 Nov	MEMMERT (GER)
15 Meter	Speed over a triangular course of 1 250 km	118.75 km/h	30 Nov	MEMMERT (GER)
Open	Speed over an O&R course of 1 500 km	180.3 km/h	30 Nov	WILLIAMS (GBR)
Open	Distance using up to 3 turn points	2499.2 km	13 Dec	DELORE (NZL)
Open	Distance using up to 3 turn points	2511.1 km	13 Dec	OHLMANN (GER)
Open	Speed over an O&R course of 1 500 km	198.31 km/h	13 Dec	OHLMANN (GER)
15 Meter	Speed over a triangular course of 500 km	163.23 km/h	14 Dec	LUYCKX (BEL)
Open	Speed over an O&R course of 1 000 km	213.26 km/h	26 Dec	OHLMANN (GER)
Open	Speed over an O&R course of 1 000 km	208.19 km/h	26 Dec	CLEMENT (FRA)
Open	Distance using up to 3 turn points	2643.2 km	28 Dec	OHLMANN (GER)

Public Presentation of Gliding
The GP race at the World Air Games was streamed live on the internet using tracking provided by the Italian organisers and supplemented by live commentary. Feedback was given from those viewing the racing via a live Skype feed. There were between 3,500 and 5,000 people on line for each GP race during the World Air Games, from Europe to USA to Argentina, Australia, South Africa and New Zealand and Japan. The success of this format for the coverage of the GP race in Turin has led the Bureau to decide to require live streaming on the internet of tracking data to be mandatory for all IGC World Championships and Grand Prix Finals.

In Santiago the internet streaming, combined with live commentary and Skype feedback, was very successful with 13,500 viewers logged on to follow the GP Final. This validates, I believe, our decision to invest in the internet coverage of our events, which for Chile meant we supported the attendance of the commentator, Shaun Lapworth.

The lead-up to the GP Final in Santiago has also made us very aware that we need to have a much more robust process in place for managing relationships with potential external partners for the presentation of, not only the GP, but all IGC events. This is an initiative that is being taken up with some urgency by the FAI Board.

Grand Prix Series 2010 – 2011
The Bureau has received and approved bids from five sites to host Qualifying Grand Prix races in 2010. Additionally we have received notification of an intent to bid for the 2011 World Grand Prix Final from the historic and beautiful Wasserkuppe in Germany.

FAI General Conference
The FAI General Conference for 2009 was held in Incheon, Korea, in October. A full agenda included an Air Sports Commission President's meeting. The Conference was notable for the number of decisions taken that involve a review and rewrite of the Statutes and By Laws for the FAI especially now after some nine years of experience with the new structure with the Executive Board having replaced the Council.

Concern continues to be expressed about the relationship between the "FAI central" and the Air Sport Commissions and the powers and responsibilities of the Commissions and the funds at their disposal. This needs to be resolved and I look forward to us being able to do so over the next 12 months.

Considerable time was spent at both the General Conference and the Commission Presidents meeting reviewing and discussing the World Air Games and the desired management process and outcomes for the next Games, hopefully in 2011. Brian Spreckley has been retained as the FAI Sports Co-ordinator for the World Air Games, a very positive step in my opinion.

You may also be aware that a significant percentage of the fees payable for the rights to host the World Air Games in 2009 has yet to be paid. This has highlighted a need for us all to be rigorous about the payment of sanction fees for our events.

Roland Stuck attended the Conference as the acting IGC President and Eric Mozer continues to serve the FAI on the Statues Working Group.

Bureau Meetings
A mid-year Bureau meeting was held in Lausanne in August, 2009. These meetings are extremely valuable because they allow us to focus on key issues. This year significant time was spent on the questions of pilot selection and safety. I would like to acknowledge the assistance provided to the Bureau by Werner "micro" Scholz who devoted a lot of his personal time to discussing options for improving safety for our competition pilots.

2010 Plenary
From this year onwards you will see some additional items in our expenditure in our annual accounts:

- The "free ride" we have enjoyed from the IOC for the use of the auditorium in the Olympic Museum has ended. The FAI, like all sports federations, is entitled to only four days per annum free of charge for the use of the Museum meeting rooms. Unfortunately these four days have to be spread across 10 Commissions! So we will be paying a pro-rate rate for our two days from now on. However, the new FAI facilities at the Masion du Sport International (MSI) have free meeting rooms included, so our smaller meetings will be held either there or in the Hotel Au Lac, which now routinely also provides meeting rooms free of charge.
- We are going to provide our Stewards and Jury member with FAI uniforms as part of our improvement in quality management and also to recognise their status.
- We are setting aside funds on an annual basis to allow for in-competition drug testing, a requirement that the FAI must comply with to retain IOC support.

I am very pleased to see that we have multiple bids for the 2013 Women's and Juniors WGC events.

We have a number of key Proposals for voting. These include:

- The adoption of the new Annex A with a revised publication date to align it with the northern hemisphere competition season
- The adoption of a 13.5M class
- The formal establishment of Continental Records
- The acceptance of an IGC Safety Strategy
- The decision on the Pilot Selection Process
- The inclusion of a 20M two-seater class in the World Championship calendar
- A Proposal to host the 2011 IGC Plenum meeting in Dayton, OHIO - USA

Finally, the adoption of GPS Position Recorders in the last year for silver and gold badge flights has created a lot of debate about what level of supervision and / or approval of these devices is appropriate and you will be asked to make a decision on IGCs responsibilities in this area.

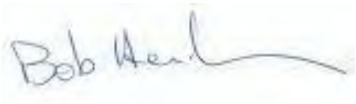
Voting
We have all "assumed" the voting protocols that are used at our meetings but the Statutes and By Laws lack clarity in this area. To avoid any confusion at our meetings, we will adopt the following procedure:

- The Roll Call will determine the number of votes held in the room
- Any calculations about the number of votes required for a majority (ie 50% or 67%) will be done using the numbers recorded at the Roll Call

- The Roll Call count will be adjusted only if Delegates formally notify the Secretary that they are leaving the meeting (or joining the meeting)
- Any votes "missing" after a count is taken will be treated as Abstentions (for example, total votes is 40; votes counted is 38; the 2 missing votes will be recorded as abstentions)

2010 promises to be an interesting year. We are pleased to welcome M. Stephane Desprez as the new FAI Secretary General. He comes to the FAI with exciting experience at sports management at a level where there are highly professional individuals involved and thousands of enthusiastic volunteers.

For me, my responsibilities as a member of the FAI Executive Board have meant that I have had to ask the Bureau members to take more responsibility for day-to-day IGC activities and I am pleased to be able to commend them for accepting that challenge, especially Eric Mozer.



President, IGC

IGC Plenary Meeting March 2010.

Treasurer's Report.

Income Sources and Charge Rates.

World and Continental Gliding Championships excluding The Junior Worlds for which there is no sanction fee.	€1500 + €75/entry
World Air Games	€10000
GP Finals and Qualifying GPs	€200 per event
Baron Hilton Cup	US$1500
OLC	CHF1000
Ranking List – This is the current revenue model, which is expected to change so that the fee is based on the number of entries @€4 each with a minimum of €100 and a top limit of €500.	€200 1st event + €50 for each additional contest
New FR Certification	€1000
Review of Previously Certified FR	€250 to €500

1. Our accounts are set out in the attached spread sheet, "Financial Statement to 31 Dec 2009 " and details our current financial situation. The spreadsheet is made up of three work sheets, FINREP, Y07, Y08 and Y09.
2. FINREP is the consolidated financial report showing the actual figures for previous years, the budget for 2009 and the actual figures for 2009.Work sheets Y07 and Y08 are detailed income and expense statements for the 2007 and 2008 years respectively and are there for reference purposes.
3. Worksheet Y09 is the detailed income and expenses statement for 2009 financial year. Please note that the "Invoiced" Column was introduced to help us track the invoices raised for the Ranking System. Items flagged in red are unpaid at the time of preparing this report and these total an amount of €18,975. Half of this outstanding amount relates to the sanction fee due from the Italian organisers of the 30th Std, Club and World Class Championships at Rieti in 2008, which despite many requests remains unpaid. The balance is for Ranking List fees for the current year. Details are shown on the statement.
4. Despite these unpaid amounts, our income exceeded our budgeted income by some €11k, simple because we underestimated the quantum of income from Continental Championships. Our other income was in line with our budget estimates. We should however mention the World Air Games, despite the fact that we have an income item in our scale of fees for this event and that our athletes and officers put considerable effort into our contribution to the games, there was no significant return.
5. Once again our expenses came in some €10k below budget, for which we can thank the careful use of our funds by our President, Jury Presidents, Chief Stewards and other officers who do work on behalf of our comission.
6. This leaves the IGC with a surplus for the year of €24,713 increasing the total of the funds that we hold, to €92,520.75.

7. Our Budget for the next five years is based on the current trends of our revenue streams. It shows the capital expenditure that we plan for the 2010 fiscal year, accepting that the Plenum agree to these plans. Also it should be noted that the revenue from the Ranking system is based on the old charging model and should be modified when the new model is introduced.

Dick Bradley.
IGC Treasurer

IGC Financial Statement to 31st December 2009

		Actual 2007	Actual 2008	Budget 2009	Actual 2009
Opening Balance of Funds		€ 58,515.19	€ 60,743.98	€ 67,807.75	€ 67,807.75
Income:					
1. Total income		€ 21,576.80	€ 28,711.38	€ 33,580.00	€ 44,648.77
1.1	Championship Income - Sanction Fees	€ 20,179.30	€ 24,584.11	€ 32,580.00	€ 43,629.93
	Continental Championships	€ 6,586.00	€ 0.00	€ 12,750.00	€ 23,400.00
	World Championships	€ 1,878.98	€ 11,050.00	€ 4,830.00	€ 5,175.00
	QGP and GP Final	€ 590.00	€ 190.00	€ 1,200.00	€ 969.34
	WAG	€ 1,195.00	€ 0.00		€ 500.00
	BHC	€ 1,133.00	€ 1,246.45	€ 1,200.00	€ 0.00
	Ranking System	€ 8,045.62	€ 12,097.66	€ 12,000.00	€ 12,925.31
	OLC	€ 600.70	€ 0.00	€ 600.00	€ 660.28
	Protest Fees	€ 150.00	€ 0.00		€ 0.00
1.2	Sales	€ 1,250.00	€ 4,100.00	€ 1,000.00	€ 990.00
	FR Certification	€ 1,250.00	€ 4,100.00	€ 1,000.00	€ 990.00
1.3	Miscellaneuos Income	€ 147.50	€ 27.27	€ 0.00	€ 28.84

Expenditure:

2. Total Expenses		€ 19,348.01	€ 21,647.61	€ 29,250.00	€ 19,935.77
2.1	Travel and Administration	€ 0.00	€ 0.00	€ 1,000.00	
2.2	Meetings	€ 3,923.24	€ 5,442.48	€ 9,500.00	€ 6,481.65
	President's attendance at meetings	€ 3,436.24	€ 4,844.25	€ 7,000.00	€ 2,561.72
	Other Officials Attendance at Meetings	€ 487.00	€ 598.23	€ 2,500.00	€ 3,919.93
2.3	Stock Purchases	€ 0.00	€ 0.00	€ 0.00	€ 0.00
	IGC Stickers	€ 0.00	€ 0.00	€ 0.00	€ 0.00
2.4	Championship Expenses	€ 14,588.67	€ 14,867.67	€ 16,600.00	€ 12,360.77
	Medals	€ 1,461.00	€ 797.25	€ 1,600.00	€ 1,464.05
	Officials Expenses WGC and CGC	€ 10,934.38	€ 5,833.59	€ 8,000.00	€ 7,005.78
	Officials Expenses GPs	€ 2,193.29	€ 1,594.33	€ 4,000.00	€ 2,050.46
	Ranking List		€ 6,642.50	€ 3,000.00	€ 400.00
	World Air Games				€ 1,440.48
2.5	Miscellaneous Expenses	€ 836.10	€ 1,337.46	€ 2,150.00	€ 1,093.35
	GFAC	€ 836.10	€ 1,337.46	€ 1,150.00	€ 1,093.35
	Sundry	€ 0.00	€ 0.00	€ 1,000.00	
	Special Travel				

Total Income	€ 21,576.80	€ 28,711.38	€ 33,580.00	€ 44,648.77
Total Expenses	€ 19,348.01	€ 21,647.61	€ 29,250.00	€ 19,935.77
Retained Income	€ 2,228.79	€ 7,063.77	€ 4,330.00	€ 24,713.00
Closing Balance of Funds	€ 60,743.98	€ 67,807.75	€ 72,137.75	€ 92,520.75

IGC - Detailed Ledger 1st January to 31st December 2007

Date	Description	Type	FAI Event Number	Invoiced	Debit Amount	Credit Amount	Balance
01-Jan-07	Balance Brought Forward					#REF!	#REF!
09-Jan-07	SF Germany Hahnweide 2007	RS	4567	€ 400.00		€ 400.00	#REF!
10-Jan-07	Flugsportklub - Berlin 50% TV Rights WGC Luesse 2008	WGC		€ 0.00		€ 62.25	#REF!
21-Jan-07	SF 2006 SA Natonal Championships	RS		€ 300.00		€ 300.00	#REF!
12-Jan-07	SF 2007 France Nogaro Prix Int De Gascogn	RS	4568	€ 200.00		€ 200.00	#REF!
01-Feb-07	Reimburse Exp R. Stuck SA QGP	GP			€ 464.59		#REF!
02-Feb-07	SF 2007 Germany Luesse Neustadt Zwickau	RS	4588/8/90	€ 645.62		€ 645.62	#REF!
08-Feb-07	SF 2007 Belgium - St Hulbert	RS	4591	€ 250.00		€ 250.00	#REF!
15-Feb-07	SF 2007 Switzerland Schaenis	RS	4608	€ 350.00		€ 350.00	#REF!
22-Feb-07	SF 2007 Norway National Championships	RS	4647	€ 300.00		€ 300.00	#REF!
22-Feb-07	SF 2007 Norway Elverum	RS	4648	€ 200.00		€ 200.00	#REF!
02-Mar-07	IGC Stickers - 20 IGC Patches - 10 Mr Mesaros	MISC				€ 38.70	#REF!
03-Mar-07	IGC Stickers - 3 Mr Gellona	MISC				€ 11.25	#REF!
06-Mar-07	Pre WGC Visit P Ryder Romarantin	WGC			€ 467.08		#REF!
08-Mar-07	SF 2006 Australian National Championships	RS		€ 400.00		€ 400.00	#REF!
21-Mar-07	SF 2007 Austria Alpe Adria Cup	RS	4687	€ 250.00		€ 250.00	#REF!
28-Mar-07	WGC Medals - CHF 2080	MWGC			€ 1,270.00		#REF!
30-Mar-07	Reimburse Exp P.Eriksen - Attendance at Plenary Meeting	MO			€ 487.00		#REF!
30-Mar-07	Reimburse Exp R. Henderson - Attend Plenary Meeting	MP			€ 570.64		#REF!
30-Mar-07	LX Navigation Flight Recorder	GFAC				€ 250.00	#REF!
12-Apr-07	SF 2006 QGP Drakino Russia	GP	4136	€ 200.00		€ 200.00	#REF!
13-Apr-07	Reimburse Exp GFAC 2006/7 - I Strachan	GFAC			€ 836.10		#REF!
18-Apr-07	SF 2006 QGP Bloemfontein, South Africa	GP	4140	€ 200.00		€ 200.00	#REF!
26-Apr-07	SF 2007 Czech Rep, Sumprek	RS	4785	€ 250.00		€ 250.00	#REF!
26-Apr-07	SF 2007 Spain Copa Pirineous	RS	4786	€ 335.00		€ 335.00	#REF!
27-Apr-07	SF Slovak Rep - Slovak Gliding Championships	RS	4782	€ 250.00		€ 250.00	#REF!
27-Apr-07	SF Denmark - Danish Open and Sun Air	RS	4794/4795	€ 550.00		€ 550.00	#REF!
02-May-07	SF 2006 QGP Australia	RS	4133	€ 200.00		€ 200.00	#REF!
04-May-07	SF Austria	RS	4784	€ 350.00		€ 350.00	#REF!
08-May-07	SF Russia - Russian Gliding Camp	RS	4711	€ 350.00		€ 350.00	#REF!
09-May-07	SF Netherlands - Dutch Nationals	RS	4566	€ 300.00		€ 300.00	#REF!
11-May-07	SF 2006 Club Class Vinon France CHF 3000	WGC	3006 + 3007			€ 1,816.73	#REF!
15-May-07	SF Spain - Copa Pirineos Balance due	RS	4786			€ 15.00	#REF!
31-May-07	SF Finland - National Championships	RS	4828	€ 350.00		€ 350.00	#REF!
01-Jun-07	SF Slovak Rep - Slovak Two Seat Championship	RS	4829	€ 250.00		€ 250.00	#REF!
19-Jun-07	Reimburse Exp Attending FAI Meeting - R Henderson	MP			€ 216.80		#REF!
21-Jun-07	SF Slovak Republic - Nitra	RS	4587			€ 300.00	#REF!
04-Jul-07	Hotel Accomadation R. Henderson ASC Meeting June 07	MP			€ 156.95		#REF!
06-Jul-07	SF Hungary - Gemenc Soaring Championships	RS	4863	€ 300.00		€ 300.00	#REF!
20-Jul-07	Reimburse Exp - NZ GP Final - B Spreckley Airfare	GP			€ 1,728.70		#REF!
10-Aug-07	SF Sweden - National Championships - Arboga	RS		€ 150.00		€ 150.00	#REF!
13-Aug-07	Reimburse Exp CS WWGC Romarantin France Peter Ryder	WGC			€ 2,188.00		#REF!
14-Aug-07	Payment Protest Fee WWGC Romarantin France	PRO				€ 150.00	#REF!
21-Aug-07	SF Lithuania 14th European Gliding Championships	CGC	3432			€ 6,586.00	#REF!
24-Aug-07	SF Austria - Tal	RS		€ 200.00		€ 200.00	#REF!
29-Aug-07	Eshop Sales	MISC				€ 27.70	#REF!
29-Aug-07	Eshop Sales	MISC				€ 36.20	#REF!
29-Aug-07	Eshop Sales	MISC				€ 33.65	#REF!
31-Aug-07	Reimburse Exp CS EGC Issodun - G Ax	CGC			€ 1,690.00		#REF!
10-Sep-07	SF Baron Hilton Cup US$ 1590	BHC				€ 1,133.00	#REF!
18-Sep-07	Reimburse Exp JP WWGC Romarantin - B Ramseyer	WGC			€ 1,602.10		#REF!
20-Sep-07	Reimburse Exp CS JWGC Rieti - R. Stuck	WGC			€ 342.00		#REF!
24-Sep-07	Reimburse Exp JP EGC Issodun - J Dodal	CGC			€ 1,875.00		#REF!
29-Oct-07	Reinburse Exp CS EGC Issodun - P Pauwels	CGC			€ 520.20		#REF!
30-Oct-07	WGC Medals - CHF320	MWGC			€ 191.00		#REF!
31-Oct-07	WAG Turin Exp Refund CHF2000	WAG				€ 1,195.00	#REF!
05-Nov-07	Reimburse Exp CS and JP JWGC Rieti - Meals	WGC			€ 750.00		#REF!
05-Nov-07	Reimburse Exp CS and JP JWGC Rieti - Accommodation	WGC			€ 1,500.00		#REF!
26-Nov-07	Reimburse Exp FAI GC Meeting - E Mozer	MP			€ 2,491.85		#REF!
11-Dec-07	SF Argentina - South American Championships	RS	4807	€ 300.00		€ 300.00	#REF!
14-Dec-07	Flarm Technologies - FR Approval	GFAC				€ 1,000.00	#REF!
19-Dec-07	OLC Sanction Fee - CHF1000	OLC				€ 600.70	#REF!
24-Dec-07	SF South African Nationals	RS		€ 300.00		€ 300.00	#REF!
28-Dec-07	SF 2nd FAI World GP Omarama - New Zealand	GP		€ 200.00		€ 190.00	#REF!
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	Balance Carried Forward			€ 8,330.62	€ 19,348.01	€ 21,576.80	#REF!

Summary by Type	Type		Invoiced	Debits	Credits
Total Continental Championships	CGC		€ 0.00	€ 4,085.20	€ 6,586.00
Total World Gliding Championships	WGC		€ 0.00	€ 6,849.18	€ 1,878.98
Total World Air Games	WAG		€ 0.00	€ 0.00	€ 1,195.00
Total WGC Medals	MWGC		€ 0.00	€ 1,461.00	€ 0.00
Total Grand Prix's	GP		€ 600.00	€ 2,193.29	€ 590.00
Total Ranking System	RS		€ 7,730.62	€ 0.00	€ 8,045.62
Total OLC	OLC		€ 0.00	€ 0.00	€ 600.70
Total BHC	BHC		€ 0.00	€ 0.00	€ 1,133.00
Total Protest	PRO		€ 0.00	€ 0.00	€ 150.00
Total Flight Recorders	GFAC		€ 0.00	€ 836.10	€ 1,250.00
Total Miscellaneous	MISC		€ 0.00	€ 0.00	€ 147.50
Total For Presidents attendance at Meetings	MP		€ 0.00	€ 3,436.24	€ 0.00
Total for others to attend meetings	MO		€ 0.00	€ 487.00	€ 0.00
Totals for all cost/profit centers			€ 8,330.62	€ 19,348.01	€ 21,576.80
			Total OK	Total OK	Total OK

IGC - Detailed Ledger 1st January to 31st December 2007

IGC - Detailed Ledger 1st January to 31st December 2008

Date	Description	Type	FAI Event Number	Invoiced	Debit Amount	Credit Amount	Balance
01-Jan-08	Balance Brought Forward					€ 60,743.98	€ 60,743.98
18-Jan-08	DSX High Tech Salg FR Approval	GFAC		€ 1,000.00		€ 1,000.00	€ 61,743.98
18-Jan-08	Reimburse T Johannesson - General Council meeting Rhodes	MP			€ 245.00		€ 61,498.98
02-Feb-08	SF Austria - ACC	RS	5191	€ 300.00		€ 300.00	€ 61,798.98
02-Feb-08	SF Norway - Elverum	RS	5190	€ 200.00		€ 200.00	€ 61,998.98
02-Feb-08	SF Norway - Nat Championships	RS	5196	€ 300.00		€ 300.00	€ 62,298.98
02-Feb-08	SF UK British Nationals	RS	5288	€ 450.00		€ 450.00	€ 62,748.98
05-Feb-08	SF Germany - Womens Championship	RS	5197	€ 345.66		€ 345.66	€ 63,094.64
05-Feb-08	SF Slovak Rep - Pribina Cup	RS	5194	€ 300.00		€ 300.00	€ 63,394.64
08-Feb-08	SF Slovak Rep - FCC	RS	5193	€ 200.00		€ 200.00	€ 63,594.64
19-Feb-08	SF Slovak Rep Fatraglide	RS	5277	€ 250.00		€ 250.00	€ 63,844.64
21-Feb-08	SF Australia - Nat 2008 Temora	RS		€ 300.00		€ 300.00	€ 64,144.64
21-Feb-08	SF Spain - Nat 2007	RS	4830	€ 350.00		€ 350.00	€ 64,494.64
26-Feb-08	SF Hungary - Flatland 2008	RS	5354	€ 350.00		€ 350.00	€ 64,844.64
28-Feb-08	SF Sweden - Natationals 2008	RS		€ 350.00		€ 200.00	€ 65,044.64
29-Feb-08	Reimburse T Cubley Expenses New Zealand GP Final	GP			€ 1,594.33		€ 63,450.31
29-Feb-08	SF Czech Republic Nat Championships	RS	5253	€ 250.00		€ 250.00	€ 63,700.31
29-Feb-08	SF France - Vinon	RS	5192	€ 350.00		€ 350.00	€ 64,050.31
04-Mar-08	SF UK British Nationals	RS	5288	€ 500.00		€ 500.00	€ 64,550.31
05-Mar-08	SF Germany - Hahnweide	RS	5198	€ 350.00		€ 350.00	€ 64,900.31
07-Mar-08	SF Netherlands - Dutch Nat	RS	5278	€ 350.00		€ 350.00	€ 65,250.31
10-Mar-08	SF Germany - Klix	RS	5251	€ 200.00		€ 200.00	€ 65,450.31
11-Mar-08	SF France - Bailleau	RS		€ 250.00		€ 250.00	€ 65,700.31
18-Mar-08	Reimburse P Eriksen - Expenses Rome Plenary Meeting	MO			€ 598.23		€ 65,102.08
20-Mar-08	Reimburse B Spreckley - Visit to Rieti WGC	WGC			€ 426.00		€ 64,676.08
14-Apr-08	Reimburse Pres Henderson Expenses attending Meetings	MP			€ 1,188.51		€ 63,487.57
14-Apr-08	SF Sloval Rep - Slovak Gliding Championships	RS	5276	€ 200.00		€ 200.00	€ 63,687.57
21-Apr-08	Medals for WGC 2008	MWGC			€ 797.25		€ 62,890.32
28-Apr-08	LX Navigation 3000 Celje FR approval	GFAC		€ 1,000.00		€ 1,000.00	€ 63,890.32
29-Apr-08	SF Spain - OCA	RS	5250	€ 300.00		€ 300.00	€ 64,190.32
01-May-08	SF Czech Rep - Jeseniky Spring Cup	RS	5252	€ 200.00		€ 200.00	€ 64,390.32
01-May-08	SF Slovak Rep Saris Cup	RS		€ 350.00			€ 64,390.32
02-May-08	SF Norway - Arnborg	RS	5431	€ 400.00		€ 400.00	€ 64,790.32
05-May-08	SF Hungary	RS	5412	€ 350.00		€ 350.00	€ 65,140.32
07-May-08	SF Belgium	RS	5413	€ 300.00		€ 300.00	€ 65,440.32
10-May-08	SF Germany Hockenheim	RS		€ 350.00			€ 65,440.32
16-May-08	SF Sweden - Eskiltuna	RS	5452	€ 450.00		€ 450.00	€ 65,890.32
22-May-08	Payment - K Nicholson - Ranking system	RS			€ 3,330.00		€ 62,560.32
22-May-08	Payment Hotel Aulac Lausanne ASC Meeting Pres H	MP			€ 254.98		€ 62,305.34
22-May-08	Refund Netherlands SF reduction	RS	5278		€ 100.00		€ 62,205.34
22-May-08	Reimburse Pres Henderson Expenses attending ASC Meeting	MP			€ 1,723.93		€ 60,481.41
27-May-08	SF Spain - Copa Pirineos	RS	5195	€ 282.00		€ 282.00	€ 60,763.41
28-May-08	Sale 2 IGC patches	MISC		€ 5.93		€ 5.93	€ 60,769.34
31-May-08	SF Italy National Championships	RS		€ 450.00			€ 60,769.34
02-Jun-08	SF Germany WGC Lusse	WGC		€ 11,050.00		€ 11,050.00	€ 71,819.34
05-Jun-08	Ediatec GmbH - FR revised approval	GFAC		€ 500.00		€ 500.00	€ 72,319.34
05-Jun-08	Jindrich Svorc Praha CZ FR aprroval	GFAC		€ 1,000.00		€ 1,000.00	€ 73,319.34
07-Jun-08	SF Finland National Championships	RS		€ 350.00		€ 350.00	€ 73,669.34
11-Jun-08	SF Czech Rep Zbraslavice	RS		€ 250.00		€ 250.00	€ 73,919.34
17-Jun-08	FAI Shirts for Stewards and Jury Rieti	WGC			€ 148.75		€ 73,770.59
19-Jun-08	SF Germany - Bayreuth	RS		€ 300.00		€ 300.00	€ 74,070.59
27-Jun-08	Reimburse GFAC Chairman expenses	GFAC			€ 1,337.46		€ 72,733.13
07-Jul-08	SF France - National Championships	RS		€ 450.00		€ 450.00	€ 73,183.13
09-Jul-08	SF Italy - Torino GP	GP	5462	€ 200.00		€ 190.00	€ 73,373.13
10-Jul-08	Sale 1 IGC Sticker	MISC		€ 0.65		€ 0.65	€ 73,373.78
11-Jul-08	SF Italy WGC Rieti	WGC		€ 9,075.00			€ 73,373.78
11-Jul-08	SF Italy - Copa Del Mediterraneo	RS	5187	€ 350.00		€ 350.00	€ 73,723.78
14-Jul-08	SF Austria - Sudwestmeisterschaft Marpingen	RS	5522	€ 300.00		€ 300.00	€ 74,023.78
25-Jul-08	SF Poland - Leszno	RS	5296	€ 300.00		€ 300.00	€ 74,323.78
29-Jul-08	SF Russia - Russian Nats	RS	5411	€ 350.00		€ 350.00	€ 74,673.78
02-Aug-08	SF France Bailleau Womens National Championship	RS		€ 50.00			€ 74,673.78
15-Aug-08	Reimburse B. Spreckley CS Rieti	WGC			€ 1,817.84		€ 72,855.94
28-Aug-08	SF Aystria - TAL	RS	5534	€ 200.00		€ 200.00	€ 73,055.94
03-Sep-08	LX Navigation 3000 Celje FR Modifications	GFAC		€ 600.00		€ 600.00	€ 73,655.94
03-Sep-08	SF Brazil - Bededoura	RS	5515	€ 250.00		€ 238.00	€ 73,893.94
05-Sep-08	Reimburse CS Dick Bradley Lusse WGC	WGC			€ 1,440.50		€ 72,453.44
05-Sep-08	Reimburse JP Tor Johannesson Lusse WGC	WGC			€ 1,440.50		€ 71,012.94
07-Sep-08	SF SGP France St Auban	GP		€ 200.00			€ 71,012.94
07-Sep-08	SF SGP UK Lasham	GP		€ 200.00			€ 71,012.94
11-Sep-08	SF Slovak Republic - MAM	RS		€ 250.00		€ 250.00	€ 71,262.94
07-Oct-08	SF Spain - Copa Pirineos	RS	5570	€ 182.00		€ 182.00	€ 71,444.94
16-Oct-08	Reimburse JP Tor Johannesson Lusse and Rieti WGC	WGC			€ 560.00		€ 70,884.94
21-Oct-08	Reimburse K. Nicholson - Administration of Ranking System	RS			€ 3,212.50		€ 67,672.44
23-Oct-08	Reimburse R. Henderson - Meetings GC and IGC Bureau	MP			€ 1,057.65		€ 66,614.79
24-Oct-08	Reimburse P. Eriksen - IGC Bureau Meeting	MP			€ 374.18		€ 66,240.61
13-Oct-08	SF France - National Championships	RS		€ 300.00		€ 300.00	€ 66,540.61
19-Nov-08	Sale to K Umetaki Japan - 10 stickers and 4 patches	MISC				€ 20.69	€ 66,561.30
05-Dec-08	SF - Barron Hilton Cup (US$ 1590)	BHC				€ 1,246.45	€ 67,807.75
	Balance Carried Forward			€ 38,291.24	€ 21,647.61	€ 28,711.38	€ 67,807.75

Summary by Type	Type		Invoiced	Debits	Credits
Total Continental Championships	CGC		€ 0.00	€ 0.00	€ 0.00
Total World Gliding Championships	WGC		€ 20,125.00	€ 5,833.59	€ 11,050.00
Total World Air Games	WAG		€ 0.00	€ 0.00	€ 0.00
Total WGC Medals	MWGC		€ 0.00	€ 797.25	€ 0.00
Total Grand Prix's	GP		€ 600.00	€ 1,594.33	€ 190.00
Total Ranking System	RS		€ 13,459.66	€ 6,642.50	€ 12,097.66
Total OLC	OLC		€ 0.00	€ 0.00	€ 0.00
Total BHC	BHC		€ 0.00	€ 0.00	€ 1,246.45
Total Protest	PRO		€ 0.00	€ 0.00	€ 0.00
Total Flight Recorders	GFAC		€ 4,100.00	€ 1,337.46	€ 4,100.00
Total Miscellaneous	MISC		€ 6.58	€ 0.00	€ 27.27
Total For Presidents attendance at Meetings	MP		€ 0.00	€ 4,844.25	€ 0.00
Total for others to attend meetings	MO		€ 0.00	€ 598.23	€ 0.00
Totals for all cost/profit centers			€ 38,291.24	€ 21,647.61	€ 28,711.38
			Total OK	Total OK	Total OK

IGC - Detailed Ledger 1st January to 31st December 2009

Date	Description	Type	FAI Event Number	Invoiced	Debit Amount	Credit Amount	Balance of Funds	
01-Jan-08	Balance Brought Forward					€ 67,807.75	€ 67,807.75	
31-May-08	SF Italy National Championships	RS		€ 450.00		€ 0.00	€ 67,807.75	
11-Jul-08	SF Italy WGC Rieti 2008	WGC		€ 9,075.00		€ 0.00	€ 67,807.75	
02-Aug-08	SF France Bailleau Womens National Championship	RS		€ 50.00		€ 0.00	€ 67,807.75	
07-Sep-08	SF SGP France St Auban	GP		€ 200.00		€ 0.00	€ 67,807.75	
07-Sep-08	SF SGP UK Lasham	GP	5464	€ 200.00		€ 190.00	€ 67,997.75	
30-Nov-08	Australia - Qualifying GP	GP		€ 200.00		€ 0.00		
12-Jan-09	Slovakia Pribina Cup	RS	5815	€ 350.00		€ 350.00	€ 68,347.75	
19-Jan-09	Slovakia FCC Gliding	RS	5817	€ 250.00		€ 250.00	€ 68,597.75	
23-Jan-09	South Africa - National Championships	RS		€ 300.00		€ 300.00	€ 68,897.75	
26-Jan-09	T Johannessen Expenses General Council Meeting	MO		€ 0.00	€ 660.00	€ 0.00	€ 68,237.75	
29-Jan-09	Chille - National Championships	RS		€ 200.00		€ 200.00	€ 68,437.75	
02-Feb-09	Italy - Citta de Torino	RS	5876	€ 250.00		€ 250.00	€ 68,687.75	
02-Feb-09	Australia - Benalla	RS		€ 250.00		€ 250.00	€ 68,937.75	
18-Feb-09	Germany - Hockenheim	RS	5919	€ 400.00		€ 400.00	€ 69,337.75	
27-Feb-09	USA - National Championship 2008	RS		€ 304.00		€ 304.00	€ 69,641.75	
05-Mar-09	Sweden - National Championship	RS	5945	€ 400.00		€ 400.00	€ 70,041.75	
05-Mar-09	Sweden - National Championship	RS	5949	€ 250.00		€ 250.00	€ 70,291.75	
06-Mar-09	Chile - Qualifying GP	GP	5467	€ 200.00		€ 200.00	€ 70,491.75	
12-Mar-09	Segelflugszene - OLC	OLC		€ 0.00		€ 660.28	€ 71,152.03	
13-Mar-09	France - WWGC Romorantin 2007	WGC		€ 4,800.00		€ 0.00	€ 71,152.03	
13-Mar-09	Austria - Qualifing GP	GP	5469	€ 200.00		€ 200.00	€ 71,352.03	
16-Mar-09	Switzerland -	RS	5950	€ 232.35		€ 232.35	€ 71,584.38	
16-Mar-09	A. Reich Travel Expenses to IGC Meeting Rome March 2008	MO		€ 0.00	€ 183.81	€ 0.00	€ 71,400.57	
18-Mar-09	2009 Championship Medals	MWGC		€ 0.00	€ 1,464.05	€ 0.00	€ 69,936.52	
19-Mar-09	Germany - Winzein	RS	5980	€ 50.00		€ 50.00	€ 69,986.52	
19-Mar-09	Germany - Aalen	RS	5981	€ 300.00		€ 300.00	€ 70,286.52	
19-Mar-09	Slovenia - LX Navigation	RS	5983	€ 200.00		€ 200.00	€ 70,486.52	
23-Mar-09	Germany - Klix International Open	RS	5984	€ 200.00		€ 200.00	€ 70,686.52	
25-Mar-09	Switzerland - Birrfeld	RS	5979	€ 350.00		€ 350.00	€ 71,036.52	
26-Mar-09	Germany - Mengen	RS	5982	€ 100.00		€ 100.00	€ 71,136.52	
30-Mar-09	R. Henderson Travel Expenses - Plenay meeting 2009	MP		€ 0.00	€ 1,622.12	€ 0.00	€ 69,514.40	
02-Apr-09	France - CVVE	RS	5511 + 12	€ 287.50		€ 287.50	€ 69,801.90	
03-Apr-09	E. Mozer - Travel Expenses SWG/IGC Lausanne May 09	MO		€ 0.00	€ 848.62	€ 0.00	€ 68,953.28	
15-Apr-09	R.Stuck - Expenses for WAG Test Torino	WAG		€ 0.00	€ 524.26	€ 0.00	€ 68,429.02	
15-Apr-09	B. Spreckley - Expenses for WAG Test Torino	WAG		€ 0.00	€ 385.00	€ 0.00	€ 68,044.02	
17-Apr-09	Poland - Eurobeskidy	RS	5916	€ 200.00		€ 200.00	€ 68,244.02	
21-Apr-09	Slovakia - QGP 2008	GP	5465	€ 200.00		€ 200.00	€ 68,444.02	
22-Apr-09	Norway - National Championships	RS	6053	€ 200.00		€ 200.00	€ 68,644.02	
22-Apr-09	P. Eriksen Tavel Expenses IGC Meeting Lausanne 2009	MO		€ 0.00	€ 770.00	€ 0.00	€ 67,874.02	
23-Apr-09	Poland _Qualifying GP	GP		€ 200.00		€ 0.00		
23-Apr-09	Netherlands - National Championships	RS	6086	€ 350.00		€ 350.00	€ 68,224.02	
24-Apr-09	WAG - Contribution to IGC Officials Travel Expenses	WAG		€ 500.00		€ 500.00	€ 68,724.02	
24-Apr-09	Germany - Hahnweide 2009	RS	6051	€ 400.00		€ 400.00	€ 69,124.02	
26-Apr-09	Norway - Everum Open	RS		€ 200.00		€ 0.00	€ 69,124.02	
01-May-09	Switzerland - Lenzburg	RS		€ 350.00		€ 0.00	€ 69,124.02	
08-May-09	Poland - Nationals Leszno	RS		€ 200.00		€ 0.00	€ 69,124.02	
10-May-09	Spain - Copa Pirineos	RS		€ 200.00		€ 0.00	€ 69,124.02	
11-May-09	Italy - Ferra 2008	RS		€ 440.00		€ 440.00	€ 69,564.02	
12-May-09	Finland -	RS	6118	€ 250.00		€ 250.00	€ 69,814.02	
13-May-09	Belgium - Open	RS	6024	€ 300.00		€ 300.00	€ 70,114.02	
14-May-09	France - Womens Nationals	RS	6022	€ 200.00		€ 187.50	€ 70,301.52	
22-May-09	Czech Rep - Jeseniky	RS	6028	€ 200.00		€ 200.00	€ 70,501.52	
25-May-09	EGC Issoudun 2007	CGC	3507	€ 0.00		€ 8,175.00	€ 78,676.52	
28-May-09	Germany - Hahnweide 2009	RS	6051	€ 400.00		€ 400.00	€ 79,076.52	
31-May-09	Italy - Nationals Volovelistico Ferrarese	RS		€ 450.00		€ 0.00	€ 79,076.52	
04-Jun-09	Austria - Multi Class Nationals	RS		€ 400.00		€ 0.00	€ 79,076.52	
11-Jun-09	Slovenia - National Championships	RS	5918	€ 250.00		€ 250.00	€ 79,326.52	
18-Jun-09	Spain - National Championships Club/Std/15m/Open	RS		€ 250.00				
22-Jun-09	R. Bradley Travel Expenses EGC Lithuania	CGC		€ 0.00	€ 318.12	€ 0.00	€ 79,008.40	
26-Jun-09	R. Stuck - Travel Expenses	WAG		€ 0.00	€ 378.62	€ 0.00	€ 78,629.78	
26-Jun-09	Slovakia - Fatraglide 2008	RS	5277	€ 200.00		€ 200.00	€ 78,829.78	
26-Jun-09	Slovakia - Fatraglide 2009	RS	5816	€ 200.00		€ 200.00	€ 79,029.78	
27-Jun-09	Hungary - Nationals	RS		€ 200.00		€ 0.00	€ 79,029.78	
06-Jul-09	Ake Pettersson - Travel Expenses Lausanne - WWGC	WGC		€ 0.00	€ 246.10	€ 0.00	€ 78,783.68	
06-Jul-09	Germany - Hahnweide 2009 Duplicate Payment reversed	RS		€ 0.00	€ 400.00	€ 0.00	€ 78,383.68	
06-Jul-09	R. Stuck - Travel Expenses QGP Feldkirchen	GP		€ 0.00	€ 528.36	€ 0.00	€ 77,855.32	
11-Jul-09	UK - Club Class Nationals	RS		€ 450.00		€ 0.00		
11-Jul-09	France - Nationals Club/Std	RS		€ 250.00		€ 0.00		
25-Jul-09	Austria - Nationals Multi Class	RS		€ 250.00		€ 0.00	€ 77,855.32	
24-Jul-09	France - Qualifying GP	GP				€ 179.34	€ 78,034.66	
26-Jul-09	Czech Rep - Regionals	RS		€ 200.00		€ 0.00	€ 78,034.66	
27-Jul-09	Slovakia - EGC Nitra 2009	CGC	5317	€ 7,800.00		€ 7,800.00	€ 85,834.66	
03-Aug-09	Hungary - Womens WGC Szeged	WGC		€ 5,175.00		€ 5,175.00	€ 91,009.66	
04-Aug-09	R Henderson - WAG Referee	WAG			€ 152.60		€ 90,857.06	
04-Aug-09	Italy - Copa del Mediterrano	RS		€ 350.00		€ 350.00	€ 91,207.06	??????
04-Aug-09	France - Bailleau	RS		€ 250.00		€ 0.00	€ 91,207.06	
10-Aug-09	Russia - Cup of Russia	RS		€ 300.00		€ 0.00		
14-Aug-09	Poland - Nationals Grudziadz	RS		€ 300.00		€ 0.00	€ 91,207.06	
19-Aug-09	Lithuania - 15th EGC Std/Club/World/20m	CGC		€ 7,425.00		€ 7,425.00	€ 98,632.06	
24-Aug-09	R Bradley - Travel Expenses EGC Lithuania	CGC			€ 159.13	€ 0.00	€ 98,472.93	
24-Aug-09	T Johannessen Expenses Jury President JWGC Rayskala	WGC			€ 1,325.76	€ 0.00	€ 97,147.17	
24-Aug-09	A Pettersson Expenses Chief Steward EGC Hungary	CGC			€ 964.00	€ 0.00	€ 96,183.17	

24-Aug-09	IGC Bureau Meeting Hotel Aulac Meeting Room	MO			€ 182.67	€ 0.00	€ 96,000.50
02-Sep-09	R Bradley - Accom Expenses EGC Lithuania	CGC			€ 662.00	€ 0.00	€ 95,338.50
04-Sep-09	R Henderson - Travel Expenses IGC Bureau Meeting	MP			€ 939.60	€ 0.00	€ 94,398.90
04-Sep-09	N. Kellermann - Clearnav Flight Recorder	GFAC				€ 990.00	€ 95,388.90
17-Sep-09	B Ramseyer - Expenses JP WWGC Hungary	WGC			€ 713.73	€ 0.00	€ 94,675.17
17-Sep-09	A Reich - Expenses CS JWGC Finland	WGC			€ 867.60	€ 0.00	€ 93,807.57
17-Sep-09	P Ryder - Expenses JP EGC Lithuania	CGC			€ 1,749.34		€ 92,058.23
29-Sep-09	I Strachan - GFAC Expenses	GFAC			€ 1,093.35		€ 90,964.88
07-Oct-09	Italy - 2008 Nats/2009 Nats	RS				€ 990.00	€ 91,954.88
08-Oct-09	France - Issoudun International	RS				€ 250.00	€ 92,204.88
12-Oct-09	Finland - 2011 Finnish Nationals - Efry	RS				€ 350.00	€ 92,554.88
12-Oct-09	Denmark - National Championships	RS		€ 300.00		€ 291.98	€ 92,846.86
12-Oct-09	Denmark - National Championships	RS		€ 100.00		€ 91.98	€ 92,938.84
15-Oct-09	Russia - National Championships	RS				€ 200.00	€ 93,138.84
15-Oct-09	Russia - Cup of Russia	RS				€ 250.00	€ 93,388.84
20-Oct-09	Germany - 14th Int Military Competition	RS				€ 350.00	€ 93,738.84
21-Oct-09	Poland - Ostrow	RS				€ 300.00	€ 94,038.84
22-Oct-09	France - Angers 2008	RS				€ 250.00	€ 94,288.84
22-Oct-09	P Eriksen Attendance Bureau Meeting	MO			€ 360.80	€ 0.00	€ 93,928.04
26-Oct-09	Poland - Polish Nationals and Leszno Cup	RS				€ 400.00	€ 94,328.04
05-Nov-09	Slovakia - 52nd Sloval Int Cup	RS				€ 300.00	€ 94,628.04
16-Nov-09	Japan E Sugita 2 x Patches	MISC				€ 1.60	€ 94,629.64
19-Nov-09	R Stuck Attendance FAI GC Korea	MO			€ 914.03		€ 93,715.61
20-Nov-09	Czech Cz and Slv Championships	RS				€ 300.00	€ 94,015.61
03-Dec-09	W Wenturine - USA 3 x Stickers + 3 x Patches	MISC				€ 11.49	€ 94,027.10
04-Dec-09	B Spreckley - Travel Expenses GP Final Chile	GP			€ 1,522.10		€ 92,505.00
30-Dec-09	M Hytten Chile - 20 x Stickers	Misc				€ 15.75	€ 92,520.75
							€ 92,520.75
				€ 0.00		€ 0.00	€ 92,520.75
				€ 0.00		€ 0.00	€ 92,520.75
				€ 0.00		€ 0.00	€ 92,520.75
	Balance Carried Forward			€ 49,938.85	€ 19,935.77	€ 44,648.77	€ 92,520.75

Unpaid Invoices	€ 18,975.00

Summary by Type	Type		Invoiced	Debits	Credits	Surplus
Total Continental Championships	CGC		€ 15,225.00	€ 3,852.59	€ 23,400.00	€ 19,547.41
Total World Gliding Championships	WGC		€ 19,050.00	€ 3,153.19	€ 5,175.00	€ 2,021.81
Total World Air Games	WAG		€ 500.00	€ 1,440.48	€ 500.00	-€ 940.48
Total WGC Medals	MWGC		€ 0.00	€ 1,464.05	€ 0.00	-€ 1,464.05
Total Grand Prix's	GP		€ 1,400.00	€ 2,050.46	€ 969.34	-€ 1,081.12
Total Ranking System	RS		€ 13,763.85	€ 400.00	€ 12,925.31	€ 12,525.31
Total OLC	OLC		€ 0.00	€ 0.00	€ 660.28	€ 660.28
Total BHC	BHC		€ 0.00	€ 0.00	€ 0.00	€ 0.00
Total Protest	PRO		€ 0.00	€ 0.00	€ 0.00	€ 0.00
Total Flight Recorders	GFAC		€ 0.00	€ 1,093.35	€ 990.00	-€ 103.35
Total Miscellaneous	MISC		€ 0.00	€ 0.00	€ 28.84	€ 28.84
Total For Presidents attendance at Meetings	MP		€ 0.00	€ 2,561.72	€ 0.00	-€ 2,561.72
Total for others to attend meetings	MO		€ 0.00	€ 3,919.93	€ 0.00	-€ 3,919.93
						€ 0.00
Totals for all cost/profit centers			€ 49,938.85	€ 19,935.77	€ 44,648.77	€ 24,713.00
			Total OK	Total OK	Total OK	

Competition Schedule to 2014

Description	2010	2011	2012
WGC	2		2
South American CGC	1		1
EGC		2	
Womens WGC		1	
Junior WGC		1	
GP	1	1	1
Qualifing GPs	5	5	5

Number of WGC Officials
Number of GP Officials

Medals required

2013	2014
	2
	1
2	
1	
1	
1	1
5	5

IGC Budget to 2014

		Budget 2010	Budget 2011	Budget 2012	Budget 2013	Budget 2014
Opening Balance of Funds		€ 92,520.75	€ 83,000.75	€ 88,990.75	€ 95,047.25	€ 96,385.45
Income:						
1. Total income		€ 36,350.00	€ 40,390.00	€ 41,092.00	€ 41,534.26	€ 45,284.26
1.1	Championship Income - Sanction Fees	€ 34,850.00	€ 38,890.00	€ 39,592.00	€ 40,034.26	€ 43,784.26
	Continental Championships	€ 1,500.00	€ 18,000.00	€ 5,250.00	€ 18,000.00	€ 6,750.00
	World Championships	€ 18,750.00	€ 5,250.00	€ 18,000.00	€ 5,250.00	€ 20,250.00
	QGP and GP Final	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00
	WAG	€ 0.00				
	BHC	€ 0.00				
	Ranking System	€ 13,000.00	€ 14,040.00	€ 14,742.00	€ 15,184.26	€ 15,184.26
	OLC	€ 600.00	€ 600.00	€ 600.00	€ 600.00	€ 600.00
	Protest Fees					
1.2	Sales	€ 1,500.00	€ 1,500.00	€ 1,500.00	€ 1,500.00	€ 1,500.00
	FR Certification	€ 1,500.00	€ 1,500.00	€ 1,500.00	€ 1,500.00	€ 1,500.00
1.3	Miscellaneuos Income					
Expenditure:						
2. Total Expenses		€ 45,870.00	€ 34,400.00	€ 35,035.50	€ 40,196.07	€ 40,646.07
2.1	Travel and Administration	€ 0.00	€ 0.00	€ 0.00	€ 0.00	€ 0.00
2.2	Meetings	€ 6,000.00	€ 6,650.00	€ 7,300.00	€ 8,200.00	€ 9,350.00
	President's attendance at meetings	€ 5,000.00	€ 5,500.00	€ 6,000.00	€ 6,750.00	€ 7,750.00
	Other Officials Attendance at Meetings	€ 1,000.00	€ 1,150.00	€ 1,300.00	€ 1,450.00	€ 1,600.00
2.3	Stock Purchases	€ 0.00				
	IGC Stickers					
2.4	Championship Expenses	€ 22,870.00	€ 25,750.00	€ 25,735.50	€ 29,996.07	€ 29,296.07
	Medals	€ 880.00	€ 1,320.00	€ 1,080.00	€ 1,560.00	€ 1,120.00
	WADA Doping Test	€ 2,500.00		€ 2,500.00		€ 2,500.00
	Officials Expenses WGC and CGC	€ 9,000.00	€ 13,200.00	€ 10,890.00	€ 15,920.00	€ 13,200.00
	Officials Expenses GPs	€ 5,000.00	€ 5,000.00	€ 5,500.00	€ 6,000.00	€ 6,600.00
	Officials Uniforms	€ 2,240.00	€ 2,720.00	€ 2,080.00	€ 2,720.00	€ 2,080.00
	Ranking List	€ 3,250.00	€ 3,510.00	€ 3,685.50	€ 3,796.07	€ 3,796.07
2.5	Miscellaneous Expenses	€ 2,000.00	€ 2,000.00	€ 2,000.00	€ 2,000.00	€ 2,000.00
	GFAC	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00
	Sundry	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00	€ 1,000.00
	Special Travel					
2.6	Capital Expenditure	€ 15,000.00				
	Tracking System	€ 10,000.00				
	Safety Videos for Championships	€ 5,000.00				

Total Income		€ 36,350.00	€ 40,390.00	€ 41,092.00	€ 41,534.26	€ 45,284.26
Total Expenses		€ 45,870.00	€ 34,400.00	€ 35,035.50	€ 40,196.07	€ 40,646.07
Retained Income		-€ 9,520.00	€ 5,990.00	€ 6,056.50	€ 1,338.20	€ 4,638.20
Closing Balance of Funds		€ 83,000.75	€ 88,990.75	€ 95,047.25	€ 96,385.45	€ 101,023.64

ORGANISATION SCIENTIFIQUE
ET TECHNIQUE INTERNATIONALE DU VOL „A VOILE
- O.S.T.I.V. -
INTERNATIONAL SCIENTIFIC AND TECHNICAL
ORGANISATION FOR GLIDING
(Affiliated Member of the Fédération Aeronautique Internationale, F.A.I.)

President: L.M.M. Boermans

Delft, January 13, 2010

International Gliding Commission
Meeting on 5 and 6 March, 2010
Lausanne, Switzerland

REPORT ON THE ACTIVITIES OF THE INTERNATIONAL SCIENTIFIC AND TECHNICAL ORGANISATION FOR SOARING FLIGHT (OSTIV)
for the period March 1, 2009 to February 28, 2010.
Loek M.M. Boermans, President of OSTIV.

In Memoriam

On March 15, 2009 OSTIV"s Board Member for many years and Chairman of the SDP Crashworthiness Subcommittee since 1996 **Petr Kousal** suddenly passed away. Petr has been the motor of several working groups in the SDP, and his outstanding engagement, supporting essentially the launching process for the Notice of Proposed Amendment (NPA) 2007-12 "Crashworthiness", made it possible to accomplish this demanding task within the tight time limits set by the European Aviation Safety Agency, EASA. For this great effort he was awarded with the OSTIV Prize at the Opening Ceremony of the XXIX OSTIV Congress in Lüsse last year.

OSTIV and the gliding community worldwide are very much indebted to this friend of gliding and specialists on safety. Our deepest sympathy goes to his family and relatives**.**

Panel meetings

The annual meeting of the **Sailplane Development Panel (SDP),** chaired by Helmut Fendt, took place 15th and 16th October 2009 at Poppenhausen, near the "Wasserkuppe", Germany. The meeting at the "Hill of the gliders" was attended by 25 participants, including several new SDP members, supplying profound additional expertise to SDP"s competence.
On request of the IGC President the SDP paid special attention to proposals for competition rules to enhance flight safety. SDP member Eric de Boer attended and reported of the TSP meeting in Terlet, see next item, where the same item was on the agenda. .
Several technical topics of the SDP meeting in Poppenhausen were enriched by presentations on the following subjects: an overview of EASA"s work and the cooperation with SDP; an update on transponder/ADS-B issues; information on crashworthiness tests of a glider cockpit at the Politecnico di Milano; introduction of the "side string"; work on spine shell and seating comfort; and work on biomechanics at the university of Kraków, Poland
After the two days meeting the SDP visited the "Segelflugzeugmuseum" at the Wasserkuppe and the Schleicher Segelflugzeugbau company in Poppenhausen.

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Next meeting of the Sailplane Development will take place during the XXX OSTIV Congress in July 2010 in Szeged, Hungary

The **Training and Safety Panel (TSP),** chaired by Dipl.–Ing. I. Odaker, had a Flying Training Seminar from 17 to 20 August, followed by its biannual meeting on 21 and 22 August, both at Terlet, the Gliding Center of the Netherlands.
The TSP was most appreciative of the excellent facilities at the Terlet Gliding Centre and of the hosting by its representatives. They had access to several two-seat gliders and were able to *fly* a simulator to demonstrate several ways in which these can be used for initial, refresher and advanced pilot training.
At the meeting, the panel"s delegates gave details of their respective national safety programs. National safety reports and accident rates show that accident rates go down following safety seminars of various forms, but accident rates tend to increase if these programs do not include safety seminars at regular intervals. The TSP message is that if we do not keep up with safety programs we will see an increase in the accident rate.
In the training of pilots, Human Factors (HF) is a very important subject to include if long-term accident rates are to be reduced even more. Good judgement includes elements of skill, knowledge, confidence, and responsibility. The TSP sees a need to increase emphasis in HF training.
The panel is pleased to report that accident statistics where *FLARM* was used in congested areas such as mountain, ridge, and contest flying, has demonstrated its usefulness for avoiding mid-air collisions. The TSP is encouraging organisations to adopt these and similar *Aids to Visual Acquisition of Traffic* devices.
The TSP has now discussed up to 15 spin scenarios. This is seen as a very important part of spin and spin-avoidance training, which continue to be a central interest for the TSP
At the request of the IGC President, the panel prepared safety recommendations geared toward contest safety but that also is suitable for small gliding and flying operations. Based on this, the TSP Chairman, Ian Oldaker presented a paper "Pilot Safety in Gliding - Recommendations for Immediate and Long-term Safety Initiatives" at the 2009 IGC plenary in March. This is to be followed by a more detailed presentation on implanting such a program at the 2010 IGC plenary.

The **Meteorological Panel (MP)**, chaired by Dr. Hermann Trimmel, had its annual meeting from 25 to 27 September 2009 in Pfaffstaetten near Vienna, Austria.
After the previous meeting, the review process of the successor of the "Handbook of Meteorological Forecasting for Soaring Fligh", published by World Meteorological Organization (WMO), has been finished and in August 2009 the WMO published Technical Note No 203 titled "Weather forecasting for soaring flight". This publication in colour reflects the progress that has been achieved in numerical weather prediction and in the new interfaces between the predicted weather and the pilot to support pre-flight decision-making.
The upcoming European regulations for pilot licences are currently in discussion. To avoid an unnecessary load on meteorological themes for glider pilots, proposals on meteorological education will be suggested to EASA by a working group chaired by Ghislaine Facon.
Other topics discussed at the meeting were: TopTask, the interactive web application embedded in pc-met; the use of meteorological and glider-flight recorded data in order to improve TopTask; convective structures seen by modern weather radar systems; climb rate – altitude correlation and identification of waves from analysis of IGC files; the forecast of mountain waves; the role of climate change on the organisation of thermals.
Next meeting of the Meteorological Panel will be in 2011, the place has to be decided yet. .

Organisation Scientifique et Technique Internationale du Vol à Voile

International Scientific and Technical Organisation for Soaring

Affiliated Member of the Fédération Aeronautique Internationale, FAI

www.ostiv.fai.org/

Training and Safety Panel

Implementing an Updated Safety Program for Gliding Organisations

by

Ian E. Oldaker

Chairman, Training and Safety Panel

OSTIV - TSP 2009 - 02

2010 January 8

Table of Contents

I. Introduction

This paper was originally developed as part of a presentation to the IGC in March 2009[1]. The presentation described the OSTIV Training and Safety Panel and its work and, in more detail, discussed pilot safety with special reference to sanctioned contests. The presentation contained three main conclusions for improving pilot safety:

- Safety Programs used at sanctioned competitions should be reviewed, and updates and improvements implemented as needed;
- Long-term improvements can be realised by including Human Factors[2], Scenario-based training, and training in simulators for ab-initio, low-time pilots, and in the continuing (or advanced) training of pilots in all organisations; and
- Better incident/accident reporting would provide us with more data to indicate trends and to show problem areas.

How to implement a *New-Improved* Safety Program is described in this paper, with the objective that it apply to a safety program intended for a gliding contest or other gliding meeting or occasional event that may be organized by a small group or committee who are not necessarily all members of the local airfield organisation. The program could also apply to a gliding club, and any small flying organisation.

Many aspects of contest safety come from how the competition rules are devised, and how they are to be implemented. The contest director and contest task committee, in their capacity to control decisions, can have much influence on the risk levels for selected tasks. Consideration would need to be given for how the safety committee and contest director will work together.

II. Safety Program – Outline of Requirements

A Safety Program would be described in a manual that is available and that is provided to all leaders of a contest and/or a flying organisation or club. The manual will detail the Program, starting with a Safety Policy Statement. This would define the focus which would include the objective to preserve life and equipment and to make the operation as safe as is reasonably achievable, to promote the sport of gliding in the most cost-effective way. An outline of the manual that includes the members' and participants' obligations and expectations would be provided to all participants.

For any organisation, the board of directors or management would be responsible and accountable for the overall Safety Program. The directors would direct the overall program, and would appoint a director to the position of Safety Director or Safety Officer. He would form a Safety Committee to develop, implement and manage the program. The Safety Director/Officer must have the full financial support, backing and attention of the organisation's president/chairman and top managers, without which the Program would not receive the visibility and achieve the success that it should. The Program, as detailed here, is structured with identification of risks, planning of mitigation measures, safety review and feedback processes, accident/incident reporting systems, and recognition systems. The first items are very important aspects of the Program, and are the identification of hazards and analysis of critical risks, and the subsequent development of a strategy to eliminate or reduce each risk to an acceptable level. After the Program is updated and agreed, and documented in a manual, it would be approved by the chairman/president and board of directors.

For an international contest, the organising committee of the host country would be responsible and accountable for the Safety Program for the contest. In this case, the contest organisers would drive the Program, and would appoint a director to the position of Safety

Director or Safety Officer for the contest. He would form a Safety Committee to update (or develop) and implement the Program. This committee would include the Contest Directors if possible, and ideally would review safety matters in general and the progress of the safety Program at each of their planning and subsequent meetings. As for any flying organisation, the Safety Director/Officer must have the full financial support, backing and attention of the Organising Committee and the Contest Directors. The Program would be approved by the Organising Committee and Contest Directors.

A safety Program should be dynamic. Having one *on the books* will serve as window dressing only, but will not improve safety. Typical elements that would go into all Contest Safety and other Safety Programs are shown in the following table:

Safety Policy statement (signed by the chief executive or senior director);

The reporting chain, and responsibilities of key personnel;
Identification of Hazards – proactive listing and analysis of hazards, incidents and accidents;
Risk Assessment - evaluating how to manage the risks and recommendations for preventing the same problem happening again;
Development of Risk Mitigation strategies and review of operating procedures;
Review of, and/or development of an Emergency Response Plan for the organisation and/or contest;
The Safety Reporting process;
Safety Training of personnel as required, and before operations begin at the start of each season and before a contest;
Processes for conducting reviews or audits of the Safety Program, which should include a review of communication and operating procedures/relationships with airport and other aviation operators, and Air Traffic Services, as necessary;
Participant recognition system whereby individuals or groups are recognized immediately for safety actions, initiatives and contributions to improvement of flying
and pilot safety;
Documentation of the Safety Program, including a process for ensuring that participants are aware of their safety-related responsibilities at all times but particularly during flying operations; and
Additional Safety Program requirements that may be identified from time to time.

III. Implementation

The first steps that a club, and a contest or other organisation, would perform to implement a Safety Program are:

- Agree that pilot safety will be a top priority of the organisation, and set up a **Safety Committee**, consisting of the **Safety Director/Officer,** assistants, stewards and others as appropriate, tug pilot(s), and/or winch operators and glider pilots. One of the main challenges in planning for a Safety Program is to intervene in such a way that risk is reduced, and if accidents do occur, that the damage should be kept to the lowest extent possible. In other words, this means the organisation's leaders should be proactive to prevent unwanted situations, and, at the same time, should remain active to minimise the consequences.

- The Safety Committee would implement and drive the Program from year to year. A contest Safety Committee, possibly with fewer members than the initial committee that started the Program, would drive the final Program during the contest.

Before the first meeting of the Safety Committee, the board of directors of the club (or contest/event organisers) will develop or review the Safety Policy. This policy would include a number of requirements related to safety for membership in the club. The requirements for a contest/event would be published as part of the event's documentation. Some typical requirements that may apply also to many flying clubs and similar organisations, would include:

- Requirements for minimum pilot experience and qualifications;
- The membership or entry form requires pilots to certify that they, their glider and parachute, etc., are all checked/certified and are legal;
- Recommendations that all pilots complete thorough pre-flight preparations and planning;
- Requirements for maintenance of aircraft and equipment to the highest standards set forth in the national aviation regulations, as appropriate, and the manufacturers' recommendations;
- Organisers are to include a focus on safety at all meetings of the organisation, and particularly at all pilots' meetings and daily briefings, which should include updates and reminders about airspace limitations and restrictions;
- An undertaking to provide meaningful safety-related feedback to all personnel (pilots and contestants) to encourage their input on safety issues at all times; and
- A recognition Program (timely publication of actions taken to improve safety, and awards such as club and national annual safety awards, and at contests: a daily and an overall contest safety award).

IV. Risk Assessment Process

The next implementation step is for the facilitator, usually the Director of Safety or Safety Officer, to supervise this process. A group should be chosen, made up of the Safety Committee plus a cross-section of extra people who are stake holders, which should include some contest pilots themselves; this will improve the overall outcome of this process.

They will hold a working session at which **Hazards** are identified, listed, and then categorized. The **risk levels** are next agreed and put into the R**isk Assessment**.

Step 1. **Identify and List Hazards to Safety**

The whole group is invited to participate, and should be told that no judgement is allowed on any person's ideas until later. This encourages a free-flow of ideas. Some unexpected hazards and those that have been forgotten might appear again on the list. If no hazards are suggested in some category during the session, the facilitator should suggest a category, in order to generate as complete a list as possible of all hazards. Typical categories and hazards (including high-risk hazards) are shown in the list in Annex A. The facilitator or other person will record the ideas as fast as possible. Osborne's methodology for running a typical *brainstorming* session is a very useful reference[4].

Step 2. **Categorization of Ideas**

The group will next organise the list into categories or subject areas, such as launch point operations, airfield infrastructure, maintenance operations, and so on. Looking at the list will suggest other broad categories that may be required.

Step 3. **Risk Assessment (Estimating and Evaluating)**

The group meeting should be broken into smaller groups that are asked to assign a *severity* to each hazard in the categories assigned to them.

There are two components to risk that the group should consider: the *severity* or consequences of an event if it occurs, and its *probability* or probable *frequency*. The hazards should be assessed using the following levels of severity:

A. Catastrophic (Loss of equipment or assets, fatal injuries)
B. Critical (Major damage to equipment or assets, major injury)
C. Marginal (Minor injury, minor damage)
D. Negligible (No injury, no damage).

Next, the likely *frequency* of occurrence for each hazard must be assessed:
a. Frequent
b. Probable
c. Occasional
d. Remote
e. Improbable

RISK ASSESSMENT				
Frequency of occurrence	HAZARD CATEGORIES			
	A. Catastrophic	B. Critical	C. Marginal	D. Negligible
a. Frequent	1	2	3	4
b. Probable	2	3	4	5
c. Occasional	3	4	5	6
d. Remote	4	5	6	7
e. Improbable	5	6	7	8

It is easier to use this matrix to assign a number to each hazard. These numbers are somewhat arbitrary but the overall intent is to identify the major or highest risks. Here category 1 signifies a bad risk assessment, and category 8 a good risk assessment. We might want to act immediately on risks that show a high risk, categories 1, 2 and 3. Category 4 is undesirable, and will likely require a Management decision whether to accept the hazard or act to reduce it, i.e. will this risk be acceptable? Categories 5 or 6 may require Management review.

Step 4. **Compiling Overall List**

Following small group agreement on their lists, an overall list of the hazards is agreed in a plenary session, with the highest risks listed at the top. The main objective here is to identify the highest risks that have to be eliminated or at least reduced.

Step 5. **Prevention / Mitigation Strategies**

The group's agreement is required for all the unacceptable risks starting with the most severe risk. Risk control also may warrant immediate attention from the organisers or local operator before all the analysis is done, then a longer-term solution developed to handle that risk. Other risks may require urgent action. These and other levels of action should be agreed. Having identified the critical risks, the next task is to develop a strategy for eliminating or reducing each risk to an acceptable level. At the same time, the lowest risks could be dropped off the list, for example, those with hazard categories of 8 and 7. Hazard categories 6 and 5 might be dropped after a review by the whole group.

The Strategy for handling the identified risks should next be completed and submitted to the organisation's Management/Directors, with suggested time-frames to fix them. This part of the work may require consultation with those who will be responsible for doing the work to fix the problem. It is important to get their acceptance of the risk level for that hazard, and of the need to eliminate or reduce it.

The Director of Safety or Safety Officer should monitor progress with mitigation actions, and report progress to his or her Management.

V. Emergency Response Plan

As stated previously, accidents are rare. This is good news. The bad news is that a good safety record can lull people into complacency so that if an emergency does occur, those in authority may not be prepared to deal with it. Every aviation organization, operator, service provider, maintenance organization, and airport should have an emergency response plan. So should all gliding operations. The survival of the organisation can depend on how it handles the first few hours or days following a major accident.

An emergency response plan outlines in writing what should be done after an accident happens, and who is responsible for each action. When the plan is adopted, relevant personnel should be briefed on the plan, and given their responsibilities. Appropriate people should be trained in emergency response procedures, and copies of the plan should be given to these personnel.

For any contest or infrequent operation (for example, a wave camp), the plan should be readily available and copies provided to all event organisers and team managers:

The Plan should:

- be relevant and useful to people on duty at the time of an accident;
- include checklists and emergency contact details;
- be updated when contact details change;
- be exercised to ensure its adequacy and the readiness of the people who must make it work; and
- copies should be delivered to the emergency response centre, and police, ambulance and fire services, and helicopter operators who would respond to an emergency during the event.

Annex C contains a template, suitable for any organisation to use when preparing or updating their Safety Program and Emergency Response Plan.

VI. Documentation of Program Activities

The organisation's (and contest/wave camp) Safety Program should be documented in its own Manual, and amendments or additions made. Records should be kept, see Table 1 below:

1	Names, positions and responsibilities of key Safety Program personnel, and their reporting chain
2	All activities related to identification of hazards, risk assessment, and actions taken
3	Results of all investigations of accidents and incidents, including analysis and actions taken
4	All safety reports issued or received including analysis and actions taken
5	Safety recommendations and *safety alerts* issued to participants (by e-mail, news bulletin, safety advisory, posting on the organisation's notice board, etc)
6	Findings of internal assessments, audits and Program reviews
7	Records of names of personnel who were involved in safety and safety awareness training, and operational training
8	Actions and plans of the organisation's directors/managers and supervisory personnel as appropriate, to mitigate risk
9	A recognition Program – names of persons for daily contest safety recognition, overall contest safety award; club annual safety award, newsletter safety articles, etc.

Table 1. Records suggested for the Safety Program

VII. Summary and Conclusions

This document has been developed to be used for a voluntary improvement to a small flying organisation's safety program. Applying its methodology should improve safety primarily for pilots but would include other members of the organisation and the public.

Safety can be improved in many activities such as F1 racing, ocean transportation, in office work, in mining, manufacturing and distribution, and indeed in a host of activities. This is because absolute safety is not possible unless one avoids the activity altogether, a non-starter for most people. Although the level of aviation safety has improved greatly in recent years, nevertheless there is always room for improvement. A better understanding of Human Factors, which was identified many years ago by the ICAO[2] as requiring more attention, promises safety improvements in all types of organisation, and most important, lower costs. This latter point is often overlooked as a benefit of a safer operation. More recently, the management of safety has been identified as an important aspect of safety programs in many types of organisation. What has become known as *Safety Management Systems*, or SMS, can help companies identify safety risks before they become bigger problems. International as well as regional airlines and their associated companies are increasingly required by regulation to develop safety management systems as an extra layer of protection to improve safety within their operations, and ultimately to help save lives.

The program that is described in this paper shows how safety may be improved immediately by first identifying the hazards, and then evaluating the risk associated with each hazard, where risk is assessed for the frequency and severity of each hazard. Having now agreed on a prioritized list of these hazards, the organisation can decide how to remove each hazard, by reducing its frequency of occurrence or the severity of its consequences, or simply by removing it entirely. By having a plan of action to handle these safety concerns and problems, the organisation can take action immediately to improve the safety of participants, and in many cases the safety of members of the public.

An important feature of a good safety program is to keep it active by updating the training of personnel, and by monitoring how the program is achieving the objectives, for example, how the risk-reduction plans are progressing. These activities should of course be recorded for future use and to keep the organisation's managers and directors involved and up to date at all times. Finally, a record of personnel who contributed to improving safety can be included in a recognition program. Such a program would include the giving of rewards or awards as appropriate, and publication of these successes in an appropriate manner such as in a newsletter. Safety should be every person's concern and the more that successes and names of personnel are published, the better the response will be for continuing safety improvements.

VIII. References

1. Oldaker, I. E. (2009) *Safety in Gliding - Recommendations for Immediate and Long-term Safety Initiatives,* OSTIV - TSP 2009 - 01, 2009 May 2, available off the OSTIV website; http://www.ostiv.fai.org

2. Flight Safety and Human Factors Programme, International Civil Aviation Organization, ICAO, http://www.icao.int/anb/humanfactors/

3. Osborn, A. F. (1963) *Applied imagination: Principles and procedures of creative problem solving* (Third Revised Edition), Charles Scribner's Sons, New York, USA

4. Wiegmann Douglas A., and Shappell, Scott A. (2003) *A Human Error Approach to Aviation Accident Analysis - The Human Factors Analysis and Classification System*; ISBN: 978-0-7546-1873-7; July 2003, Ashgate Publishing, Farnham, Surrey, U.K., and Burlington, Vermont, USA.

ANNEX A

Subject Areas for Typical Hazard Evaluations

The HFACS diagram in Annex B shows the levels at which Human Factors interact with pilots. The group that is to list and evaluate hazards might first be given a basic list of the following subject areas. These should be enlarged as the session progresses.

Management and Administration

Standard Operating Procedures and Operating Rules, (in particular Airfield and Flying Operations, Safety, Maintenance, Emergency Procedures)

Unwritten procedures/rules – standardisation of launch and emergency signals

Normal practices for Safety of pilots, assistants, ground crews, and members of the public, resource management, communications, correction of problems.

Supervision

Flight line/Launch operations, and Gridding

Pilots' Currency requirements

Planned Activities and Task Setting for daily (and contest) tasks/courses

Safety Bulletins, Correction of Problems

Safety Program

Daily pilot briefings

Safety recognition program

Lessons learned from incidents – timely feedback to participants

Airport/Airfield Infrastructure

Fuel storage, Hangars, Tie-downs and tie-down areas

Public access and signage

Airport/Airfield

Airfield layout – runways and directions concerning prevailing winds; runway slopes, lengths and width, overshoot and undershoot areas clear of obstacles such as bushes/trees

Approach hazards – roads, power lines, non-frangible boundary fences, temporary structures

Field maintenance, ditches/culverts, drainage, grass cutting

Pilots

Experience and Currency

Condition (mental/physiological states)

Airmanship

Unsafe Acts: decision-making, rules/regulations breaking (routine and/or exceptional violations)

Types of error made: skill, decision-making, perceptual, forgetting, knowledge of area/airspace

Weather Conditions

Daily weather briefings for all(?) pilots

Daily preparations for the anticipated weather conditions

Task planning and setting including consideration of

Changes in weather during the day, such as:

- Developing thunderstorm at a waypoint or contest finish
- Weather / wind change during the launch period leading to tailwind takeoffs or winch launching in rain
- Weather change that leads to an overload situation for the landing area

Some Hazards associated with Operations at Contests and similar Events

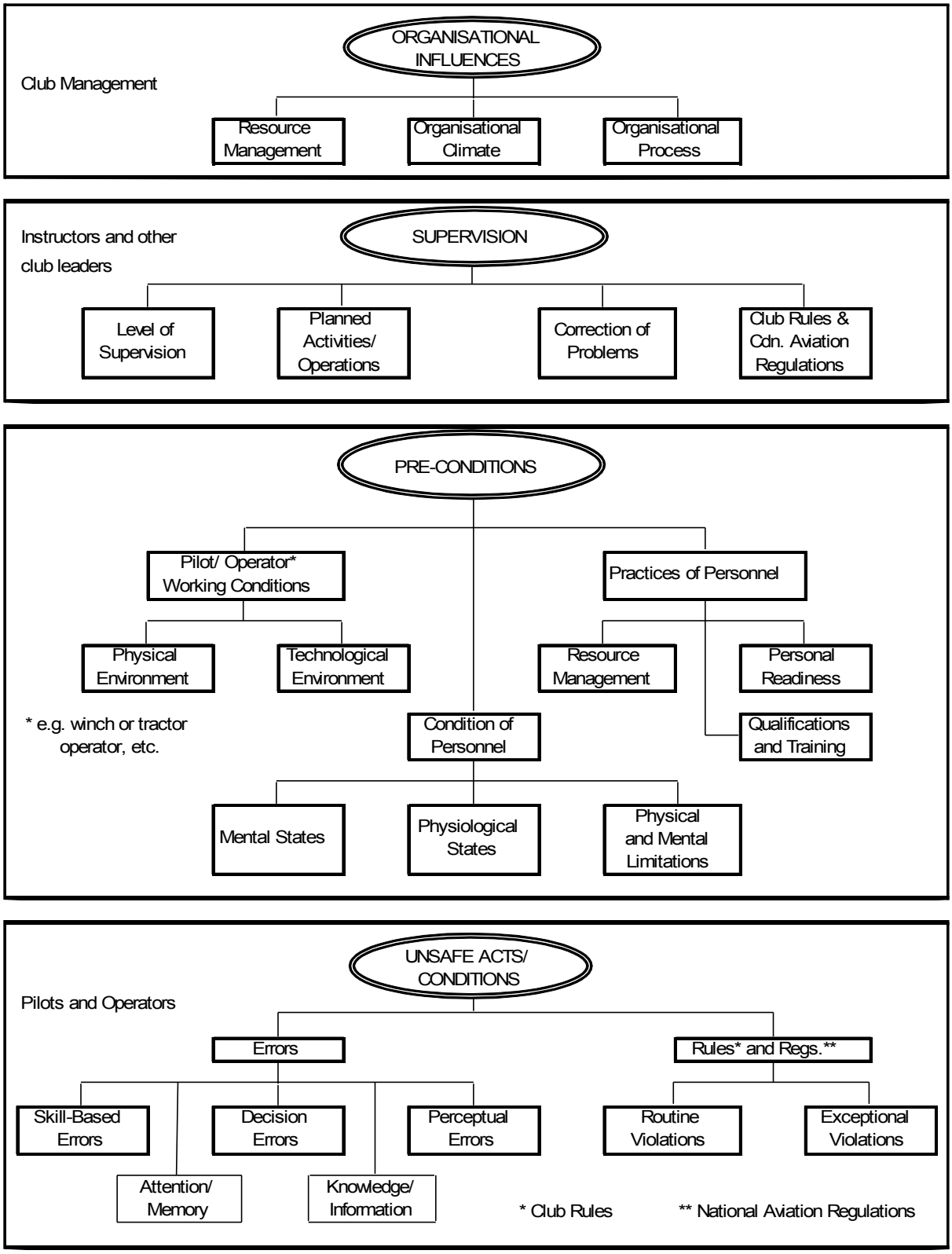
Some hazards are listed below, but this is not considered an exhaustive list:

- High workload for airfield personnel during concentrated launches/towplane operations
- Poor communication between pilots, ground crew and tug pilots/winch operators
- Vehicles left close to runways and gliders, or in unauthorized areas
- Lack of emergency equipment, procedures and training
- Confusing signs (access control for members of public to airfield and active runway areas)
- Reciprocal tracks to be used by competing pilots in the contest
- Separation of high-speed finishing gliders from other traffic in the landing circuits
- Low-level, high-speed finishes towards the airfield and the finish line
- Mid-air collisions – use of FLARM or similar devices
- *Kamikaze* outlandings (last 100 – 200m height used to gain extra distance points, either at a distance from the finish, or to the finish point or finish line itself)
- Obstruction of view from cockpit by contest instruments/devices or placement of instruments that obstruct sight-line to the horizon
- High-speed starts across the start line
- Selection of turnpoints/task for congestion, inhospitable terrain, traffic flow in/out from airfield, and
- Lack of sufficient lift/number of thermals for launching multiple classes.

The group should be encouraged to think of and list other hazards and hazardous situations that they have experienced.

ANNEX B

The Human Factors Analysis and Classification System (HFACS) Modified for Soaring Organisations



THE HUMAN FACTORS ANALYSIS AND CLASSIFICATION SYSTEM (HFACS) MODIFIED FOR SOARING ORGANISATIONS

After Weigmann and Shappell 2003

ANNEX C

Template for an Emergency Response Plan

This template is available for any organization to use when preparing or updating their Safety Program and the Emergency Response Plan. This should be regarded as a guide only, to be modified to suit local conditions, with items being added or omitted as appropriate. Safety Programs and Emergency Response Plans are living *documents, to be updated as new information and safety initiatives become available.*

General Instructions
For an accident on the airfield, go to section A, and for an accident remote from the airfield, go to section B.

A. Accident on Airfield
Actions: The senior manager, director or responsible person takes charge as the "Emergency Coordinator" to coordinate activities and to appoint persons for each action or activity that is listed below:

a) **Minor accident**

List actions and show what person is responsible for each action. Typical actions would include:

1) *Attend to any injured persons – move only with medical person's advice and direction*
2) *Notify emergency services by 'phone, radio as appropriate (include phone numbers and specific instructions for directing emergency vehicles, etc., to the scene, if required); NOTE: this action may be omitted for a minor accident, but only after due consideration by the senior person who is in charge;*
3) *Manage and control access to the accident site by the media and public;*
4) *Appoint a media-relations person to be the sole contact for the media; advise all other personnel to refer the media to this person;*
5) *Take photos of accident scene, damage, etc., prior to moving any aircraft, unless it is/they are an immediate or potential safety hazard;*
6) *Prepare accident report;*
   etc., etc.

b) **Major accident**

List actions and show what person is responsible for each action. Typical actions would include:

1) *Attend to any injured persons – move only with medical person's advice and direction. Protect accident site and do not move aircraft until released by aviation and medical authorities as required.*
2) *Notify launch personnel and agree on modified procedures, as required to maintain safe takeoffs and landings, if continuing; notify local pilots who are approaching to land, of any hazards;*
3) *Notify emergency services by 'phone and/or radio as appropriate (include phone numbers and specific instructions for directing emergency vehicles to the scene, send someone to meet services at nearest public road entrance and direct vehicles onto site);*
4) *Appoint person or persons to guide emergency vehicles to the accident scene;*
5) *Notify accident investigation and other national aviation authorities as required by law (include here the telephone numbers and radio frequencies to use); include contact person's mobile phone number for call-back, etc;*

6) Manage and control access to the accident site by the media and public;
7) Appoint a media-relations person to be the sole contact for the media; advise all other personnel to refer the media to this person. Other personnel may answer general questions not related to accident within their own expertise. Media questions about the accident should be answered by stating that the accident is under investigation and authorities will release information in due course;
8) Take photos of accident scene, damage, etc., prior to moving any aircraft, unless it is/they are an immediate or potential safety hazard;
9) Prepare accident report;
etc., etc.
NOTE: No discussion or opinions should be expressed about causes, blame (or liability) until consultation with insurance companies as this could void insurance coverage.

B. Accident away from the airfield.
The actions to take will depend largely on the circumstances of the accident, how far away it was from the airfield, and whether there are people already at the site. The senior manager, director or responsible person at the airfield is to coordinate activities by persons at the airfield and at the accident site as appropriate, including:

1) Determine what assistance is required at the accident site and, if requested, dispatch persons as available; maintain contact by phone or radio if possible;
2) Attend to any injured persons – move only with medical person's advice and direction; Protect accident site and do not move aircraft until released by aviation and medical authorities as required;
2) Notify launch personnel and agree on modified procedures, as required to maintain safe takeoffs and landings, if continuing;
3) Notify emergency services (including Search and Rescue if needed) by 'phone and/or radio as appropriate (include phone numbers and specific instructions for directing emergency vehicles to the scene);
4) Notify accident investigation and other national aviation authorities as required by law (include here the telephone numbers and radio frequencies to use); include contact person's mobile phone number for call-back, etc;
5) Manage and control access to the accident site by the media and public;
6) Appoint a media-relations person to be the sole contact for the media; advise all other personnel to refer the media to this person;
7) Take photos of accident scene, damage, etc., prior to moving any aircraft, unless it is/they are an immediate or potential safety hazard;
8) Prepare accident report;
etc., etc.
NOTE: No discussion or opinions should be expressed about causes, blame (or liability) until consultation with insurance companies as this could void insurance coverage.

Once per year, or when modified for a specific event, this plan should be discussed by the organisation's management team, and amended as required to maintain it up to date. When completed, prepare a schedule to train or re-train the organisation's personnel who may be called upon to implement the plan in the event of an emergency. Maintain a record of this training. Distribute copies of this plan to responsible personnel and post on notice boards, etc.

End

Communications and PR Committee
Report For 2010

Continuing activities have been the publication of President's Newsletters, articles for magazines and a Grand Prix Newsletter.

The activities of the FAI website are covered in the separate report from the webmaster.

Flying Aces have a contract in place to cover FAI air sports events, although their budget has been trimmed in the past year with the likelihood that this will reduce their ability to cover a wide range of events.

The FAI has learnt a great deal from the 2009 World Air Games and the challenge for the future is creating partnerships for the presentation of our sports that will allow for development work to be undertaken.

The FAI/IGC has launched a twitter account and this is being used, along with emails on the igc-discuss and igc-news email lists, to notify news and information to anyone who cares to register on twitter at http://twitter.com/FAI_IGC

Our safety initiatives will include briefing videos. When they are ready, they will be placed on YouTube to provide access to this information across the whole gliding community.

As usual, the biggest challenge we face with public relations and communications, especially using social media sites, is the time that it takes to constantly refresh the information and chase stories. So, my plea is for the provision of news and information that is useful to the wider gliding community to be provided to the IGC Secretary and the Webmaster.

Also, please review and update your contact lists for magazines, key people in your organisation, and national media outlets and send this information to the IGC Secretary.

Bob Henderson
President, IGC

To: IGC Plenum – Lausanne, Switzerland – March 2010
From: Championship Management
Re: Agenda Item 6.2.2
Date: January 2010

World Gliding Championships – 2010

The official dates of the 2010 FAI World Gliding Championships are as follows:

7.1.5. ***31st FAI World Gliding Championships*** **– Standard/Club/World**
Prievidza, Slovakia http://www.wgc2010.sk/

- Training – June 30 – July 2, 2010
- Opening Ceremony – July 3, 2010
- Competition – July 4 – 17, 2010
- Closing Ceremony – July 18, 2010

7.1.6. ***31st FAI World Gliding Championships*** **– 15 Meter/18 Meter/Open**
Szeged, Hungary http://www.flatlandcup.hu/

- Training – July 21 – July 23, 2010
- Opening Ceremony – July 24, 2010
- Competition – July 25 – August 6, 2010
- Closing Ceremony – August 7, 2010

IGC Officials for 2010 WGC's

The Officials selected for the 2010 FAI WGC's are as follows:

7.2.1.a. ***2010 – 31st World/Standard/Club WGC – Prievidza, Slovak Republic***

- Chief Steward – Roland Stuck
- Steward – Jaroslav Vach
- Jury President – Visa-Matti Leinikki;
- Jury Members – Tadeus Wala, Janusz Szczupack

7.2.1.b. ***2010 – 31st Open/15m/18m WGC – Szeged, Hungary***

- Chief Steward – Brian Spreckley
- Steward – Frouwke Kuijpers, Ken Sorenson
- Jury President – Peter Ryder
- Jury Members – , TBD

Officials for 2011 WGC's

The Officials selected for the 2011 FAI WGC's are as follows:

7.2.2.a. ***2011 7th FAI Junior's World Gliding Championships*** **–** Musbach, Germany

- Chief Steward – Brian Spreckley
- Steward –
- Jury President – Eric Mozer
- Jury Members – ,

7.2.2.b. ***2011 6th FAI Women's World Gliding Championships*** – Arboga, Sweden

- Chief Steward – Arild Solbakken
- Steward – Marina Galletto
- Jury President – TBD
- Jury Members – TBD

Chief Stewards for 2012 Events

The Chief Stewards selected for the 2012 FAI events are as follows:

7.2.3.b ***2012 32nd FAI World Gliding Championships*** – Uvalde, Texas, USA

- Chief Steward – Brian Spreckley

7.2.3.a ***2012 32nd FAI World Gliding Championships*** – Argentina

- Chief Steward –

Continental Gliding Championships - 2011 Bids

Two applications have been received for 16th European Championships in 2011. The applications were received from:

- *Lituanian Aeroclub - Pociunai, Lithuania – 15 Meter/18 Meter/Open*
- *Slovak National Aeroclub - Nitra, Slovakia – Standard/Club/World/20 Meter Two Seat*

World Gliding Championships – 2013 Bids

7.5.1. *2013 – 7th FAI World Gliding Championships - Junior*

Six applications were received to host the 7th FAI Junior World Gliding Championships in 2013. The applications were received from:

- *The Gliding Federation of Australia – Narromine, New South Wales*
- *AeroKlub Polski – Leszno, Poland*
- *Aero Club of Czech Republic - Moravská Třebová, Czech Republic*
- *Hungarian Aeronautical Association- Ocseny, Hungary*
- *Slovak National Aeroclub - Prievidza, Slovak Republic*
- *Lituanian Aeroclub - Pociunai, Lithuania*

7.5.2. *2013 – 6th FAI World Gliding Championships- Women*

One application was received to host the 6th FAI World Gliding Championships – Women's in 2013. The application (to be presented under agenda item 7.5.2) was received from:

- *Aeroclub d'Issoudun – Issoudun, France*

Charlotte, January 2010
Eric Mozer

IGC Meeting March 2010

Report of the Sporting Code Committee

After three years of discussion, writing and editing, a new edition of The Sporting Code for gliding. (SC3) came into use on October 1st 2009. This has been a very time consuming and at times, controversial activity. However, all finally came together and after sorting out a small number of typos and errors which our multiple proof reading had missed, SC3 was published on the IGC website.

The multiple proof reading was the result of calling on a group of 16 experienced pilots who had demonstrated an interest in the Sporting Code. This "Beta" group were asked to comment and suggest improvements in the wording. I believe this was the first time such a group had been used in this manner. The committee led the discussions and kept the direction within the mandate approved by IGC and found their comments most useful. I wish to thank the group for their help. Much discussion on many aspects of the rewrite took place until just before the 1st October deadline, although the majority of the discussion at this time was on the declaration.

Contact with GFAC was ongoing as they discussed the situation of Position Recorders, mostly after the edition became operative. After some discussion the intention of the GFA to accept the OZ Flarm unit as meeting the requirements of SC3 was agreed and shown on the FAI website. Other NACs have advised of their intention to allow other units, but discussion has indicated that they may not all meet the requirements of SC3. This may well be addressed in the Plenary meeting of IGC.

Judy Ruprecht has kept the committee on its collective toes with her lawyer-like comments on proposed wordings. She is also to be congratulated on the table of Tasks and requirements in Chapter 1. We consider this to be one of the most helpful inclusions of this edition of the Code.

Other committee members Tor Johannessen and Axel Reitch were also helpful with their comments where appropriate, but I must make special mention of Tony Burton, who has been a member of the committee for a number of years now, and acts as editor and whose contribution to policy, wording and layout has been immense.

All members are prepared to remain on the committee for 2010.

Ross Macintyre
Chairman, Sporting Code Committee.

Annex __ to the agenda for the IGC plenary meeting 5-6 March 2010

To: Recipients of IGC Agenda
From: Chairman IGC GNSS Flight Recorder Approval Committee (GFAC)

CHAIRMAN'S REPORT - IGC GNSS FLIGHT RECORDER APPROVAL COMMITTEE (GFAC)

This report on GFAC activities is dated 10 January 2010 and an update will be given to the IGC Plenum

1. **GNSS Recorder IGC-approvals**. A total of 45 types of recorders from 18 manufacturers have been approved since the IGC-approval system started by IGC in March 1995.
See: http://www.fai.org/gliding/system/files/igc_approved_frs.pdf

1.1 New IGC-approvals. Two new types of recorder have been tested and approved since the last GFAC report to the IGC plenary (dated 10 January 2009). The Triadis Altair was approved on 14 February 2009 and the Nielsen Kellerman ClearNav-IGC on 25 May 2009. Both manufacturers were new to IGC.

2. **GPS Lat/Long Accuracy**. GFAC accuracy tests show an average error of 11.47m for lat/long fixes recorded in IGC data files from a sample of over 2000 test points. More detail is in the Annex.

3. **Sporting Code Annex B**. Amendment 5 to Annex B of the Sporting Code (SC3B) became effective on 1 October 2009. This added IGC Position Recorders for Silver and Gold badge flights (see para 6), ENL was re-named Environmental Noise Level, and some clarifications made on altitude recording.

4. **ENL – Noise Level figures in the IGC file**

4.1 Motor Gliders with low power-on ENL readings. A system is being tested that records the electrical current to the motor of a Lange Antares motor glider and transforms it into a three-number group in the IGC file. This system has been designed to comply with Para 1.4.2.4 of Annex B to the Sporting Code on low noise Motor Gliders, that requires an additional system as well as ENL. Meanwhile, it must be pointed out that motor gliders with low-noise engines must have another approved engine power sensing system in addition to ENL, if their performances are to be Validated to IGC-standards of evidence.

4.2 ENL figures. Some NACs have thought that ENL values of 000 in an IGC file indicate that the ENL system is not serviceable and that an engine could be run during a period of 000 ENL without it being properly recorded. Although GFAC tries to ensure that small but positive ENL values are always produced by new ENL systems, older systems may produce a series of 000 figures during gliding flight with a well-sealed cockpit. In these circumstances, 000 ENL simply indicates very quiet conditions where the Recorder is mounted, providing three things.

4.2.1 The three conditions that show that the ENL system is working correctly are as follows.

(1) The ENL recorded during the launch is similar to that found by GFAC testing and given in Annex B of the IGC-approval document for launch for that type of recorder; and,

(2) For the landing, ENL is similar to that given in the IGC-approval document; and,

(3) The IGC file concerned passes the IGC Electronic File Validation check

4.2.2 The Electronic Validation check ensures that the IGC file has originated correctly from a serviceable IGC-approved Flight Recorder and that the file is identical to when it was initially downloaded. The correct ENL values for launch and landing ensure that the ENL system is producing similar values to when it was

tested by GFAC, and therefore the tested values for engine running can also be looked for. It is intended to add words to this effect to Annex B to the Sporting Code, so that motor glider pilots do not lose flight validation because some 000 ENL values during quiet flight are shown in the IGC file.

5. **Anomalies found during the year**. Many IGC files have been analysed including those for recorders being tested and those forwarded by a number of organisations for comment and analysis. Advice has been given to a number of NACs on flight recorder aspects of claims for badges and records.

6. **IGC Position Recorders**. The 1 October 2009 update to the Sporting Code introduced a new category of GNSS Recorder, the IGC "Position Recorder", for Silver and Gold badge flights only. This category is simpler than an IGC-approved Flight Recorder and individual types can be approved by NACs provided that the Sporting Code rules for Position Recorders are followed. The Sporting Code requires GFAC, in their capacity as GNSS advisors to IGC, to confirm that the rules for Position Recorders are followed before an approval document for a given type of Recorder is finalized and published nationally and on the IGC web pages (www.fai.org/gliding/position_recorders). This has worked successfully for the Position Recorder approval documents that are posted on the IGC web pages. These include those by Australia and France for a number of Flarm-related recorders that are not covered by the IGC-approval system, and GFAC is ready to advise on whether other proposals comply with the Sporting Code wording on Position Recorders.

6.1 Agenda Proposal on Position Recorders. The proposal would give complete autonomy to each NAC, removing any independent check of what may be approved as an IGC Position Recorder. However, it should be pointed out that in 2009 an NAC proposed to approve "mobile devices (PDA/PNA/Smartphones)" as IGC Position Recorders, without listing individual hardware or the GPS receivers concerned. GFAC advised that such a broad definition would include devices that might not comply with the Sporting Code, and the proposal was withdrawn.

6.1.1 The Sporting Code provisions for Position Recorders do not allow fixes to be recorded in the IGC file that are not derived from satellite data but are based entirely on predictive algorithms. Such as, for instance, when GPS reception is lost or is poor, the predicted "fixes" not necessarily reflecting true positions. The use of the WGS84 world model is also required by the Code. These provisions may not be followed in GPS devices designed for automobile or general public use. It would appear to be logical that the characteristics of each device or system to be approved as an IGC Position Recorder should continue be checked for Sporting Code compliance, rather than accepting more general classifications such as mobile devices, PDA/PNAs or Smartphones.

6.1.2 The Future. It is an IGC decision whether NACs should have the potential to approve as IGC Position Recorders, classifications such as the "mobile devices" mentioned in 6.1; whether the existing Sporting Code should be seen to be complied with; or whether the Sporting Code should be changed to allow such devices. Whatever IGC decides, it is suggested that whatever devices or systems are approved by an NAC as IGC Position Recorders should continue to be placed on the IGC web pages, together with the conditions under which they are approved.

Ian W Strachan
Chairman IGC GFA Committee
ian@ukiws.demon.co.uk

References: Listed below
Annex: Detail on GFAC accuracy tests.

References:

IGC-approval documents: www.fai.org/gliding/system/files/igc_approved_frs.pdf This web page also has a brief history of the US GPS system and early developments of recorders for gliding. New or revised approvals are also announced on newsgroup r.a.s. and on the IGC-discuss list.

Free programs for all IGC-approved Recorders: www.fai.org/gliding/gnss/freeware.asp These are for downloading data from a recorder to a PC, and checking the IGC file as being valid and the same as that downloaded from the recorder. They include the appropriate IGC-XXX.dll file (XXX is the IGC code for the particular manufacturer) that works with the standard IGC Shell program for download and validation functions. For manufacturers who have not produced the *.dll file, the older DATA, CONV and VALI functions in DOS format are available.

Analysis software for IGC files: www.fai.org/gliding/system/files/gnss_analysis_software.pdf

Technical Specification for IGC-approved Recorders: www.fai.org/gliding/gnss/tech_spec_gnss.asp

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Annex to GFAC Chairman's report:

GFAC Accuracy Tests

Tests are made from a moving ground vehicle at accurately-surveyed points at about 51N 001W. These points include several with a clear horizontal horizon, one with terrain masking of about 5 degrees above the horizontal and some with nearby low-rise buildings.

The average error figure using this method has been between 11 and 13m since the Selective Availability (SA) error was removed from civil GPS systems by the US Government on 1 May 2000.

The overall results indicate:
- 99% probability of being within 26m,
- 95% of being within 20m,
- 90% within 18m,
- 80% within 16m,
- 70% within 14m,
- 60% within 13m
- 50% within 11.5m.

If points are restricted to those with a clear horizon, the average figure falls to 6.84m with:
- 99% probability of being within 19m,
- 95% of being within 16m,
- 90% within 12m,
- 80% within 10m,
- 70% within 8m,
- 60%within 7m,
- 50%within 6.8m.

To: Recipients of IGC Agenda
From: Chairman IGC GNSS Flight Recorder Approval Committee (GFAC)

Report to the IGC Plenum on the FAI Commission on Airspace and Navigation Systems (CANS)

by Ian Strachan, IGC Representative to CANS, and CANS Secretary

1. Frankfurt CANS meeting. The 2009 CANS Plenary meeting was held in Frankfurt from 8-9 March. Nations represented were Austria, Canada, Finland, Germany, Spain, Sweden, UK and USA and Commissions represented were Ballooning, Gliding and Parachuting.

2. National and Commission matters of interest. The main positions and interests of the nation or organisation were presented. Some points included the following:

2.1 Australia. A report is in the CANS minutes on its web page www.fai.org/system/files/cans_minutes_2009.pdf. Stage 1 of the ADS-B system had become operative in 2008.

2.2 Austria. A PowerPoint presentation was given and is available from the CANS minutes on its web page. IGC aspects included that transponders had to be used by powered aircraft even in Category E airspace and this also applied to Motor Gliders during engine running. The EASA definition for Powered Sailplane (not Motor Glider, the FAI term) is: "an aircraft, equipped with one or more engines having, with engine(s) inoperative, the characteristics of a sailplane".

2.3 Germany. A PowerPoint presentation was given and is available from the CANS minutes on its web page. It was stated that a paper to Eurocontrol (from Romania) that we should oppose had suggesting flight plans for VFR flights and also pilot vetting as an anti-terrorism precaution. It was pointed out that many sport aircraft such as gliders and balloons could not file conventional flight plans because their routes were so weather-dependent. It was reported that a European Union committee was looking at the harmonisation of airspace classifications. In Germany, for a Transponder Mandatory Zone (TMZ) to be created, over 30 thousand IFR movements per year had to be shown of aircraft over a specified weight limit. Commercial Air Transport (CAT) was said to be generally taken as aircraft over 14,000 kg carrying fare-paying passengers. Finally, due to the effect of the GPS-based Flarm (Flight Alarm) system, in 2008 there had only been one mid-air glider collision in Germany, compared to 3 or 4 in earlier years.

2.4 Sweden. The ADS-B VDL-4 system has been installed, using money mainly from Eurocontrol (VDL-4 = VHF Data Link Mode 4, see the CANS Glossary). The numbers of Private Pilot's Licences (PPLs) were said to be declining although less costly sport aircraft such as Hang Gliders were increasing.

2.6 UK. The UK CAA. had pulled back from requiring Mode S transponders in all UK airspace. They were now concentrating on the establishment of Transponder Mandatory Zones (TMZ). There was also a worry that Class E airspace might be changed to Class D.

2.4 USA. Bernald Smith pointed out that in the USA, the RTCA advisory body (on which he represents FAI) carried out work before regulations were considered by Authorities such as the US FAA or ICAO. This was similar to how EUROCAE operated in Europe. On Satellite Navigation systems, he mentioned the Binary Offset Carrier (BOC) system (see the CANS Glossary) that would allow both GPS and Galileo systems to be processed on future receivers. On progress on the transition from radar-based systems to the GPS-based ADS-B in North America, testing was underway with over 400 ADS-B-equipped Commercial Air Transport aircraft from 18 airlines.

2.5 Gliding. Ian Oldaker, Bernald Smith and Ian Strachan had just attended the IGC Plenary meeting in Lausanne. Ian Strachan gave a presentation on behalf of IGC that is referenced at Annex D to the CANS minutes.

2.6 Definitions for Sporting Aircraft. EASA had its own definitions for sport aircraft such as glider and hang gliders, but ICAO had another set. The General Section (GS) of the Sporting Code had FAI's definitions for the various classes of sporting aircraft. It was suggested that these should be offered for other bodies to use.

2.7 FAI Annual Statistics. FAI made an annual request for statistics on sport flying activities. These could be used to show the large size of our movement when we are involved at National or regional level in discussions with Air Traffic Management and Regulatory Authorities. The reply-rate from FAI member nations was said to be as low as 15%, so FAI statistics on the numbers of Air Sport Persons (ASPs) and Air Vehicles were not well based, and should be improved.

2.7.1 Germany. It was reported that there are about 7500 gliders and 30,000 glider pilots, impressive figures that could be used when presenting cases for airspace freedom to Authorities.

2.7.2 UK. The numbers of the different classes of sport aircraft had been obtained from a UK CAA report on General Aviation. These showed that GA & Sport aircraft were abour 96% of the total number of aircraft currently registered in the UK (table, annex to the CANS Minutes).

2.7.3 Other Nations. Numbers of air sport participants were the members of the various Associations, which should be easy to obtain. Numbers of air vehicles in the various classes including General and Sport aircraft are available from the National bodies that register such figures (including the Regulatory Authorities themselves). Some figures for Germany are referenced in an Annex to the CANS minutes.

3. CANS Policy Statement on Airspace. A resolution on Airspace had been passed by the FAI General Conference in 2006 in Chile. A CANS statement amplified the Chile statement and would be placed on the CANS web page.

3.1 Representation on Other Organisations. Bernald Smith suggested that CANS should recommend that FAI should have observer status on other organisations. These included the International Committee on GNSS (ICG) , EUROCAE (the European equivalent of the US RTCA) and other Eurocontrol bodies (such as the Central European Air Traffic Services (CEATS) Coordination Group).

4. Navigation and Avionics. Ian Strachan had attended a two-day conference in London on future Air Traffic Management systems, and summarised some key points. This presentation is available on the CANS web site

4.1 London Conference. This conference was at the Royal Aeronautical Society and was called Surveillance Technology, "SurTech" for short. As well as industry, presenters were from Deutsche FlugSicherung (DFS) (Andreas Krebber), EUROCAE (David Bowen), Eurocontrol (Jean Luc Garnier, Thomas Oster, Mel Rees), European Commission (Sven Halle), FAA (Don Ward), and National Air Traffic Services (UK) (Jason Strong). Mode S radar transponders and the future transition to the GPS-based ADS-B system were comprehensively covered. A PowerPoint presentation summarising some points from the conference is on the CANS web pages.

4.1.1 Multilateraion. This is where an array of relatively simple ground receiver stations is used to establish aircraft position from an number of different types of aircraft transmissions. Such transmissions could be from transponders, ADS-B or even special R/T. It appeared that Multilateration systems could be a bridge between radar transponders and the full ADS-B system of the future, and could prolong the life of radar transponders until they were eventually replaced by GNSS systems.

5. CANS Web Site. The CANS Glossary contained terms on airspace and navigation (http://www.fai.org/system/files/cans_glossary_20090413.pdf) and extracts were used during the meeting where technical definitions were useful to the subject.

6. The future. A CANS plenary is to be held 1-2 February 2010 in Frankfurt.

6.1 Status of Commission Representatives on FAI Technical Commissions. Air Sport Commission representatives on FAI technical commissions have no vote and effectively attend only as Observers. Since there are only 10 Air Sport Commissions and some 80 National FAI members, this is unfair to the Commissions, which are fundamental elements in the FAI structure. As proposed to the 2008 and 2009 IGC Plenaries, FAI By-Laws should be amended to give equal status on FAI Technical Commissions to the nominees of both ASCs and Nations. A draft amendment to By-Law 5.3.9 is at Annex A and is similar to what was sent to FAI in 2008 and 2009 but has so far failed to appear in the FAI General Conference agenda for a decision. This reflects badly on FAI procedures. It is proposed that this Annex be sent under the signature of the IGC President to the FAI Statutes Committee for action in 2010. We should insist that the matter is on the agenda of the next FAI General Conference and should not be merely set on one side as it has been over the last two years.

6.2 Increase CANS membership. Only 8 nations out of about 80 and 3 Commissions out of 10 attended the Frankfurt CANS meeting. In view of the importance of airspace to all FAI activities, this participation should be increased. It is proposed that at the Commission Presidents meetings in June and October, that increased CANS participation be raised as an agenda item.

Ian Strachan
IGC CANS Representative
ian@ukiws.demon.co.uk

Annex: Proposed change to FAI By-Law 5.3.9

International Gliding Commission
of the
Féderation Aéronautique Internationale

From: **President, IGC**
Date: **XX March 2010**
To: **FAI Statutes Committee, FAI Secretary General**
Copy: FAI Executive Board

FAI Technical Commissions - Status of Commission Representatives

Dear friends

You may recall that the status of Air Sport Commission representatives on FAI Technical Commissions has been raised at the last two IGC Plenaries. This letter is a proposal for a small change to FAI By-Law 5.3.9 for decision by the next FAI General Conference.

The existing IGC ByLaw 5.3.9 says that Air Sport Commission representatives "may speak, but have no vote at such meetings". This effectively reduces them to Observer status, a position that we simply do not understand when Commissions have important roles to play across all FAI activities In addition, it makes Commission nominees ineligible to stand for Bureau positions on Technical Commissions, which are therefore occupied exclusively by National delegates. This is particularly anomalous when there are over 80 Nations in FAI and only 10 Air Sport Commissions. The position of ASC nominees on the General Sporting Commission (CASI) is much more equitable.

The IGC position is that all nominees to FAI Technical Commissions should have equal status whether nominated by a Nation or an Air Sport Commission.

At annex is a proposal for a change to ByLaw 5.3.9. Please place this on the agenda of General Conference and for the attention the Statutes Committee so that they can consider it at their next meeting. IGC would like to be notified of the views of the Statutes Committee so that we can consider modifying our proposal if necessary.

Yours sincerely,

Bob Henderson, IGC President. Annex: Proposal to amend ByLaw 5.3.9

Annex A to the FAI General Conference Agenda

IGC proposal to FAI to give equal status to National and Air Sport Commission nominees to FAI Technical Commissions

Background:

There are over 80 Nations in FAI but only 10 Air Sport Commissions (ASCs). The Air Sport Commissions, formed of National delegates, have a vital role to play in all FAI activities. It is therefore not understood why ASC nominees to FAI Technical Commissions have no vote, essentially having only Observer status (ByLaw 5.3.9).

However, it is noted that in the FAI General Sporting Commission (CASI), ASC nominees have equal status to those nominated by Nations.

This principle should also be followed in FAI Technical Commissions.

Proposal:

It is therefore proposed that ASC and National nominees to FAI Technical Commissions should have equal status to those nominated by Nations. A small change to ByLaw 5.3.9 is proposed below.

Existing ByLaw 5.3.9 : "Each Air Sport Commission may nominate a representative to attend meetings and to receive papers of each of the Technical Commissions. Such representatives may speak, but have no vote at such meetings."

Change 5.3.9 to : "An Air Sport Commission may nominate a delegate to a Technical Commission. Such delegates shall have the same status and voting powers as National delegates."

Country Development working group

Annual report 2009-2010

The bulk of work conducted by the working group this year involved the Online Pilot Survey. About 3400 pilots from 55 countries participated in the survey, representing about 2.8% of the world's glider pilots. In addition to that, about 2000 people registered to participate in further follow-up research to be conducted by the group.

The results of the survey, which will be available for the IGC plenary session, will be significant in enhancing the group's understanding of the global gliding movement and in defining the shape of development initiatives to come.

The group also worked to refine its strategy for the rollout of future development efforts. As a result, a decision was made to develop an internet presence to act as the corner-stone for future initiatives. This website is expected to come online in Spring 2010. At first it will feature the reports delivered by the group as well as a Soaring County Directory, which will aggregate information compiled by the research on a per country basis. The site will be further developed to act as a focus point for information and discussion of development issues.

In parallel, a Pilot Exchange Program will be introduced, thought the website, which will link experienced pilots willing to fly in new places with gliding locations in emerging countries wanting to share experiences and learn from expert pilots.

The working group will also focus on building on the research already conducted by reaching out to contacts already established for follow-ups as well as contacting major stake-holders in the movement such as NACs and clubs.

Another major priority will be to increase participation by interested parties in the workings of the group so as to gather additional resources for development work and build networks with key persons within the individual national gliding movements.

This work will lay the foundation for further development efforts, for which planning will start this year.

January 2010

Alexander Georgas

Chairman - Country Development working group

IGC SAILPLANE GRAND PRIX
ACTION PLAN
January 2010

Vision (Mission)

To use the Sailplane Grand Prix concept to combine the spectacle of gliding and glider racing with a short, sharp and understandable format to attract the media and the public to the sport of gliding.

Goals of the SGP

The IGC Bureau has defined three goals for the SGP:

1. To **educate** the general public about the sport of gliding including the challenges of glider racing, the performance of modern gliders and the excitement of the GP race through the use of television as the primary medium

2. To **engage** glider pilots with the GP race format using the internet as the primary medium

3. To **entertain** the public and glider pilots through television and the internet

4. To **create sponsorship** opportunities to benefit all aspects of the sport of gliding

Strategic Actions

Goal no. 1 - Educate by using visual imagery combined with professional commentary. Outputs may be TV programmes, DVD products, Intenet (YouTube)

Goal no. 2 - Engage by providing internet based tools and commnetary to enable glider pilots to follow the races and selected pilots. Outputs may be tracking; interactive tracking; interactive commentary; delayed coverage; replayed coverage

Goal no. 3 - Entertain by creating stories about gliding and "heroes" amongst the competing glider pilots. Outputs may be visual imagery products (as per Goal no. 1) and internet based (as per Goal no 2)

Goal no. 4 - Create sponsorship by providing an entertaining television and internet product that creates value for potential sponsors by increasing their opportunities for public exposure. Outputs will be visual imagery products and internet based

Tactics/ Solutions to Achieve the Goals

Ensure high quality consistent and safe events through:

- IGC appointed "Director of the GP" to provide overall management of the product, races, and coordination with local organisers and media providers
- Race management by IGC selected personnel including Contest Director and Scorer
- Constant review of the product and achievement of the goals during and at the end of each GP Round

Provision of high quality internet and visual imagery products through:

- Creation of partnership through FAI with potential technical providers
- Creation of partnerships through FAI with skilled media producers
- Development of protocols for internet support to tracking and live streaming products
- Developments of protocols for live filming on the ground and in the air of the GP race and the pilots

Creation of a story and "heroes" by:

- Following pilots progressing through the QGPs to the Final
- Ensuring the pilots are clearly identifiable as individuals and nationally through branding (uniforms; logos on gliders etc)
- Modifying the "race" as necessary to enable the telling of a story and the creation of "drama" to hold public interest

Providing competent GP events by:

- Identifying the role for the Local Organiser and their relationship with the FAI/IGC Officials and with the media providers
- Seeking hosts who can provide the infrastructure necessary to support the media technical requirements
- Ensuring the Local Organiser has experience in running gliding competitions, has a pool of volunteers to assist and has accommodation and catering facilities on or adjacent to the airfield

REPORT FROM THE IGC HISTORY SUB-COMMITTEE

For the IGC meeting March 2010
By Tor Johannessen

The sub-committee for IGC history consists now of Fred Weinholtz, Angela Sheard, John Roake, Peter Selinger and Tor Johannessen. Wolfgang Weinreich, Loek Boermans, Ian Strachan, Wally Kahn, Manfred Reinhardt and Art Greenfield (NAA) have all been very helpful, as well as Theo Rack, the manager of the museum in Wasserkuppe.

The search for the early part of the commission's history goes on. The archives of the late Hein Schwing in Amsterdam, the Rhön Segelflugmuseum on the Wasserkuppe, the Royal Aero Club at Hendon, and Wally Kahn's big library in his home have all been searched for relevant information. The results were somewhat disappointing.

It has also proven more difficult than anticipated to locate the whereabouts of the papers confiscated in 1945. We have been in contact with the National Air Force Museum at Wright-Patterson Air Force Base in Ohio, with the Library of Congress and the National Archives in Washington DC, and are now in contact with the German Bundesarchiv in Freiburg where we hope to find the papers or microfilm of them after the IGC meeting.

The time that our work will take has been greatly underestimated. My guess now is that we might have a product in two years' time from now. We intend to have both an English and a German version of the history.

As also mentioned in my last year's report we are still missing the IGC (CIVV) minutes from 1956 (St Yan) and 1958 (Leszno). Any help from the delegates in finding these minutes in their NAC's archive will be highly appreciated!

Report to the IGC Plenum

Scoring Software Testing Group

Jan. 14th 2010

Actions in 2009:

Last year was not very active for the group. Some issues rising from the FAI sanctioned competitions during the summer were dealt with. These included the use of correct scoring script and specially the problems Stewards have making cross checking of the scores to validate the script used. This problem will be issued in the action plan. (Guide for scorers and software printout)

Also the fact that often the validity of all IGC files is not checked during a competition has to be addressed. We encourage the Software developers to create means for validating all the files at once possibly after release of unofficial results. This prevents changing the file content after the flight.

The group meets during the 2010 IGC plenum to re-think our working methods and to boost up the work in progress.

Website:

A Scoring website is being set up. It will be placed under the FAI web pages and will contain information and data for evaluation of the scores. In the future it will also include method to inform the group about problems in scoring.

Guide for scorers:

A guide for scorers in international competitions is being made. The guide will include good practices to solve different issues during scoring. It is not our intention to publish a 'scoring manual' but rather a FAQ type check list. This guide is in the draft phase.

Change requests for software printout:

The day parameters used in scoring will be added to the results printed out in the FAI sanctioned competitions. Also the FAI logo should be added to all printouts as well as online results.

Members of the group:

Visa-Matti Leinikki (chairman), Peter Ryder, Angel Casado, Hans Trautenberg, Tim Shirley and Peter Platzer

Helsinki, January 14^{h} 2010

Visa-Matti Leinikki

REPORT FROM THE IGC REPRESENTATIVE TO CASI

For the IGC meeting March 2010
By Tor Johannessen

The FAI General Conference (GC) with the two CASI meetings were held in October in Incheon in Korea.

The CASI Bureau has consisted of President Henk Maertens (Australia), 1st Vice President John Grubbström, Sweden, Vice Presidents John Aldridge (CIVL), Graeme Windsor (CIP) and Jean-Pierre Delmas (France), and Secretary Gill Winter (France).

Two of the ten NACs elected to be part of CASI were absent this year

The following subjects were discussed and voted upon:

1. The proposal from the Awards Ceremony Protocol, based on my proposal (with great help from Peter Ryder), was approved unanimously.
2. Continental Records. A proposal from FAI to introduce continental records in the General Section of the Sporting Code was approved unanimously. A working group consisting of representatives from four of the ASCs was established to better define the records. Hans Obermeyer was nominated as the IGC member of the WG.
3. The intent of a proposal from Greece regarding insurance at FAI events was accepted. A suitable wording will be proposed by the CASI at a later date.
4. The recommendations from the IASB (International Air Sports Board) at the World Air Games in Torino were adopted..
5. Some editorial amendments to the General Section from the FAI Secretariat were adopted unanimously.
6. A proposal from IPC regarding the definition of a parachute (to include the word “fabric”) led to an interesting discussion. It was approved by a vote of 10-2 with 4 abstentions.
7. Revision of SC 11. After some discussion it was decided that SC11 needed to be updated. A WG consisting of Henk Meertens, John Aldridge, Thierry Villey and Buzz Bennett was formed.
8. Proposals from UK, a leftover from the two last years. The new WG, established last year, did not provide a written report but reported verbally. It proposed not to include the proposals regarding unit of measurement, distance of earth surface and definition of time in the GS of the SC. The verbal report was adopted.
9. Standards of Distance Measurement. The President expressed concern that the wording of GS 7.3.1.1 does not reflect what is actually happening in the ASCs. A WG consisting of Henk Meertens and Tor Johannessen was asked to review the paragraph. Bernald Smith will assist.

At the General Conference the following NACs were elected: Australia, Czech Republic, France, Germany, Poland, Serbia, Spain, Sweden, Switzerland and USA.

The Bureau members were reelected:
President Henk Maertens (Australia), 1st Vice President John Grubbström (Sweden), Vice Presidents John Aldridge (CIVL), Jean-Pierre Delmas France) and Graeme Windsor (CIP), and Secretary Gill Winter (France).

Report to the IGC-Meeting 2010

The past year required, as in previous years, a significant volume of activity from the Executive Board. Detailed information will be provided by the Board and Technical Officers at the Congress Meeting of 27-28 February 2010 in Olten (CH).

Below a short overview of the subjects requiring our effort during the last and coming months.

EASA has continued to publish a flow of NPA's, CRD's and Opinions.
(NPA: Notice of Proposed Amendment – Proposal of new rulemaking or changes, CRD: Comment Response Document – EASA's reply on the comments they received on NPA's, Opinion: final EASA proposal to the EU Commission)
The EGU has done its best to attend workshops/meetings and to comment on all these documents while respecting the time frame:

- NPA 2008-17 a/c Implementing Rules for Personal Licensing

Due to the mass number of replies, the publication of the CRD is delayed and is now expected to be distributed in March 2010. The medical part – still under very high pressure - will be handled separately and the CRD might be published in June 2010. This means that the whole implementation will encounter a vast delay and we still have to wait for the so called "cover regulation" to know how the transfer of all licences will be handled.
Up to now, we can assure you that the input for our sport in the NPA via our representatives in the different working groups survives largely unchanged. The FCL.008 working group is still coping with the cloud flying issue.

- NPA 2008-22 a/g Authority and Organisation Requirements

At the end of May, we posted our comments and here too we have to wait for the CRD. A very important item is the requirement that all training must be offered via so called 'Approved Training Organisations'.
Even the relaxed requirements for the "small organisations" didn't fit for our sport at all and our comments were transmitted in clear language!
After some contacts with EASA, there was an opening for air sports to provide them with alternatives.
A proposal for training in the non-profit area for gliding, ballooning and powered flight will be discussed with EASA under the EAS umbrella in the coming weeks.

- NPA 2009-01 Operational Suitability Certificate

Here, a special certification process was announced to operate an aircraft. As this is directly related to the design and manufacturers side, comments were handed in by Werner Scholz on behalf of the Manufacturers' Organisation. It seems that a solution for sailplanes could be found in an extra paragraph in the certification requirements 'CS 22'.

- NPA 2009-02 Implementing Rules for Air Operations

With over 1200 pages, luckily 'only' a few hundred related to our activities, this NPA was also a hard job to handle. Finally, the requirements for our operations seemed less harmful than expected, but the necessary comments were posted in due time. For the outcome, we have, once again, to await the CRD.

- CRD 2008-03 Licences for Non Complex Aircraft Maintenance Engineers

This publication gave us a clearer view about the 'Light Licence' for the maintenance of the ELA1 aircraft (sailplanes, powered sailplanes).
Although the ELA-concept is part of the new Basic Regulation (216/2008,) we still have to wait for the publication of the adapted Implementing Rules of Part 21.

Part M – Regulation on Maintenance & Airworthiness
These rules are now fully operational. To discover the impact on our gliding activities a questionnaire that was posted to the members. The goal is to have a clear overview on how maintenance and airworthiness is now organised in our member gliding federations. This is vital information we need in

future meetings with EASA and the EU-Commission.

Aerodromes
The new Reg. 1108/2009 has now also enlarged the Basic Regulation regarding aerodromes, air traffic management and air navigation services. Thanks to a very early action via EAS, a derogation for smaller airfields is foreseen and the fields used by us will stay outside EASA's field of competence and remain under the supervision of the NAA's.

Airspace
EGU attended a large number of meetings related to airspace and organised the annual workshop for the members on 14th November in Luxembourg.

Statistics
Another important item in negotiations are our statistics on activities, incidents and accidents. In fact EGU is the only organisation that can present reliable figures.

Finances
The EGU's financial situation is healthy. The budget for 2010 as proposed by the Board to the Congress keeps the membership fees unchanged.

Membership
EGU counts 22 full members and 3 associate members. We do hope that a few members will pay their arrears and remain member. It is important to have the whole gliding community covered.

Communication
Thanks to Roland's webmaster task, EGU has a very useful website with easy access to all reports, documents, regulations, etc. The publication of more up-to-date news or even a regular newsletter is a dream for 2010.

Relations
As in the past, EGU maintains very good relations with Europe Air Sports. It is an important platform for presenting the whole air sport community (large figures count!) getting an entry at the political level, such as the EU-Commission, EU-DG's and regular meetings with EASA. There is no doubt to keep also close contact and exchange of information with IGC. With the necessary independence but in cooperation with the other partners, we can survive in this complex world.

Conclusion
The work of EGU is very demanding, time consuming and not always giving fun! We are only able to keep on going thanks to the devoted commitment of the Board members and Roland Stuck. But… we also need the support of the whole gliding community to continue.

For more information on the EGU activities, please consult our website

www.egu-info.org

Patrick Pauwels
President
2010-01-10

OLC – Specialist Report
OLC Season 2008/2009

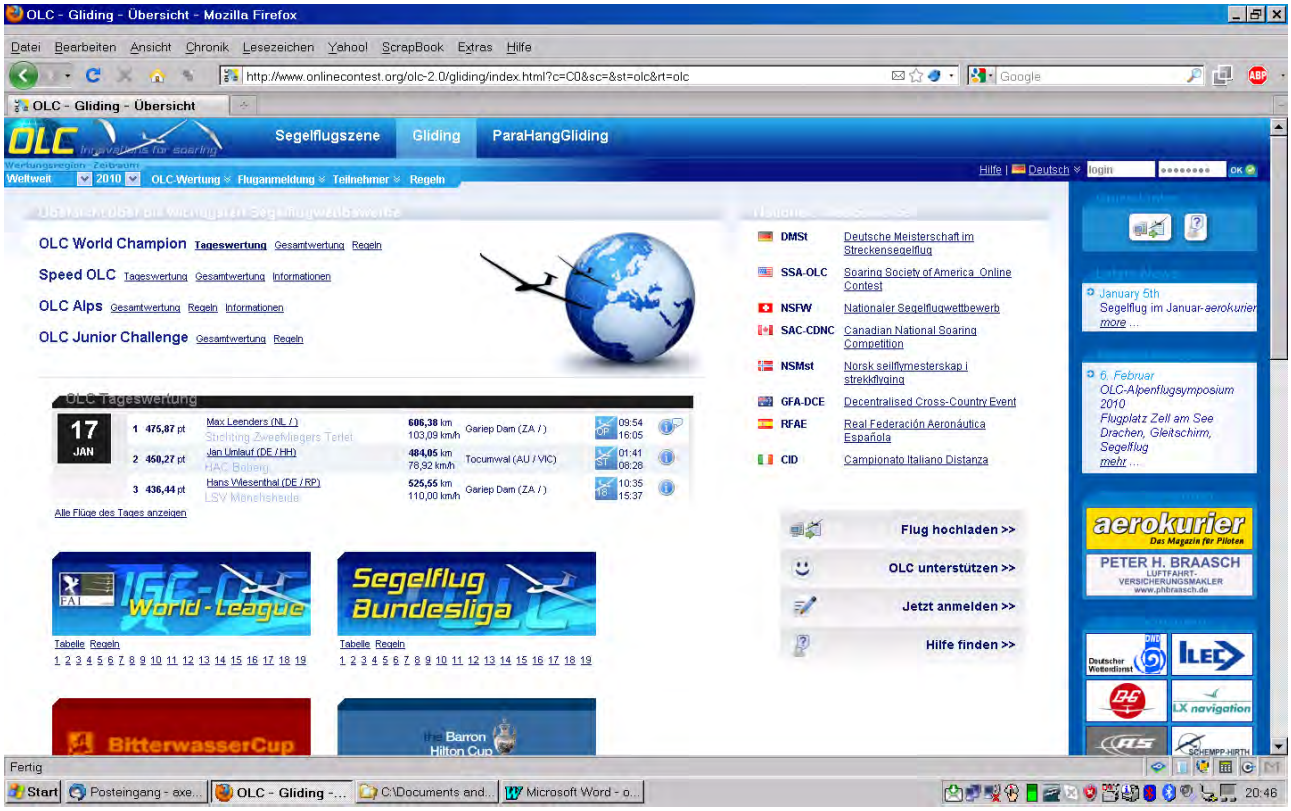
Axel Reich

January 17, 2010

Dear Friends,

the 2009 OLC – Year was used to further develop the OLC 2.0 platform.

In summer 2009, the starting website of the gliding results was given a new layout.



Development of the OLC since 2003:

OLC-Season 2009

107.194	Flights	+20%
28.691.130	Kilometer	+13%
13.424	Participants	+12%
2.023.859	users	+15%
40.104.668	Hits	+21%

OLC-Season 2008

89.355 Flights
25.346.736 Kilometer
11.980 Participants
1.753.977 Users
33.278.163 Hits

OLC-Season 2007

80.718 Flights
20.970.273 Kilometer
11.337 Participants

OLC-Season 2006

82.649 Flights
20.579.343 Kilometer
12.239 Participants

OLC-Season 2005

74.679 Flights
18.329.488 Kilometer
11.434 Participant

OLC-Saison 2004

64.393 Flights
16.176.347 Kilometer
10.011 Participants

OLC-Saison 2003

63.557 Flights
16.950.990 Kilometer
9.211 Participants

Today the OLC offers:

- **Worldwide Contest (OLC-Classic / OLC-Alps(Europe) / OLC-ParaHangGliding / FAI-OLC / BarronHiltonCup(terminated in 2009) / BitterwasserCup (Europe)**
- **6 Continental Contest in Africa / Asia / Australia-Oceania / Europe / North America / South America**
- **37 National Contests**
- **Namibia, South Africa, Israel, Japan, Australia, New Zealand, Austria, Belgium, Croatia, Czech Republic/Slovakia, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Luxembourg, Netherlands, Norway, Poland, Portugal, Russia, Serbia/Montenegro, Slovenia, Spain, Sweden, Switzerland, united Kingdom, USA, Argentina, Brazil, Chile, Colombia, Ecuador.**
  (All Contest are offered also for hang-/paragliding)

These national Contest were implemented either due to the fact, that a representative of a NAC asked

the OLC Team or interested Pilots of these countries asked for it.

- **Australia, Canada, Switzerland, Germany , Norway and the Italian Gliding Organization "FIVV" are running their official National decentralized Contest with their own independent rules on the OLC server.**

Netherlands and USA are using the OLC with OLC rules for their National Contest.

- **The following League's are implemented so far:**

  IGC-OLC League, Germany (First / Second / State), SSA-League USA, NL-League / South America League.

Without any doubt, the OLC is the dominating Platform for Cross-Country gliding in the World. To document the need for airspace, the traces of 100.000 igc-files out of the OLC archive are evaluated and visualized .

The Participation of the IGC-OLC World League slightly increased to 1067.

Congratulation to the Winner of the IGC-OLC World League 2009

(the 250 best ranked clubs are listed below)

#	Punkte	Speed	Club
1	599	6.509,94	Albuquerque Soaring (US / R9: AZ CO NM UT WY)
2	452	5.396,60	Warner Springs Gliders (US / R12: CA-S)
3	448	5.632,68	Tucson Soaring Club (US / R9: AZ CO NM UT WY)
4	327	4.962,48	SFZ Königsdorf (DE / BY)
5	298	4.670,46	HAC Boberg (DE / HH)
6	268	5.001,88	LSV Schwarzwald (DE / BW)
7	265	4.771,32	SFG Donauwörth-Monheim (DE / BY)
8	263	4.674,28	SG Knonaueramt (CH)
9	257	3.756,00	Caracole Soaring (US / R12: CA-S)
10	254	4.128,55	Porin Ilmailukerho (FI)
11	250	4.481,87	HVL Boberg (DE / HH)
12	242	4.648,52	SFC Hirzenhain (DE / HE)
13	240	4.709,21	FSC Odenwald Walldürn (DE / BW)
14	239	3.713,76	TSA-Texas Soaring Association (US / R10: AR KS LA MO-W NE OK)
15	238	3.928,17	LSV Altkreis Isenhag (DE / NI)
16	233	4.478,80	LSG Bayreuth (DE / BY)

			Northern California Soaring Ass.
17	232	4.028,84	(US / R11: CA-N GU HI NV)
			SGC Seattle Glider Council
18	221	4.076,77	(US / R8: AK ID MT OR WA)
			Soaring Club of Houston
19	216	4.218,78	(US / R10: AR KS LA MO-W NE OK)
			LSC Schliersee
20	209	3.420,71	(DE / BY)
			Aeroclub de Ocana
21	208	4.091,21	(ES)
			Soaring Society of Boulder
22	200	3.317,84	(US / R9: AZ CO NM UT WY)
			SFG Giulini/Ludwigshafen
23	199	4.747,96	(DE / RP)
			Tehachapi Soaring
24	196	3.999,02	(US / R12: CA-S)
			Hole in the Wall
25	196	3.194,38	(US / R12: CA-S)
			FCC-Berlin
26	192	4.552,85	(DE / BL)
			Canadian Rockies Soaring Club
27	191	3.622,08	(CA / BC/A)
			FLG Blaubeuren
28	189	3.875,95	(DE / BW)
			LSG Fallersleben
29	182	4.517,22	(DE / NI)
			AC Langenselbold
30	180	4.612,11	(DE / HE)
			FK Brandenburg
31	180	4.326,79	(DE / BB)
			Cl. Cumulus Fuentemilanos
32	178	4.119,62	(ES)
			LfV Greven
33	174	4.288,77	(DE / NW)
			SFV Mannheim
34	169	3.931,81	(DE / BW)
			ASA - Arizona Soaring Assn.
35	166	2.812,17	(US / R9: AZ CO NM UT WY)
			LSG Hersbruck
36	165	4.107,96	(DE / BY)
			Black Forest Soaring
37	163	2.820,97	(US / R9: AZ CO NM UT WY)
			LSR Aalen
38	161	4.478,12	(DE / BW)
			FSV Laichingen
39	160	4.460,98	(DE / BW)
			LSV Bückeburg-Weinberg
40	157	4.157,46	(DE / NI)
			AC Braunschweig
41	153	3.837,26	(DE / NI)
			Aero-Club Ansbach
42	148	3.836,06	(DE / BY)

			SFV Geratshof Landsberg
43	146	4.132,92	(DE / BY)
			FG Oerlinghausen
44	145	3.844,85	(DE / NW)
			LSV Schneverdingen
45	145	3.640,27	(DE / NI)
			SFZ Ottengrüner Heide
46	132	3.768,87	(DE / BY)
			FLC Schwandorf
47	131	3.477,94	(DE / BY)
			Amsterdamsche C v Zweefvliegen
48	129	3.841,69	(NL)
			AVR - Ass. Vol. Roma
49	129	2.993,42	(IT)
			LSV Gifhorn
50	126	3.508,83	(DE / NI)
			AC Pirna
51	124	3.826,09	(DE / SN)
			SFV Bad Wörishofen
52	124	3.668,23	(DE / BY)
			Aeroclube do Planalto Central
53	121	3.171,82	(BR)
			Tampereen Ilmailuyhdistys
54	121	3.049,17	(FI)
			Fliegergruppe Wolf Hirth
55	117	4.125,71	(DE / BW)
			SG Lägern
56	115	3.475,68	(CH)
			ALC Lesce/Bled
57	110	2.246,71	(SI)
			FSV Sindelfingen
58	109	3.491,68	(DE / BW)
			SFC Ulm
59	108	3.863,42	(DE / BW)
			SFC SchwÃ¤bisch Hall
60	108	3.393,73	(DE / BW)
			FLG Dettingen/Teck
61	107	4.408,68	(DE / BW)
			FG Schwäbisch Gmünd
62	102	3.525,05	(DE / BW)
			M-ASA Mid-Atlantic Soaring Assn
63	102	2.620,25	(US / R4: DE DC MD VA WV)
			Centre de Vol a Vela de la Cerdanya
64	102	2.487,49	(ES)
			Ridge Soaring Irregulars
65	102	1.814,24	(US / R2: NJ NY-S PA-E)
			FSV Gerstetten
66	96	3.997,08	(DE / BW)
			AFZ Unterwössen
67	96	3.288,15	(DE / BY)
			Fault Line Flyers
68	93	2.025,59	(US / R10: AR KS LA MO-W NE OK)

			SG Dittingen
69	92	3.382,69	(CH)
			AC Bonn-Hangelar
70	91	3.578,49	(DE / NW)
			Aero Team Klix
71	91	3.099,16	(DE / SN)
			Nuorisoilmailijat
72	87	2.288,55	(FI)
			Williams Soaring Center
73	84	3.424,46	(US / R11: CA-N GU HI NV)
			Minden Soaring Club
74	84	1.885,52	(US / R11: CA-N GU HI NV)
			Darling Downs Soaring Club
75	81	2.454,75	(AU / QLD)
			Hannoverscher Aero-Club e.V.
76	80	3.412,66	(DE / NI)
			Nitra
77	78	2.559,38	(TS / SK)
			AC Pirmasens
78	78	2.055,80	(DE / RP)
			Greater Houston Soaring
79	77	1.885,42	(US / R10: AR KS LA MO-W NE OK)
			AeC Bolzano
80	77	1.802,24	(IT)
			SFV Hoya
81	76	3.856,22	(DE / NI)
			SOSA Gliding Club
82	72	2.048,07	(CA / ON/Q)
			London Gliding Club
83	71	2.733,97	(UK)
			AeC Pavullo
84	71	2.678,50	(IT)
			SG Solothurn
85	70	3.493,39	(CH)
			Gardermoen Seilflyklubb
86	68	1.662,28	(NO)
			LSG Bietigheim-Löchgau
87	67	2.919,30	(DE / BW)
			FV Celle
88	61	3.579,28	(DE / NI)
			NTH Flyklubb
89	59	1.834,79	(NO)
			AC Esslingen
90	53	3.956,34	(DE / BW)
			Cl. Vol a Vela Igualada
91	52	2.183,60	(ES)
			LSV Burgdorf
92	51	3.090,93	(DE / NI)
			LSV Regensburg
93	51	2.856,89	(DE / BY)
			LSV Mönchsheide
94	51	2.274,28	(DE / RP)

		GBSC Boston
95	51 1.931,06	(US / R1: CT ME MA NH RI VT)
		LSG Ravensburg
96	50 3.480,48	(DE / BW)
		LSV Borken
97	50 2.767,30	(DE / NW)
		Parma Soaring
98	50 1.214,79	(IT)
		AVL - AeC Vol. Lariano
99	49 1.354,13	(IT)
		Las Vegas Valley Soaring Association
100	47 2.251,98	(US / R11: CA-N GU HI NV)
		Espoon Ilmailukerho
101	46 1.431,40	(FI)
		ACAO - AeC Vol. Adele Orsi
102	46 863,26	(IT)
		LSV Delmenhorst
103	44 3.278,52	(DE / NI)
		FC Kamenz
104	44 2.320,44	(DE / SN)
		SFG Singen
105	43 2.419,09	(DE / BW)
		LSC Erftland
106	42 2.701,32	(DE / NW)
		SFG Wershofen
107	40 1.981,37	(DE / RP)
		FG Neckartal Köngen
108	40 1.170,10	(DE / BW)
		AeC Vol. Mugello
109	40 993,54	(IT)
		LG Hotzenwald
110	39 2.386,22	(DE / BW)
		LSC Bad Homburg
111	38 3.134,92	(DE / HE)
		SFZ Aero Jena
112	38 2.868,15	(DE / TH)
		LSC Ueckerfalken
113	38 2.586,32	(DE / MV)
		LSC Burg Feuerstein
114	38 1.849,21	(DE / BY)
		Eindhovense Aeroclub ZC
115	37 2.614,59	(NL)
		NUTSO
116	37 1.409,14	(US / R9: AZ CO NM UT WY)
		US Air Force Academy
117	37 769,77	(US / R9: AZ CO NM UT WY)
		WFG Lemwerder
118	36 2.666,69	(DE / HB)
		AVA - AeC Vol. Alpino
119	36 2.302,39	(IT)
		AeC Kropp
120	36 2.101,56	(DE / SH)

		AC Hodenhagen
121	36 1.981,98	(DE / NI)
		SFG Werdenfels
122	36 1.366,12	(DE / BY)
		LSV Homberg/Ohm
123	35 2.951,04	(DE / HE)
		LSV Neuhausen
124	35 2.742,14	(DE / BB)
		Gelderse Zweefvliegclub
125	35 2.537,82	(NL)
		LSV Zellertal
126	35 1.446,28	(DE / BY)
		DJK Landau
127	34 3.185,76	(DE / RP)
		PSV Nürnberg
128	34 2.840,24	(DE / BY)
		FG Wuppertal Radevormwald
129	34 2.298,40	(DE / NW)
		LV Oberberg
130	33 2.678,51	(DE / NW)
		FC Strausberg
131	33 2.455,47	(DE / BB)
		GFS Wasserkuppe
132	33 2.442,63	(DE / HE)
		Willamette Valley Soaring
133	33 2.215,86	(US / R8: AK ID MT OR WA)
		SG Birrfeld
134	32 1.953,01	(CH)
		AC von Lübeck
135	32 1.852,75	(DE / SH)
		Drammen Flyklubb
136	32 1.776,32	(NO)
		SG Bern
137	32 1.693,95	(CH)
		Hollister Gliding Cl
138	32 1.573,28	(US / R11: CA-N GU HI NV)
		VSS Leipzig/Roitzschjora
139	32 1.441,19	(DE / SN)
		FG Freudenstadt
140	31 3.624,43	(DE / BW)
		FSVO Reinheim
141	31 3.576,96	(DE / HE)
		AC Bamberg
142	31 2.638,13	(DE / BY)
		Aero-Club Rhein-Nahe
143	30 2.452,72	(DE / RP)
		FSV Neustadt/Weinstr
144	30 1.671,08	(DE / RP)
		Pemberton Soaring
145	30 1.668,16	(CA / BC/A)
		Os Aero Klubb
146	30 410,66	(NO)

		LSC Bayer Leverkusen
147	29 3.428,15	(DE / NW)
		AVM - AeC Vol. Milanese
148	29 758,33	(IT)
		LSV Stade
149	28 2.256,50	(DE / NI)
		SG Lenzburg
150	28 1.774,60	(CH)
		Central IndianaSoaring Society
151	28 1.386,02	(US / R6: IN KY MI OH)
		AC Bad Nauheim
152	27 2.574,17	(DE / HE)
		LSV FÃ¼ssen
153	27 2.250,18	(DE / BY)
		LSV Kreis Pinneberg
154	27 1.673,92	(DE / SH)
		AC Fürth
155	26 3.336,03	(DE / BY)
		FC Condor Antersberg
156	26 2.640,95	(DE / BY)
		SFG Bremen
157	26 2.188,52	(DE / HB)
		FSV Tübingen
158	25 3.721,88	(DE / BW)
		LVU Bremerhaven
159	25 3.109,44	(DE / HB)
		LSV Dorsten
160	25 2.619,48	(DE / NW)
		Dithmarscher LSV
161	25 1.439,04	(DE / SH)
		Hämeenlinnan Ilmailukerho
162	25 868,53	(FI)
		Zweefvliegclub Deelen
163	24 2.567,01	(NL)
		LSV Albatros
164	24 2.148,92	(DE / BY)
		FC Rostock
165	24 1.851,51	(DE / MV)
		Club GTA
166	24 1.720,15	(US / R5: AL FL GA MS NC SC TN)
		FSV Mössingen
167	23 1.832,25	(DE / BW)
		Harris Hill Soaring Corporation
168	23 1.562,32	(US / R3: NY-N PA-W)
		Akaflieg Frankfurt
169	22 3.258,75	(DE / HE)
		LSV Grambeker Heide
170	22 2.793,04	(DE / SH)
		AC NastÃ¤tten
171	21 3.185,71	(DE / RP)
		FG Geislingen/Steige
172	21 3.049,14	(DE / BW)

		SFG Bensheim
173	21 2.698,92	(DE / HE)
		Caesar Creek Soaring
174	21 2.088,99	(US / R6: IN KY MI OH)
		FLG Grabenstetten
175	20 2.356,39	(DE / BW)
		FSG Ã–hringen
176	20 2.074,37	(DE / BW)
		LSV Kreis Osterode
177	20 2.063,74	(DE / NI)
		VfS Krefeld
178	20 1.963,79	(DE / NW)
		Carolina Soaring Association
179	20 1.860,84	(US / R5: AL FL GA MS NC SC TN)
		GVV Valais
180	20 1.839,91	(CH)
		Stichting Zweefvliegers Terlet
181	20 1.639,82	(NL)
		LSV Schwarzwald-Baar
182	20 1.324,67	(DE / BW)
		AC Bayer Uerdingen
183	19 3.166,08	(DE / NW)
		FG Offenburg
184	19 1.827,38	(DE / BW)
		Ludwigshafen II
185	18 3.947,01	(DE / RP)
		AC Baden-Baden
186	18 3.219,02	(DE / BW)
		Zweefvliegclub Noordoostpolder
187	18 2.601,77	(NL)
		Vancouver Soaring As
188	18 2.451,49	(CA / BC/A)
		AeC Prealpi Venete
189	18 2.005,91	(IT)
		SFC Riedelbach
190	18 1.834,60	(DE / HE)
		Friese Aero Club
191	18 1.678,78	(NL)
		CUS Trento
192	18 1.478,24	(IT)
		SG Glarnerland
193	18 1.078,53	(CH)
		North Carolina Soaring Association
194	18 1.064,12	(US / R5: AL FL GA MS NC SC TN)
		SFZ Backnang
195	17 3.315,45	(DE / BW)
		AC Balen-Keiheuvel LSV Viersen
196	17 2.795,55	(BE)
		Aero Club Salland
197	17 2.747,10	(NL)
		AC Dachau
198	17 2.252,01	(DE / BY)

		Paradiesvögel LU
199	17 2.122,05	(DE / RP)
		SFC Neustadt-Glewe e.V.
200	17 2.088,25	(DE / MV)
		Vliegclub Hoogeveen
201	16 2.825,07	(NL)
		SG Fricktal
202	16 2.697,71	(CH)
		LSV Velbert
203	16 2.601,49	(DE / NW)
		LSV Sauerland
204	16 2.349,43	(DE / NW)
		LSV Ruhr-Lenne Iserlohn
205	16 2.332,55	(DE / NW)
		FSG Letzenberg Malsch
206	16 2.250,14	(DE / BW)
		FC Leipzig-Taucha
207	16 2.238,89	(DE / SN)
		LSG Rheinstetten
208	16 2.064,28	(DE / BW)
		LSV Weilheim-Peißenberg
209	16 1.907,05	(DE / BY)
		Zilina
210	16 1.761,47	(TS / SK)
		SG Winterthur
211	16 1.732,29	(CH)
		Vliegclub Teuge
212	16 1.531,29	(NL)
		FSC Hannover
213	16 1.485,83	(DE / NI)
		AC Schwarzheide
214	15 2.869,73	(DE / BB)
		Akaflieg Stuttgart
215	15 2.693,33	(DE / BW)
		SG Schaffhausen
216	15 2.620,03	(CH)
		FSC Giebelstadt
217	15 2.577,34	(DE / BY)
		FG Manching
218	15 2.444,75	(DE / BY)
		AC Lichtenfels
219	15 2.364,80	(DE / BY)
		FSV Mellrichstadt
220	15 2.324,36	(DE / BY)
		LSV Weinheim
221	15 2.320,18	(DE / BW)
		West Brabantse Aero Club
222	15 2.240,43	(NL)
		LSV Treuchtlingen-Pa
223	15 2.160,92	(DE / BY)
		FC Schönebeck
224	15 2.098,78	(DE / ST)

		SFC Riesa-Canitz e.V
225	15 1.906,92	(DE / SN)
		SG Cumulus
226	15 1.874,32	(CH)
		FV Erlangen
227	15 1.793,33	(DE / BY)
		GVV Fribourg
228	15 1.703,28	(CH)
		Eerste Zaanse Zweefvlieg Club
229	15 1.420,96	(NL)
		AC Weiden
230	15 1.317,07	(DE / BY)
		Colorado XC Pilots Association
231	15 700,37	(US / R9: AZ CO NM UT WY)
		SFC Erfurt
232	14 3.056,26	(DE / TH)
		SFG Nordhorn-Lingen
233	14 2.669,32	(DE / NI)
		FSV Giessen
234	14 2.410,73	(DE / HE)
		AC Kreis Bergstraße
235	14 2.394,04	(DE / HE)
		AVS Augsburg
236	14 2.238,14	(DE / BY)
		LSV Bruchsal
237	14 2.236,09	(DE / BW)
		Kempische Aero Club
238	14 2.220,80	(BE / NL)
		SFG Niederrhein
239	14 2.148,30	(DE / NW)
		LSV Ithwiesen
240	14 2.122,82	(DE / NI)
		LSC Interflug Berlin
241	14 2.069,89	(DE / BL)
		SG Oberaargau
242	14 2.027,49	(CH / BE)
		FSV Rudolstadt
243	14 1.995,31	(DE / TH)
		FK Wittstock
244	14 1.981,75	(DE / BB)
		LFV Grönstadt
245	14 1.963,80	(DE / RP)
		Aeroclub Trier und Konz
246	14 1.961,03	(DE / RP)
		SG Olten
247	14 1.633,31	(CH)
		Segelflug Aukrug
248	14 1.526,73	(DE / SH)
		Chicago Glider Club
249	14 1.422,28	(US / R7: IL IA MN MO-E ND SD W)
		AVS Verona
250	14 1.338,06	(IT)

Specialist Report: Simugliding

1. Dedicated Glider Simulators

There is nothing really new, there are still 4 glider simulators on the market:

SFS (German) www.sfspc.de/
Sailor of the Sky (Spanish) www.sailorsofthesky.com/
Silent Wings (Norwegian) www.silentwings.no/home/
Condor (Slovenian) www.condorsoaring.com/

However, SFS no longer seems to be being developed. Condor and Silent Wings seem to be the most popular. In both simulators, the behaviour and the performance of the virtual gliders are quite realistic. Virtual Competitions are organised on both simulators

> Silent Wings organises the **Silent Wings League** where virtual pilots can enter one of the competition task servers and complete the proposed task (on distances up to 1300km!) . the fastest being listed on the SW League leader board. Competitions take place in Club, standard, 18m or Open class. Strict rules prevent cheating by improving the weather conditions.
>
> For the Condor fans, the Speed Battle Cup has been replaced by the **Sky Battle Club.** The organisers of the 31st FAI World Gliding Championships in Prievidza will run a parallel virtual Condor competition with the same tasks, same scoring and similar weather.

2. Generic Flight Simulators

Fligh Simulator X from Microsoft is still the most realistic generic flight simulator. Thermals can be flown with a DG 808 flying fairly realistically which can be aero-towed.

Wolfgang Piper has developed many additional gliders for this simulator: www.fsglider.de/
Also, more and more commercial, high resolution sceneries are being developed, based on aerial photography. The best sceneries have one point every 5m on their altimetric mesh and a resolution of 1m/ pixel. See, for example, the stunning sceneries of Switzerland, Austria and France:
www.flylogicsoftware.com/site/en/products/FSX/FSXflyCHPROen/FSXflyCHPROen.htm
www.flugwerk.at/products_e.htm
www.francevfr.com/index.htm

Unfortunately, it was reported in early 2009 that Microsoft had closed down their flight simulation activity but it seems that this activity will be taken over by a new company formed by former members of the MS team.

Xplane This interesting simulator can also be used as a fairly realistic glider simulator and still has a community of fans. The latest version is version 9 : www.x-plane.com/

Roland Stuck
January 2010

Report of the World Soaring Championships Trophies Manager

The document has been updated with the names of the 2009 Juniors and Women's World Champions.

At the Women's World Championships in Hungary I had the opportunity to sort out of the situation of women's trophies, of which there were no descriptions so far.

I could not find yet any news about the first Club Class trophy.

In occasion of the 2011 Juniors WGC, we could take into consideration to issue the Team Cup, which doesn't exist yet.

The Club and World Class have no awards. (The Helli Lasch Challenge is awarded to the winners of the 15m, 18m, Standard and Open Classes only). We should find a solution.

Current Junior's Champions – 6th FAI JWGC Räyskälä (Finland) 2009

Class	Pilot		email address
Standard	Felipe Levin	Germany	
Club	Volker Sailer	Germany	

Team Cup not existing yet for the JWGC

The next FAI JWGC will be held in Musbach (Germany) in 2011
Contact person Axel Reich email: axel.j.reich@t-online.de

Current Women's Champions – 5th FAI WWGC Szeged (Hungary) 2009

Class	Pilot		email address
15 meters	Susanne Schoedel	Germany	schoedel@aol.com
Standard	Sue Kussbach	Germany	suekussbach@web.de
Club	Nathalie Hurlin	France	

Team Cup 2009: Germany
Contact person Uli Gmelin email U.Gmelin@daec.de

The next FAI WWGC will be held in Arboga (Sweden) in 2011
Contact person Bengt Frid email: bfrid@telia.com

Current Champions – 30th FAI WGC - Lüsse and Rieti 2008

Class	Pilot	email address
15m Class	György Gulyas, Hungary	gulyas@vnet.hu
18m Class	Olivier Darroze, France	tilolive@orange.fr
Open Class	Michael Sommer, Germany	michaelsommer@siemens.com
Standard Class	Michael Buchtal, Germany	michael.buchthal@t-online.de
Club Class	Matthias Sturm, Germany	ms7823@aol.com
World Class	Laurent Couture, France	lolocouture@hotmail.fr

Team Cup 2008: France
Contact person Eric Napoleon email: eric.napoleon@wanadoo.fr

The next FAI 15m, 18m, Open Classes WGC will be held in Szeged (Hungary) in 2010
Contact person Mészáros Zoltán email: moszizolifly@vnet.hu

The next FAI Standard, Club, World Classes WGC will be held in Prievidza (Czech Rep.) in 2010
Contact Person Josef Snirç email: aerospool@aerospool.sk

The IGC Trophy Manager
Marina Vigorito

Tel. +39 333 4126631
Email marina_vigorito@yahoo.it

1. The FAI Challenge Cups

Rules. The FAI Challenge Cups are awarded to the winners of the classes at the World Gliding Championships.

1.1 The FAI Open Class Challenge Cup

1.1.1 **History**. The FAI Open Class Challenge Cup was donated in 1948 and was first awarded to the winner of the 1948 World Gliding Championships in Samaden, Switzerland. From 1952 until 1956 it was the first prize in the Single Seater Class. In 1956 it was changed to the Open Class

1.1.2 **Rules**. See above.

1.1.3 **Description**. The FAI Open Class Challenge Cup is a 32 cm high silver cup mounted upon a green marble foot forming a two-layer octagon. The following is engraved: FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE, CHAMPIONNAT DU MONDE DE VOL À VOILE.

1.1.4 **Administration**. The FAI Open Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the Open Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.1.5 **Engraving**. The engraving shall include the year and the place of the event, the name and the country of the winner.

1.1.6 **Change of rules**. If the Open Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.1.7 **List of FAI Open Class Champions from 1948**

- 1948 Per-Axel Persson, Sweden. Samedan (Switzerland)
- 1950 Billy Nilsson, Sweden. Örebrö (Sweden)
- 1952 Phillip Wills, UK. Madrid (Spain)
- 1954 Gérard Pierre, France. Champhill (UK)
- 1956 Paul MacCready, USA. Saint Yan (France)
- 1958 Ernst Haase, W. Germany. Leszno (Poland)
- 1960 Rudolfo Hossinger, Argentina. Cologne (Germany)
- 1963 Eduard Makula, Poland. Junin (Argentina)
- 1965 Jan Wroblewski, Poland. South Cerney (UK)
- 1968 Harro Wodl, Austria. Leszno (Poland)
- 1970 George Moffat, USA. Marfa (USA)
- 1972 Göran Ax, Sweden. Vrsac (Yugoslavia)
- 1974 George Moffat, USA. Waikerie (Australia)
- 1976 George Lee (UK). Räyskälä (Finland)
- 1978 George Lee (UK). Chateauroux (France)
- 1981 George Lee, UK. Paderborn (Germany)
- 1983 Ingo Renner, Australia. Hobbs (USA)
- 1985 Ingo Renner, Australia. Rieti (Italy)
- 1987 Ingo Renner, Australia. Benalla (Australia)
- 1989 Jean-Claude Lopitaux, France. Wiener Neustadt (Austria)
- 1991 Janusz Centka, Poland. Uvalde (USA)
- 1993 Janusz Centka, Poland. Borlänge (Sweden)
- 1995 Ray Lynskey, New Zealand. Omarama (New Zealand)

- 1997 Gérard Lherm, France. Saint-Auban (France)
- 1999 Holger Karow, Germany. Bayreuth (Germany)
- 2001 Oscar Goudriaan, South Africa. Mafikeng (South Africa)
- 2003 Holger Karow, Germany. Leszno (Poland)
- 2006 Michael Sommer, Germany. Eskilstuna (Sweden)
- 2008 Michael Sommer, Germany. Lüsse (Germany)

1.2 The FAI Standard Class Challenge Cup

1.2.1 **History**. The FAI Standard Class Challenge Cup was donated in 1952 by the Royal Aero Club of Spain. It was first awarded to the winner of the Two-seater Class in the World Gliding Championships near Madrid, Spain. When the Two-seater Class was replaced by the Standard Class in 1958, the Cup was transferred to that class.

1.2.2 **Rules**. See above.

1.2.3 **Description**. The FAI Standard Class Challenge Cup is a 52 cm high classic two handle silver trophy on a wooden base. The following is engraved: CAMPEONATO DEL MUNDO DE VUELA A VELA CATEGORA "D" (BIPLAZAS), TROFEO CEDIDO POR EL REAL AERO CLUB DE ESPAÑA A LA FEDERACION AERONATICA INTERNACIONAL.

1.2.4 **Administration**. The FAI Standard Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the Standard Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.2.5 **Engraving**. The engraving shall include the year and the place of the event, the name and the country of the winner.

1.2.6 **Change of rules**. If the Standard Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.2.7 **List of FAI Standard Class Champions from 1952**

- 1952 Ara Luis Juez, Spain. Madrid (Spain)
- 1954 Komac Rain, Yugoslavia. Camphill (UK)
- 1956 Foster Goodhart, UK. Saint Yan (France)
- 1958 Adam Witek, Poland. Leszno (Poland)
- 1960 Heinz Huth, W. Germany. Cologne (Germany)
- 1963 Heinz Huth, W. Germany. Junin (Argentina)
- 1965 François Henry, France. South Cerney (UK)
- 1968 Andrew J. Smith, USA. Leszno (Poland)
- 1970 Helmut Reichmann, W. Germany. Marfa (USA)
- 1972 Jan Wroblewski, Poland. Vrsac (Yugoslavia)
- 1974 Helmut Reichmann, W. Germany. Waikerie (Australia)
- 1976 Ingo Renner, Australia. Räyskälä (Finland)
- 1978 Baer Selen, Netherlands. Chateauroux (France)
- 1981 Marc Schroeder, France. Paderborn (Germany)
- 1983 Stig Oye, Denmark. Hobbs (USA)
- 1985 Leonardo Brigliadori, Italy. Rieti (Italy)
- 1987 Markku Kuittinen, Finland. Benalla (Australia)
- 1989 Jaques Aboulin, France. Wiener Neustadt (Austria)

- 1991 Baer Selen, Netherlands. Uvalde (USA)
- 1993Andrew Davis, UK. Borlänge (Sweden)
- 1995 Markku Kuittinen, Finalnd. Omarama (New Zealand)
- 1997 Jean-Marc Caillard, France. Saint-Auban (France)
- 1999 Jean-Marc Caillard, France. Bayreuth (Germany)
- 2001 Laurent Aboulin, France. Mafikeng (South Africa)
- 2003 Andrew Davis, UK. Leszno (Poland)
- 2006 Leigh Wells, UK. Eskilstuna (Sweden)
- 2008 Michael Buchthal, Germany. Rieti (Italy)

1.3 The FAI 15 Meter Class Challenge Cup

1.3.1 **History**. The FAI 15 m Challenge Cup was donated in 1981 by the goldsmith and glider pilot Heinrich Schönke of Bünde, Germany. It was first awarded retroactively to the winner of the 15 m Class in the 1978 World Gliding Championships in Chateauroux, France.

1.3.2 **Rules**. See above.

1.3.3 **Description**. The FAI 15 m Class Challenge Cup is a 31 cm high silver cup with a round wooden base. Circling the low, narrow waist of the cup is a band of silver oak leaves mounted on a wooden ring. The following is engraved: FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE, CHALLENGE CUP WORLD CHAMPION, 15 m CLASS

1.3.4 **Administration**. The FAI 15 m Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the 15 m Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.3.5 **Engraving**. The engraving shall due to lack of space include only the year of the event, the name and the abbreviated name of the country of the winner.

1.3.6 **Change of rules**. If the 15 m Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.3.7 **List of FAI 15 Meters Class Champions from 1981**

- 1981 Göran Ax, Sweden. Paderborn (Germany)
- 1983 Kees Musters, Netherlands. Hobbs (USA)
- 1985 Doug Jacobs, USA. Rieti (Italy)
- 1987 Brian Spreckley, UK. Benalla (Australia)
- 1989 Bruno Gantenbrick, Germany. Wiener Neustadt (Austria)
- 1991 Brad Eduards, Australia. Uvalde (USA)
- 1993 Eric Napoleon, France. Borlänge (Sweden)
- 1995 Eric Napoleon, France. Omarama (New Zealand)
- 1997 Werner Meuser Germany. Saint-Auban (France)
- 1999 Giorgio Galetto Italy. Bayreuth (Germany)
- 2001 Werner Meuser, Germany. Mafikeng (South Africa)
- 2003 John Coutts, New Zealand. Leszno (Poland)
- 2006 Janusz Centka, Poland. Eskilstuna (Sweden)
- 2008 György Gulyas, Hungary. Lüsse (Germany)

1.4 The FAI World Class Challenge Cup

1.4.1 **History** The FAI World Class Challenge Cup was donated in 2001 by the Finnish Aeronautical Association at the World Air Games in Lillo, Spain. The cup was damaged during transportation to Lillo and could consequently not be awarded that year. A similar cup was awarded in Nitra, Slovakia, in 2003 and also awarded retroactively to the winners of the World Class in 1997, 1999 and 2001.

1.4.2 **Rules** See above.

1.4.3 **Description** The FAI World Class Challenge Cup is a xx cm high and xx cm wide crystal cup. The following is engraved: FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE, WORLD CLASS CHALLENGE CUP

1.4.4 **Administration** The FAI World Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the World Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.4.5 **Engraving** The engraving shall include the year and the place of the event, the name and the country of the winner.

1.4.6 **Change of rules** If the World Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.4.7 **List of FAI World Class Champions from 2001**

- 2001 Olivier Darroze, France. Lillo (Spain)
- 2003 Sebastian Kawa, Poland. Nitra (Slovack Rep.)
- 2006 Christophe Rusch, France. Vinon (France)
- 2008 Laurent Couture, France. Rieti (Italy)

1.5 The FAI Club Class Challenge Cup no. 1

1.5.1 **History.** Any news available so far

1.5.2 **Rules.** See above

1.5.3 **Description.** The FAI Club Class Challenger Trophy is a xx cm high and xx cm wide bronze eagle mounted on a wooden base. No information about the engraving on the basement so far.

1.5.4 **Administration.** The FAI Club Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the World Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.5.5 **Engraving.** The engraving shall include the year and the place of the event, the name and the country of the winner.

1.5.6 **Change of rules.** If the World Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future

1.5.2 The FAI Club Class Challenge Cup no. 2

1.5.1 **History.** The FAI Club Class Challenger Cup was donated in 2008 by the Countess Maria Fede Caproni at the 30th World Gliding Championship in Rieti. It was awarded retroactively to the former winners of the FAI Club Class Championships.

1.5.2 **Rules.** See above.

1.5.3 **Description.** The FAI Club Class Challenge Cup is a stylised figure of a man with the

arms raised as a sign of victory, made of green glass. On the basement the following is engraved: “Gianni Caproni” FAI Club Class Challenger Cup.

1.5.4 **Administration.** The FAI Club Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the 18 m Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.5.5 **Engraving.** The engraving shall include the year and the place of the event, the name and the country of the winner.

1.5.6 **Change of rules.** If the FAI Club Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.5.7 **List of FAI Club Class Champions from 2001**

- 2001 Peter Masson, UK. Gawler (Australia)
- 2002 Tomas Suchanek, Czech Rep. Musbach (Germany)
- 2004 Sebastian Kawa, Poland. Elverum (Norway)
- 2006 Sebastian Kawa, Poland. Vinon (France)
- 2008 Matthias Sturm, Germany. Rieti (Italy)

1.6 The FAI 18 Meter Class Challenge Cup

1.6.1 **History**. The FAI 18 m Class Challenge Cup was donated in 2006 by the Swedish Soaring Federation at the World Championships I Eskilstuna. It was awarded retroactively to the winners of the 18 m Class in the 2001 World Air Games in Lillo, Spain, and the 2003 World Championships in Leszno, Poland.

1.6.2 **Rules**. See above.

1.6.3 **Description.** The FAI 18 m Class Challenge Cup is a 22cm wide and 9 cm high silver bowl with a 5 cm high twelve-sided walnut base. The following is engraved: FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE, CHALLENGE CUP WORLD CHAMPION, 18 m CLASS.

1.6.4 **Administration**. The FAI 18 m Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the 18 m Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.6.5 **Engraving**. The engraving shall include the year and the place of the event, the name and the country of the winner

1.6.6 **Change of rules**. If the 18 m Class is discontinued as a World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future

1.6.7 **List of FAI 18 Meters Class Champions from 2001**

- 2001 Steven Jones, UK. Lillo (Spain)
- 2003 Wolfgang Janowitsch, Austria. Leszno (Poland)
- 2006 Phil Jones, UK. Eskilstuna (Sweden)
- 2008 Olivier Darroze, France. Luesse (Germany)

1.7 The FAI 15m Class Women’s Challenge Cup

1.7.1 **History**: The FAI 15m Class Women’s Challenge Cup was donated in 1981 and was first awarded to the winner of the Women’s European Championships in Cherence, France.

When in 2001 the Europeans were replaced by the Worlds, the Cup was transferred to that competition.

1.7.2 **Rules**: The FAI 15m Class Women's Challenge Cup is awarded to the winner of the 15m Class in the Women's World Gliding Championships

1.7.3 **Description:** The FAI 15m Class Women's Challenge Cup is a 52 cm high classic two handle silver trophy on a wooden base. The following is engraved: "Vol a Voile – Championnat Europen Feminine". The names are engraved on labels on the base.

1.7.4 **Administration**: The FAI 15m Class Women's Challenge Cup shall be kept by the winner until the next World Gliding Championships in the 15m Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.7.5 **Engraving**: The engraving shall include the year and the place of the event, the name and the country of the winner.

1.7.6 **Change of rules**: If the FAI 15m Class is discontinued as a Women's World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.7.7 **List of FAI Women's 15 Meters Class Champions**

- 2001 Gillian Spreckley, UK. Pociunai (Lithuania)
- 2003 Alena Netusilova, Czech Rep. Jihlava (Czech Rep.)
- 2005 Mette Pedersen Schmeltz, Denmark. Klix (Germany)
- 2007 Katrhin Senne, Germany. Romorantin (France)
- 2009 Susanne Schoedel, Germany. Szeged (Hungary)

1.8 The FAI Standard Class Women's Challenge Cup

1.8.1 **History:** The FAI Standard Class Women's Challenge Cup was donated by Hungary in 1979 and was retroactively awarded to the winners of European Women's Championships. When in 2001 the Europeans were replaced by the Worlds, the Cup was transferred to that competition.

1.8.2 **Rule**s: The FAI Standard Class Women's Challenge Cup is awarded to the winner of the Standard Class in the Women's World Gliding Championships

1.8.3 **Description:** The FAI Standard Class Women's Challenge Cup is a 47 cm high round shape silver cup with a metallic insert in the middle. The following is engraved: "Hungarian Chief Military Organization Awards this Cup to the Women's European Gliding Champions". The names are engraved on labels on the base.

1.8.4 **Administration**: The FAI Standard Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the Standard Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.8.5 **Engraving**: The engraving shall include the year and the place of the event, the name and the country of the winner.

1.8.6 **Change of rules**: If the FAI Standard Class is discontinued as a Women's World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.8.7 **List of FAI Women's Standard Class Champions**

- 2001 Sarah Kehlman, UK. Pociunai (Lithuania)
- 2003 Cornelia Schaich, Germany. Jihlava (Czech Rep.)
- 2005 Jana Veprekova, Czech Rep. Klix (Germany)

- 2007 Sarah Kehlman, UK. Romorantin (France)
- 2009 Sue Kussbach, Germany. Szeged (Hungary)

1.9 The FAI Club Class Women's Challenge Cup

1.9.1 **History**: The FAI Club Class Women's Challenge Cup was donated by the German Aeroclub and awarded to the winner of the European Women's Gliding Championships. When in 2001 the Europeans were replaced by the Worlds, the Cup was transferred to that competition.

1.9.2 **Rules**: The FAI Club Class Women's Challenge Cup is awarded to the winner of the Club Class in the Women's World Gliding Championships

1.9.3 **Description**: The FAI Club Class Women's Challenge Cup is a 62 cm high classic silver plated cup, on a wooden base. The following is engraved: "Club Klasse Wanderpocke Europameisterschaften der Frauen in Segelfliegen. Aeroclub SAAR e V." The names are engraved on labels on the base.

1.9.4 **Administration**: The FAI World Class Challenge Cup shall be kept by the winner until the next World Gliding Championships in the Club Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.9.5 **Engraving**: The engraving shall include the year and the place of the event, the name and the country of the winner.

1.9.6 **Change of rules**: If the FAI Club Class is discontinued as a Women's World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.9.7 **List of FAI Women's Club Class Champions**

- 2001 Tamara Sviridova, Russia. Pociunai (Lithuania)
- 2003 Christine Grote, Germany. Jihlava (Czech Rep.)
- 2005 Hana Vokrinkova, Czech Rep. Klix (Germany)
- 2007 Gillian Spreckley, UK. Romorantin (France)
- 2009 Nathalie Hurlin, France. Szeged (Hungary)

1.10 The FAI Women's Team Cup

1.10.1 **History:** The FAI Women's Team Challenge Cup was donated in 2001 by the Lithuanian Aeroclub, in occasion of the first Women's World Gliding Championships.

1.10.2 **Rule**s: The FAI Women's Team Cup is awarded to the team scoring the highest number of points according to the IGC Annex A rules.

1.10.3 **Description:** It is a wooden sculpture of a stylised woman, with the logos of all the participants NACs at the first Women's World Gliding Championships in Lithuania. The following is engraved: "Pirmas Pasaulio Moteru Skladymo Cempionatas. First World Women's Gliding World Gliding Championships".

1.10.4 **Administration**: The FAI Women's Team Challenge Cup shall be kept by the winner until the next World Gliding Championships and shall be returned before the start of the championships to the organizers of this event.

1.10.5 **Engraving**: The engraving is not present.

1.10.6 **Change of rules**: If the FAI Women's WGC is discontinued as a World Championship, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.11 The FAI Juniors' Challenge Cups

1.11.1 The Giulia Incisa della Rocchetta Challenge Cup.

1.11.2 History The Giulia Incisa della Rocchetta Challenge Cup was donated by the Italian Air Force (Aeronautica Militare) in 2007 on the occasion of the Junior World Gliding Championships in Rieti, Italy, in memory of Giulia, a member of the Italian Air Force sport squadron, who was killed in an outlanding in Romorantin, France, during a local gliding contest, just before she was to compete in the Junior World Gliding Championships in 2005. It was awarded retroactively to the winners of the Standard Class in the Junior World Gliding Championships in 1999, 2001, 2003 and 2005.

1.11.3 **Rules** The Challenge Cup is awarded to the winners of the Standard Class in the Junior World Gliding Championships.

1.11.4 **Description** The cup is a 49 cm high classic two-eared silver trophy on a 10 cm high round wooden base. On the top of the cup is engraved the Incisa della Rocchetta's family arm. The following text is engraved below the family arm: GIULIA INCISA DELLA ROCCHETTA CHALLENGE CUP, JUNIOR WORLD GLIDING CHAMPIONSHIPS, STANDARD CLASS" followed by the FAI logo. On the wooden base is a plate with the logo of the Aeronautica Militare.

1.11.5 **Administration** The Giulia Incisa della Rocchetta Challenge Cup shall be kept by the winner until the next Junior World Gliding Championships in the Standard Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.11.6 **Engraving** The engraving shall include the year and the place of the event, the name and the country of the winner

1.11.7 **Change of rules**. If the Standard Class is discontinued as a Junior World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.11.8 **List of FAI Junior Standard Class Champions from 1999**

- 1999 Günther Stahl, Germany. Terlet (Netherlands)
- 2001 Jay Rebbek, UK. Issoudun (France)
- 2003 Jez Hood, UK. Nitra (Slovak Rep.)
- 2005 Mark Parker, UK. Husbands Bosworth (UK)
- 2007 Patrick Gai, Germany. Rieti (Italy)
- 2009 Felipe Levin, Germany. Räyskälä (Finland)

1.12 The Rieti Challenge Cup

1.12.1 History The Rieti Challenge Cup was donated by Associazione Rieti FAI World Gliding 2007/2008 on the occasion of the Junior World Gliding Championships in Rieti, Italy, in 2007. It was awarded retroactively to the winners of the Club Class in the Junior World Gliding Championships in 1999, 2001, 2003 and 2005.

1.12.2 Rules The Rieti Challenge Cup is awarded to the winners of the Club Class in the Junior World Gliding Championships.

1.12.3 Description The cup is a 52 cm high classic two-handled trophy of plated silver on a 9 cm high wooden square base. There is no engraving on the cup itself. The following is engraved on a plate on the wooden base: FAI JUNIOR WORLD GLIDING CHAMPIONSHIPS CLUB CLASS, Rieti CUP.

1.12.4 Administration The Rieti Cup shall be kept by the winner until the next Junior World Gliding Championships in the Club Class and shall be returned before the start of the championships to the organizers of this event. The organizers are responsible for the engraving.

1.12.5 Engraving The engraving shall include the year and the place of the event, the name and the country of the winner.

1.12.6 Change of rules. If the Club Class is discontinued as a Junior World Championship class, the FAI Gliding Commission shall decide how the cup shall be awarded in the future.

1.12.7 List of FAI Junior Club Class Champions from 1999

- 1999 Robert Scheiffart, Germany. Terlet (Netherlands)
- 2001 Peter Toft, Denmark. Issoudun (France)
- 2003 Michael Streit, Germany. Nitra (Slovak Rep.)
- 2005 Christoph Nacke, Germany. Husbands Bosworth (UK)
- 2007 Killian Walbrou, France. Rieti (Italy)
- 2009 Volker Sailer, Germany. Räyskälä (Finland)

2. Other Awards

2.1 The Robert Kronfeld Challenge Cup

2.1.1 **History**.

The-Robert-Kronfeld-Cup was awarded by the State Government of Austria on the occasion of the 21st World Gliding Championships 1989 in Wiener Neustadt.

Robert Kronfeld was the son of an Austrian dentist living in Vienna. When the young man visited the Wasserkuppe, he was immediately enthusiastic about the glider pilots and their activities. Professor Walter Georgii detected the great gifts of the young Austrian, who flew his A, B, and C Badges within a very short time.

Soon Robert Kronfeld was flying the high performance ships of the late twenties. His friends mocked him for his "apparent great hunger", because, when he entered a glider, he always carried a paper bag for rolls and a thermos flask with him. Nobody knew that he was trying out an instrument which the balloonist already used, the variometer (climb and sink indicator).

Professor Georgii had asked him to test it, but to tell nobody about it, because both of them had not been unsure of its success. But Robert Kronfeld had a lot of very successful thermal flights and was doing a great service for the research of these kind of up currents.

In 1926 with the thunderstorm flight of Max Kegel, a real cross-country fever broke out. The great challenge was the 100 km distance. The "Gruene Post" - a German weekend magazine - offered 5,000 Marks to the first glider pilot flying this distance, which was the amount of 45 monthly wages of a married teacher. But the project was very ambitious, because at those times, cross country flights were made along hill chains by ridge soaring.

Robert Kronfeld found the Teutoburger Wald, a chain of low hills, a bit more than 100 km long, from NW to SE. On May 15th 1929, the ridge lift seemed to be OK. In his glider "Wien" he was bungee-launched near Ibbenbueren and flew - often very low - in the direction South East. When he arrived at one of the many gaps in the hill chain, he was waiting for a cumulus cloud, climbed a few metres in the thermal and jumped across the gap. After five hours he landed at Horn-Bad Meinberg near Detmold, 102.5 km away from his launching point. This was a world record. Enthusiastically, he mentioned the strong

thermals above the "Senne", a sandy area near Oerlinghausen, which was the reason for founding the now famous German gliding field, which was - with 54,000 launches per year - the busiest one of the whole world in the 60s and 70s of the last century.
From the award of 5,000 Marks, Robert built the "Austria", with a span of 30 metres, the biggest glider of those times, which unfortunately broke up in a cloud. Robert Kronfeld was a jew. When Hitler and the national socialists took over in Germany, he immigrated to England and became a British subject. He was killed after the Second World War, when he was testing a tail-less glider which was spun into the ground.
Now the state museum of Nordrhein-Westfalen, the state where the record was flown, wants to open an exhibition on Robert Kronfeld and his first 100 km flight in 1929.

Article contributed by Fred Weinholtz, as printed in the 30 July, 2003 issue of the "Leszno Lift".

2.1.2 **Rules**. The Robert Kronfeld Cup is a challenge cup to be awarded to the pilot who flies the longest task distance during the world championships. If the greatest distance is flown by more than one pilot, the trophy is awarded to the pilot with the highest speed. Outlandings are valid. If two or more pilots tie according to these rules, the one among them with the earliest outlanding or finish time will be the winner.

2.1.3 Description. The cup is a crystal globe mounted upon a round crystal pillar on a heavy metal base.

2.1.4 **Administration**. The winner shall keep the Cup until the next World Gliding Championships.
It is the responsibility of the last winner of the Cup to have it delivered before the next World Gliding Championships to the organizers of that event.

2.1.5 **Engraving**. The WGC organizers shall have the winner's name, the year and place of the World Gliding Championships engraved on a metal plate which is then glued to the footing of the Cup.

2.1.6 **Change of rules.** If the structure of the World Gliding Championships changes to such a degree that the present rules no longer apply, the IGC shall change the rules only after consultation with the gliding section of the Austrian Aero Club

2.2 The Kees Musters Speed Awards

2.2.1 **History**. The Kees Musters Speed Award was initiated in 1988 by individual members of the Soaring Society of America (SSA) in memory of former World Soaring Champion Kees Musters of the Netherlands. Funding for the awards came from donations from soaring pilots around the world.

2.2.2 **Rules**. The award is given permanently to the pilot achieving the fastest daily speed in the 15m Class at the World Gliding Championships. Should there be a tie, it shall be resolved between the tying pilots in favor of the one who achieved the second (or third, etc. in case of continuing tie) fastest daily speed, compared to the other tying second (of third, etc.) pilot(s).

2.2.3 **Description**. The awards consist of an oak wood plaque with lucite over a photo of a 15m class glider with a brass plate with engraving.

2.2.4 **Administration**. The Soaring Society of America has accepted to be responsible for the administration of the awards. Each plaque shall be sent by SSA to the organizers of each 15m World Gliding Championships for delivery prior to the end of the competition. The organisers are responsible for the engraving.

2.2.5 **Engraving**. The organizers are responsible for the engraving. The inscription entered on the brass plate shall be in Footlight MT Light or similar font in the following style:

THE KEES MUSTERS TROPHY
Award to
BIRGER BULUKIN, NORWAY, LS-6, 137,77 KM/H
For Achieving The Fastest Daily Speed In The 15 Meter Class At
The World Gliding Championships
June 1993, Borlänge, Sweden

2.2.6 **Change of rules.** If IGC discontinues 15m World Championships, SSA shall determine, with the advice of IGC, how the award shall be made. If SSA shall be terminated, the funds shall be distributed as determined by the directors of SSA, with the advice of IGC. If IGC or its successor shall be terminated, the SSA directors shall determine how the funds shall be administered.

2.2 The World Soaring Cup

2.3.1 **History** The World Soaring Cup was donated in 1995 by nine New Zealand gliding families and was first awarded in the World Gliding Championship in Omarama, New Zealand.

2.3.2 **Rules**

2.3.2.1 The World Soaring Cup is awarded to the team scoring the highest number of points according to these rules.

2.3.2.2 An eligible pilot shall be one competing in the World Gliding Championships in a class of at least ten competitors representing at least five NACs. Every eligible pilot shall be a member of a Team representing his or her NAS and this Team shall compete for the World Soaring Cup.

2.3.2.3 Scoring

2.3.2.3.1 The maximum points in each class is to be 1000. No Day Factor is to be applied.

2.3.2.3.2 Team points for each championship day (Pt) will be determined by dividing the total numbers of points gained by the Team (Sum of Pn) divided by the number of team pilots having had a competition launch on the day (nt).

Pt = (Sum of Pn) / nt

2.3.2.3.3 The winning Team is the team with the highest total score, obtained by adding the team points for each competition day.

2.3.3 **Description** The World Soaring Cup is a bronze globe of about 25 cm diameter inside a bronze "thermal" spiralling up and around the globe, which has New Zealand prominently displayed, all on a wooden base.

2.3.4 **Administration**

2.3.4.1 The World Soaring Cup shall be held by the NAC of the winning team until the next World Gliding Championships and shall be returned before the start of the championships to the organizers of this event, who are responsible for the engraving.

2.3.4.2 If the Cup is not competed for at a subsequent World Championships it is to be returned to Gliding New Zealand, Wellington, New Zealand, at the expense of the holders.

2.3.5 **Engraving** The engraving shall be done on the metal plaques around the socket and shall state the winning team's country, the year and the venue.

2.3.6 **Change of rules** The rules for the World Soaring Cup may be changed by IGC only after consultation with the donors and Gliding New Zealand.

3. THE HELLI LASCH CHALLENGE

3.1.1 History

After the 27th World Gliding Championships, which was held at Mafikeng, S.Africa in 2001, the Helli Lasch Challenge was formed – this is an exclusive gliding event held at the Tswalu Kalahari Reserve and is hosted and funded by Nicky & Strilli Oppenheimer in memory of Strilli's late father, Helli Lasch. The current World Champions and the current S.African team squad members are invited to attend, and this exciting and very special gliding event is run alternate years after the World Championships.

3.2 Objectives of the Helli Lasch Challenge

Living Memorial to Helli Lasch
Foster International relations
Promote South Africa as a gliding destination
Develop the competition skills of the S.African gliding team
Not only does the Challenge celebrate and remember Helli and his interesting gliding career, but it achieves the other objectives that were made when the Challenge was formulated.

3.2.1 Rules

The current reigning World Champions of the Open, 18m. 15m. & Standard class gliders are invited to attend which not only fosters international relations; it also promotes S.Africa as a wonderful gliding destination. If for any reason any of the Champions cannot attend, the runner-up pilot is invited. All expenses for the Champions (as well as their wives/partners) getting to and from South Africa and whilst at Tswalu are fully paid for.

Members of the current South African team squad are also invited to attend the event and they are given competition training by a qualified very experienced ex world champion. The current World Champions are also invited to share their knowledge and expertise with the SA pilots and so this interaction not only builds good relations, but also develops the competition skills of our leading SA pilots. When not gliding, visitors can enjoy some amazing scenery, wonderful game and bird viewing, as well as the total peace and tranquillity of the Reserve. The Reserve is home to all but elephant.

3.4 Administration

Three Challenges have been held to date, and Nicky Oppenheimer has definitely agreed to a further three events. The 4th HLC will be held in March 2009."

The IGC Trophy Manager
Marina Vigorito

Tel. +39 333 4126631
Email marina_vigorito@yahoo.it

IGC Plenary 2010

Report of IGC Web Specialist

Private Area

The IGC now has a "private" area, i.e. pages with restricted access, which can be used for example by working groups to exchange documents which are not intended for, or not yet ready for general publication. At present this area is used actively by:

- the IGC Bureau, particularly for assembling the documents for the IGC plenary meetings, and
- the IGC History Working Group.

This facility is of course open to other working groups. Please contact me or Thierry Montigneaux for further information.

New Sections

There are also two new public section of the IGC site:

- Position recorders (http://www.fai.org/gliding/position_recorders): information about the newly-defined recorders which may be used for silver and diamond badges.
- Handicaps (http://www.fai.org/gliding/handicapcommittee): a collection of documents related to the handicap factors, including the latest official handicap table.

Further Use of the Internet

The Bureau has been discussing the possibility of using some of the numerous internet-based communication systems and "social networks", such as YouTube, Facebook, Twitter etc., for increasing the visibility of the IGC. As a start, we have created a Twitter account: http:/www.twitter.com/FAI_IGC. If this is to have any success at all, it is important to keep it fed continuously with information which will attract "followers". At the moment, Thierry is passing on information about records and competitions, and I am adding any new news items from the IGC web site.

Peter Ryder, January 14, 2010.

Bid for organising a
"FAI European Gliding Championships 2011"
WORLD, CLUB, STANDARD AND 20M TWO SEAT CLASSES

All the information sought in this bid document must complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert (emozer@deltamold.com before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.

Event and Year:

"FAI European Gliding Championships 2011"
WORLD, CLUB, STANDARD AND 20M TWO SEAT CLASSES

Applicant:

Name: ***Slovenský národný aeroklub gen. M. R. Štefánika***

Date of Application: 14. November 2009

Organising Gliding Club or other organisation:

Aeroklub Nitra

Proposed Competition Director: (provide the name and a brief resume)

Vladimir FOLTIN - Active competition pilot at international level. Championships Director of FAI Junior WGC 2003, FAI World Class WGC 2003, FAI EGC 2005 (club, standard and 18m) and 2009 (all flapped), several editions of Pribina Cup (yearly international competition organised during Easter holidays). Member of national gliding commission 1995 – 2009 and Slovak IGC delegate since 1999.

Proposed Organisation of the event: (provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)

Competition is intended to be held during July – August 2011. Local and national aeroclub funds and support from government and local authorities will be used for organisation of the event. We expect limited interest from sponsors. No financial constrints are expected, since the airfield is operated by the organising club.

Airfield: ***Airport Nitra (LZNI) operated by local Aeroklub Nitra***

Contact person (for the applicant):

Name: ***Vladimir Foltin***
Address: ***Aeroklub Nitra***
Dlha 108
94907 Nitra
Slovakia

Email address: ***vladimir.foltin@gmail.com***
Phone Number: ***+421 37 6561251***

Mobile Number: +421 905 211669
Fax Number: +421 37 7334805

1. Event and Year

1.1 Name and address of National Aero Club or other applicant
Slovenský národný aeroklub gen. M. R. Štefánika
letisko Vajnory
83101 Bratislava
Slovakia

1.2 Number of active gliding members
750 glider pilots at national level

2. Site

2.1 Name of the airfield
Airport Nitra (ICAO code LZNI)

2.1.1 ***Co-ordinates***
N481647 E0180802 (WGS84)

2.1.2 Direction and distance to nearest town, population of this town
4 Km from Nitra (approx. (90.000 Inhabitants)
90 Km to Bratislava (half Milion Inhabitants)

2.1.3 Experience of airfield staff in organising championships/ competitions
The Team has already succesfully organized:
- ***FAI Junior World Gliding Championships 2003***
- ***FAI World Class World Gliding Championships 2003***
- ***FAI European Gliding Championships 2005 (club, standard,18m)***
- ***Pribina Cup 2003- 2009 (international competiton)***
- ***National Gliding Championships in 2002 and before***
- ***FAI European Gliding Championships 2009 (15m,18m, open)***

2.2 Proposed period for the event

2.2.1 Training
11th July – 16th July 2011

2.2.2 Competition
17th July – 30th July 2011

2.2.3 Alternate dates for training
27th June – 2nd July 2011

2.2.4 Alternate dates for Competition
3rd July – 16th July 2011

2.3. Airfield operating data (provide details for the following)

2.3.1 ***Surface of airfield, number and directions of runways***
Grass RWY 15R/33L 1080m x 50m
Grass RWY 15L/33R 1080m x 100m

2.3.2 ***Maximum number of gliders that can be accepted***
150 gliders

2.3.2 ***Number of tow planes that will be employed***
6 to 10 towing planes

2.3.4 ***Meteorological facilities that will be provided***
Local based fully equipped meteorological reporting office will be in use. Experienced local meteorologist with competition gliding experience in the past will be member of our team.

2.3.5 ***Parking facilities for gliders***
Parking place will be provided along the RWY for majority of the fleet.

2.3.6 ***Repair facilities for gliders***
There are three repair facilities for the airplanes at the site, dedicated to small and medium aircraft repairs. One of those belongs to local club and is experienced in glider repairs as well. State of the art equipment will be made available to affect any necessary repairs to CFRP/GFRP gliders at professional repair shop AEROSPOOL Ltd. Company which is based 80km from Nitra.

2.3.7 ***Repair facilities for radios and instruments***
There is repair facility for electric installations and instruments at the site.

2.3.8 ***Oxygen requirements and supply facilities, if required***
Oxygen is not necessary because of flights maximum up to FL100.

2.3.9 ***What plans do you have to implement the FAI Environmental Code of Conduct during your event?***
We expect to consult the use of the national park airspace with environmental specialist in order to avoid wrong impact on the local nature. The use of the high performance UL towplanes together with turbine powered towplanes will eliminate the noise impact on local environment during the take off period.

2.4 Airfield layout (provide descriptions for the following facilities at the airfield)

2.4.1 ***Briefing Room***
Will be located in the main hangar with enough seats capacity.

2.4.2 ***Common Room(s) for the competitors***
Will be the same as for Briefing.

2.4.3 ***Meeting Room for the International Jury***
One of the Rooms in the main building with phone, PC and fax.

2.4.4 ***Press Centre***
Will be located in the main hangar.

2.4.5 ***Communication and internet equipment***
Phone, fax and WiFi Internet connection will be provided.

2.4.6 ***Post and Banking***
Several post offices and banks are in the city.

2.4.7 ***Insurance availability***
Assistance with personal health insurance and third party insurance for gliders will be available before the competition on request.

2.4.8 ***Toilets, wash rooms and shower rooms***
There is enough toilets and showers available at the site.

2.4.9 ***Car parking***
Car parking for competitors will be along the main apron. Car parking for visitors will be along arrival route to the airport.

2.4.10 ***Emergency (including fire)***
Emergency assistance will be available from the city. For instant fire fighting equipment is available at the site.

2.4.11 ***Medical and First Aid***
Medical doctor will be at the site for inteview if necessary. First aid on request will be available from city hospital.

2.4.11 ***Conference and office rooms for the OSTIV Congress, if required***
Not applicable.

3. Accommodation and food for competitors (provide details of the following)

3.1 ***Accommodation facilities available in the local area***
Nitra is a city which hosts several fairs duri;ng the year.There is enough beds capacity of all kind available in the vicinity of the airport. Prices range from 10 to 70 EUR per bed depending on services.

3.2 ***Camping facilities at the airfield***
Camping will be available at the airport camping area. Prices will be from 5 EUR per person/day.

3.3 ***Catering for competitors at the airfield***
Cathering service with hot meals and fast food will be available at the site.

4. Competition area (provide descriptions of the following)

4.1 ***Topography in the contest area***

Airport lies on south margin of Slovak's mountains. The contest area has range from south beyond Danube River with access Slovak and Hungarian flat land, to the north beyond High and Low Tatra Mountains with highest peaks up to 2500 m MSL. There are sufficient landing areas in the valleys of these mountains, even for aero towing application direct from fields. All other areas are excellent for safe landing possibilities during the proposed periods.

4.2 ***A comprehensive survey of meteorological conditions***

There are very good weather conditions with intensity of average thermals form 1 to 3 metres per second and cloud bases from 1800 to 3000 m MSL are expected. The mountain ranges of Low Tatra and other produce cloud streets with excellent thermals and extended cloud base usable for high-speed cross-country flights. Wave conditions are seldom during the proposed period. Professional meteorologist with good experiences in gliding condition forecasting will provide meteorological service. The satellite service will be available to pilots and crews at the site. More is available on the web pages dedicated to previous contests. Here are the links: www.nitra2003.sk, www.nitra2005.sk, www.nitra2009.sk, www.pribinacup.sk.

4.3 ***Airspace restrictions in the contest area***
65 km to the west is Stefanik international airport in Bratislava (LZIB) with class C airspace which restricts task setting to this direction. 80km NE is military jet fighter airbase at the airport Sliac (LZSL). This TMA will be only partly available for task setting. The other airspace will be penned for both training and competition period. There are several low level flight restricted national parks in the mountain area. There are military trainig areas south of the military TMA. Organiser ensures the appropriate use of the above mentioned airspace by proper and advanced coordination of the event through national airspace management body. Some priority for the event will be evaluated. Top altitude will be minimum 8000 FT and this will be increased to minimum FL 90 in the mountain area.

4.4 ***Typical tasks to be expected***
Typical tasks set will be speed tasks via assigned areas and racing tasks with length from 150 to 600 km.

4.5 ***Road and traffic conditions***
Roads are in good conditions, carrying not generally less traffic than equivalent roads elsewhere in Europe. Speed limits are strictly enforced and alcohol limits are zero.

5. Rules (Note: The Championships must be conducted in accordance with Annex A)

5.1 Indicate the options intended to be used from Annex A for:

5.1.1 Starting procedures
Start line will be used.

5.1.2 Tasks
Racing tasks and speed tasks via assigned areas will be used.

5.1.3 Finish procedures
Finish line or finish ring will be used.

5.1.4 Scoring
1000 points system will be used for scoring.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

Slovakia is EU member inside Schengen area, but Visa restrictions may apply to some european or non european nations. List of those nations with instructions how to obtain visa will be mentioned in the bulletins.

5.2.2 For sailplane and equipment

Gliders with permit to fly will be required to apply for acceptance to our CAA.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered in each class and the total for the competition

Max number is 150 gliders total with maximum 50 gliders in one class.

5.3.2 Provide justification for this number

152 gliders in three classes have flown during Pribina Cup 2009.

5.3.3 Indicate how the classes will be separated for:

5.3.3.1 Starts

Different start areas for classes.

5.3.3.2 On task

Different first legs and timing for classes.

5.3.3.3 Finishing and landing

Different arrival times based on different task length and use of Finish Ring (radius 3km).

6. Costs (provide details of the following costs in Euros or USD)

6.1 ***Entry fee 799 EUR.***

6.1.1 Services included in the entry fee

Organization, airfield service, competition maps, turn point files, validation of GNSS FR, photocopying of briefing / meteorological information, results service, trophies, medals certificates, WiFi Internet Access.

6.1.2 Cost of aero tows

39 EUR per launch.

6.2 ***Price of car fuel per litre***

Diesel 1.13 EUR per liter and Pertol 1,15 EUR per liter

6.3 ***Rental cars***

Range from 25 to 50 EUR per Day

6.4 Accomodation

6.4.1	***Hotel rooms***	***30 – 70 EUR /day***
6.4.2	***Apartments***	***30 – 70 EUR/day***
6.4.3	***Bed and Breakfast***	***10 – 30 EUR/day***

6.4.4	***Self Catering***	***5 – 10 EUR/day***
6.4.3	***Camping***	***5 – 10 EUR/day***

All prices are quoted to prices in 2009.

6.5 ***Catering (as appropriate for local facilities) per person***

6.5.1	***Hotels***	***from 10 – 20 EUR/day***
6.5.2	***Restaurants***	***from 10 – 20 EUR/day.***
6.5.3	***Self Catering***	***from 5 EUR***
6.5.4	***On the airfield***	***from 5 EUR***

6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain

Normal costs (stay of 16 days, hotel, restaurants, 10 aero tows): 9600 EUR

Minimum costs from (stay of 16 days, camping, self catering, 10 aero tows): 6240 EUR

7. Glider Hiring (provide information on the following)

7.1 ***The availability of local gliders for hire***
There is limited number of competitive gliders available for rent in Slovakia but there is enough possiblities to hire a glider in Germany or Austria. Assistance will be provided to teams on request.

7.2 The costs of hire
Club class from 50 EUR/day, Std. class or 20m Two seat class from 100 EUR/day.

7.3 Any restrictions on hire (e.g. license requirements)
The pilot must have a license recognised in the country of the aircraft registration The best is to have ICAO Compliant licence. Transcription is possible but it must be requested at least one month before the competition.

8. Training

8.1 Provide details of any proposed training opportunities prior to the Championships.
Pribina Cup (international competition) is organised every Easter Holidays at the site. The contest is flown in three classes (all with hadicaps). Individual training at the site is possible before the competition but prior notice is required.

Bid for organising the
"16th European Gliding Championships "

All the information sought in this bid document must complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.

Applicant:

Name: Lithuanian Aeroclub

Date of Application: 2009-09-30

Organising Gliding Club or other organisation: Lithuanian Gliding Federation together with the Lithuanian Aeroclub

Proposed Competition Director: Vytautas Sabeckis (Director of Kaunas Aviation Sport Club)

Airfield: Pociunai

Contact person (for the applicant):

Name: Vytautas Sabeckis
Address: Felikso Vaitkaus 144A, 4340 Prienai, Lithuania

Email address: vytas@pociunai.lt
Phone Number: +370 685 36251
Mobile Number: +370 685 36251
Fax Number: +370 319 60577

Name and address of National Aero Club or other applicant: Lithuanian Aeroclub, Kastonu st. 4-7, 2001 Vilnius, Lithuania

1. Event and Year

FAI European gliding championship in 18m, Open and 15m in 2011

2. Site

2.1 Name of the airfield: Pociunai

2.1.1 Co-ordinates: 54’ 39,40’’ N, 024’ 02,00’’ E

2.1.2 Direction and distance to nearest town, population of this town: The airfield lies 7 km east from center of Prienai and 30 km south from Kaunas (400,000 population) the second city of Lithuanian Republic.
.

2.1.3 Experience of airfield staff in organising championships/ competitions:
The members of the Aeroclub Kaunas had organized 1st World Women's Gliding Championship,
12th FAI European Gliding Championship,
14th FAI European Gliding championship,
15th FAI European Gliding championship

2.2 Proposed period for the event

2.2.1 Training: July 23th – July 30 th, 2011

2.2.2 Competition: July 31th – August 14th 2011.

2.2.3 Alternate dates: June 4 – 11th, 2011 for training;

2.2.4 June 12th – 26th, 2011 for competition.

2.3. Airfield operating data (provide details for the following)

2.3.1 Surface of airfield, number and directions of runways:
Grass field: - length 1.100 m, width 900 m
Any direction.

2.3.2 Maximum number of gliders that can be accepted :
50 pilot in one class, 150 total.

2.3.3 Number of tow planes that will be employed:
minimum 10 – 16 (will be employed in relation with the number of participants).

2.3.4 Meteorological facilities that will be provided:
professional meteorologist will provide meteorological service

2.3.5 Parking facilities for gliders:
unrestricted parking in the open

.

2.3.6 Repair facilities for gliders:
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.

2.3.6 Repair facilities for radios and instruments:
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.

.

2.3.8 Oxygen requirements and supply facilities, if required: no oxygen requirements.

2.3.9 The airfield of Pociunai, which would host the championships is located within the boundaries of the regional park. Therefore any events in the area have to be approved by the Ministry of Environmental Protection of the Lithuanian Republic.

2.4 Airfield layout (provide descriptions for the following facilities at the airfield)

2.4.1 Briefing Room:
take place in hangar. All normal visual and acoustic aids are available

2.4.2 Common Room(s) for the competitors: in place
.

2.4.3 Meeting Room for the International Jury:
available in the Club buildings.

2.4.4 Press Centre:
several possibilities: fax, telephones, computers, public phones already in place.

2.4.5 Communication and internet equipment: all.

2.4.6 Post and Banking:
the nearest Post-office is 10 km far. Exchange provided more in the city. Major credit cards accepted subject to daily limitations on value.

2.4.7 Insurance availability:
can be arranged by staff.

2.4.8 Toilets, wash rooms and shower rooms:
In main buildings and in camping area are toilets and showers and mobile units will be installed according to requirements.

2.4.9 Car parking:
at the glider parking and camping area. Night guard service provided for events.

2.4.10 Emergency (including fire):
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.

2.4.11 Medical and First Aid:
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.

3. Accommodation and food for competitors (provide details of the following)

3.1 Accommodation facilities available in the local area:
In Birštonas in a distance of 5 km. is very nice tourist hostel in the forest near the river Nemunas with small cottage and separate rooms in country house . In the town Birštonas is many sanatoria were is possibility to book the rooms for one or two persons with TV, refrigerator , toilet and bathroom . In towns Birštonas and Prienai are some hotels. Also home-hotels will be available in Prienai.

3.2 Camping facilities at the airfield:

A camping with sanitary installation and electricity will be located at the airfield . There is the place for about 80 caravans and tents.

3.3 Catering for competitors at the airfield:
In the airfield will be organized restaurant which will be opened all the day. Many of restaurants is located in the towns Prienai and Birštonas

4. Competition area (provide descriptions of the following)

4.1 Topography in the contest area: flat area.

4.2 A comprehensive survey of meteorological conditions:
average temperatures in August are around 18 degrees Celsius and about 15 days are possible to use for competition. Cloudbase and climbrates on an average competition day are 1500m and 1.5 - 2.5 m/s.

4.3 Airspace restrictions in the contest area:
generally towards the North-west, West , South and East. Pociūnai and the task area have no serious airspace limitation.

4.4 Typical tasks to be expected:
Triangles from 200 up to 500 km are typical task for gliders.

4.5 Road and traffic conditions:
main roads are in good conditions. Speed limits are strictly enforced. Alcohol limits are 0.4 .

5. Rules (Note: The Championships must be conducted in accordance with Annex A):
the latest IGC Competition Rules will be used.
The racing task, Assigned Areas speed task and 1000 points scoring system will be used.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews: none

5.2.2 For sailplane and equipment: none

6. Costs (provide details of the following costs in Euros or USD)

6.1 Entry fee – 800 EUR per glider

6.1.1 Services included in the entry fee:
all airfield service, maps, meteorological information, results service, trophies, medals certificates,

6.1.2 Cost of aero tows - 50 EUR per launch

6.2 Price of car fuel per litre –
gasoline approximately 1 EUR per litter
diesel approximately 1 EUR per litter

6.3 Rental cars: could be arranged. Details will be given in bulletins.

6.4 Accommodation (as appropriate for local facilities)

6.4.1 Hotels - 15 - 20 EUR person / day

6.4.2 Apartments – 30 – 50 EUR person / day

6.4.3 Bed and Breakfast – 12 – 20 EUR person / day

6.4.4 Self Catering - 10 -15 EUR per day

6.4.3 Camping - 5 EUR per person/day

6.5 Catering (as appropriate for local facilities)

6.5.1 Hotels – 30 – 50 EUR per day

6.5.2 Restaurants – 30 – 50 EUR per day

6.5.3 Self Catering - 10 -15 EUR per day

6.5.4 On the airfield – 15 – 20 EUR per day

6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain:

Entry - 4 x 800 = 3200 EUR
Accommodation – 9per. x 21d. x 15 EUR = 2835 EUR
Meal - 9 x 21 x 10 = 1890 EUR
Towings - 4x 15 x 50 = 3000 EUR
TOTAL: 10925EUR (for one pilot 2731 EUR)

7. Glider Hiring (provide information on the following)

7.1 The availability of few 15m or 18m. gliders for hire.
7.2 The costs of hire:aprox.2200 EUR per 3 weeks.
7.3 Any restrictions on hire (EG licence requirements) – none.

8. Training

8.1 Provide details of any proposed training opportunities at the site prior to the Championships.

Open National Gliding Championships in Open class in May 2010 and 2011 or standart class in June 2010 or 2011 in Pociūnai
Any time of 2010 - 2011 years.

Application for organizing a "World Gliding Championships"

All the information sought in this bid document must complete prior to the application being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Specialist (emozer@deltamold.com before the closing deadline of September 30 to enable the application to be checked for completeness. Once the application has been checked and amended as necessary, the IGC Bid Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name: The Gliding Federation of Australia

Date of Application: September 2009

Organising Gliding Club or other organisation:

Name and address of National Aero Club:

Australian Sport Aviation Confederation
PO Box 3044
Batehaven, NSW 2536
Australia

Proposed Competition Director:
Terry Cubley
International Competition Pilot, Australian Delegate IGC, Competition Director World Gliding Championships –Gawler Australia 2001

Proposed Organisation of the event:
Organizing Committee established by the GFA through a wholly owned Company structure similar to that employed for the WGC Gawler. The organisation commencement will be immediately on the awarding of the event.

Airfield: Narromine Aerodrome S32 13.4 E148 13.8 Elevation 820ft ASL

Contact person (for the applicant):

Name:	Michael Maddocks
Address:	9 Fox St Booval Qld 4304 Australia
Email address:	mike@maddogcomposites.com.au
Phone Number:	61 7 38122029
Mobile Number:	61 (0)408 195337
Fax Number:	61 7 38121474

1. Event and Year

1.1 Name of Competition 8th FAI WORLD JUNIOR GLIDING CHAMPIONSHIP

1.2 Year of event 2013

2. Site

2.1 Name of the airfield Narromine Aerodrome

2.1.1 Co-ordinates S32 13.4 E148 13.8 Elevation 820ft ASL

2.1.2 Direction and distance to nearest town, population of this town

1.5 km sw Narromine, population 4000

32 km east, Dubbo, population 40000

.

2.1.3 Experience of airfield staff in organising championships

The event management group is very experienced in organising numerous State & National gliding events including a qualifying Grand Prix, as well as involvement in organising the WGC at Gawler South Australia.

2.2 Proposed period for the event

2.2.1 Training Dates 27th-30th November 2013

2.2.2 Competition Dates 2nd-14th December 2013

2.2.3 Alternate dates for training 27-29 December 2013

2.2.4 Alternate dates for competition 30 Dec 2013 - 11Jan 2014

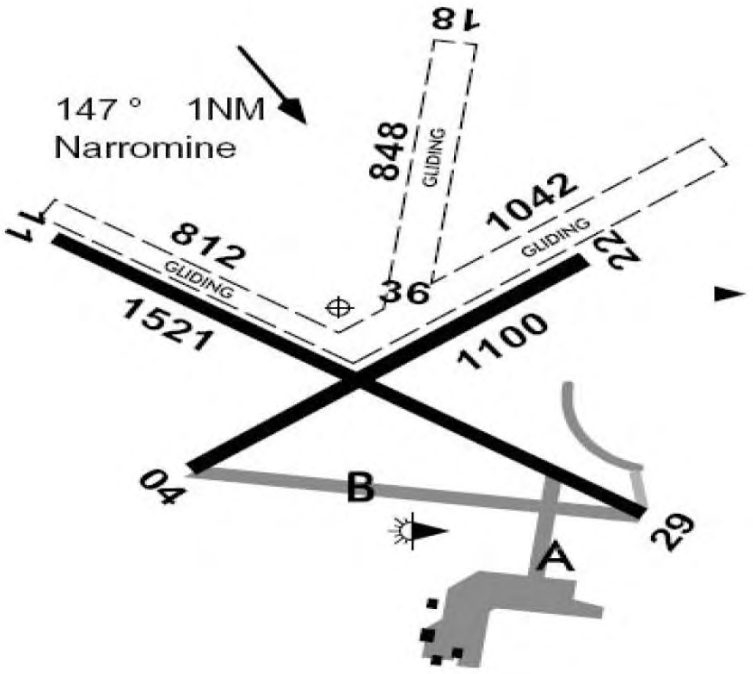
2.3. Airfield operating data

2.3.1 Surface of airfield, number and directions of runways

Narromine has bitumen cross strips constructed for flight training during the war years and later upgraded to operate as the alternate for Sydney Airport until 1974. Additionally the aerodrome has 3 grass strips which are dedicated gliding runways with well maintained surfaces.

2.3.2 Number of tow planes that will be employed

Minimum of 1 tug per 10 competitors plus standby



2.3.3 Meteorological facilities that will be provided

Full meteorological facilities will be provided in conjunction with the Australian Bureau of Meteorology

2.3.4 Parking facilities for gliders

Extensive tie down facilities will be provided including water and power facilities

.

2.3.5 Repair facilities for gliders

Approved glider repair personnel are available on site and the Club maintenance building will be available for emergency repair requirements.

2.3.6 Repair facilities for radios and instruments

A Civil Aviation Safety Authority (CASA) certified Avionics Business is available on site, as well as the Club's workshop and materials facilities. CASA approved engine and airframe maintenance facilities are located at Narromine, Dubbo and Trangie airports

.

2.3.7 Oxygen requirements and supply facilities, if required

Oxygen facilities will be made available

2.3.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?

The event will have ISO 14000 accreditation

As recommended by the FAI Environmental Commission the Narromine Airfield already has an active Airfield Consultative and Coordination Committee responsible for Community liaison on all activities on the aerodrome.

2.4 Airfield Infrastructure

2.4.1 Briefing Room

Club Auditorium

2.4.2 Common Room(s) for the competitors

2.4.3 Meeting Room for the International Jury

Existing Club facilities will be made available

2.4.4 Press Centre

Existing areas within the Airfield Club rooms complex will be made available

2.4.5 Communication and internet equipment

The Centre already has extensive Wireless Broadband access over the whole airfield which will be made available for all competitors and crew.

2.4.6 Post and Banking

There are extensive Post and Banking facilities in Narromine.

2.4.7 Insurance availability

OAMPS Insurance

2.4.8 Toilets, wash rooms and shower rooms

There are existing facilities on site catering for annual major aviation events annually including the annual “Natfly” event attracting in excess of 1000 pilots and 1000 visitors.

2.4.9 Car parking

Ample parking is available both airside and on the public area. Vehicle parking is commonly used for up to 1000 vehicles.

2.4.10 Emergency (including fire)

Detailed emergency plan is in place which have been developed over a number of years in support of major events held at the site

2.4.11 Medical and First Aid

There will be Medical and First Aid facilities for the event including assistance from local volunteer emergency groups

2.4.12 Conference and office rooms for the OSTIV Congress, if required

N/A

3. Accommodation and food for competitors

3.1 Accommodation facilities available in the local area

On the Airfield:
Narromine Tourist Park Motel Rooms
Caravan Park
Camping facilities

Narromine:
Peppercorn Motor Inn
Stockman Motor Inn
Narromine Hotel/Motel
Imperial Stay
Abbey B&B
Commercial Hotel
Cameron Farm Stay
Hire houses within the town and district will be available through advertising

Dubbo:

(Dubbo list to be supplied)

3.2 Camping facilities at the airfield

There is an extensive existing camping facility on site

3.3 Catering for competitors at the airfield

At the Airport:
Narromine Aeroclub Bistro
Narromine Gliding Club Café

In Narromine:
Eight restaurants serving local Australian and Asian style foods.
Three sporting clubs with restaurants
Service Club with restaurant
Four Coffee/snack shops

4. Competition area

4.1 Topography in the contest area

The Narromine area is in the Western Plains area of New South Wales and as such is slightly undulating with extensive grazing and cropping farm complimenting cross country flying activities. The nature of the farming provides for safety for finishing aircraft and outlanding options that are unsurpassed.

4.2 A comprehensive survey of meteorological conditions

(see following bid document)

4.3 Airspace restrictions in the contest area

Nil

4.4 Typical tasks to be expected

Up to 1000km

4.5 Road and traffic conditions

The area is in rural Australia and has minimal road traffic; the majority of roads are sealed.

5. Rules (*Note: The Championships must be conducted in accordance with Annex A)*

5.1 Indicate the options intended to be used from Annex A for:

5.1.1	Starting procedures.	Optional start point (7.4.2 d) *or* Start line (7.4.2 b)
5.1.2	Tasks	Racing task (6.2.1) and Speed task – assigned area (6.2.2)
5.1.3	Finish procedures	Finish line (7.7.1 a)
5.1.4	Scoring	1000 points scoring system (8.1 a)

.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1	For pilots and crews	nil
5.2.2	For sailplane and equipment	nil

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered the competition

100

5.3.1.1 Provide explanation for this number

Maximum 50 competitors per class allowed by rules

5.3.2 Indicate how the classes will be separated for:

5.3.2.1	Starts	Through allocating optional start points for each class
5.3.2.2	On task	Through task directions and task types
5.3.2.3	Finishing and landing	Large airfield enables multiple landing lanes

6. Costs *(provide details of the following costs in Euros or USD)*

6.1	Entry fee	AUS$1000 (600euro)
6.1.1	Services included in the entry fee	

includes: electronic (plus hard copy on request), contest area maps, turn points, airspace, Local Rules, weather data and services, pilot/crew ID tags, briefing sheets plus any other operational services normally required.

6.1.2	Cost of aero tows	to be advised (estimated max A$65 / 40 euro)
6.2	Price of car fuel per litre	AUS$1:60 (1.00-1.20 euro per litre)
6.3	Rental cars	AUS$65/day (40euro /day)
6.4	Accommodation (detailed proposal to follow)	
6.4.1	Hotels	to be advised
6.4.2	Apartments	
6.4.3	Bed and Breakfast	to be advised
6.4.4	Camping	to be advised
6.5	Catering	
6.5.1	Hotels	to be advised
6.5.2	Restaurants	to be advised
6.5.3	Airfield	as per list in prelim Bid document

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members

Assuming 12 contest days and 4 official practice days:

Entry		A$1000	
Accommodation:	3x16x($10-$50)	A$480	A$2400
Meals	3x16x$20	A$960	
Aerotows	16x$70	A$1120	
Total for Team of 3		A$3560 - A$5480	
Cost per Person		A$1187 - A$1827 [700euro- 1100euro]	

7. Glider Hiring

7.1 The availability of local gliders for hire

Over 200 competitive club class gliders are registered in Australia with many available for the competition. Included are 38 Std Cirrus, 40 Jantar, 6 ASW19, 47 Astir, 47 Std Libelle, 5 DG100, 26 Discus A/B, 25 Hornet, 8 LS1 and 21 LS4. There are also 14 LS8, 6 Discus 2, 3 ASW28 and 6 SZD55.

7.2	The costs of hire	to be advised
7.3	Any restrictions on hire	minimal

(note: The Australian competitions for the season will be arranged so any gliders shipped to Australia will be able to be utilised for the whole season and not just the Juniors. This would include 3 National Championships (Multi-class, Club/Sports class and Junior) as well as up to 7 state and regional competitions.

8. Training

8.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

The airfield will be open for training prior to the event. Pilots will be able to compete in “State championships” and the “Narromine Cup” during the month leading up to the event. Narromine has a commercial operation that will provide launches and help at any time during the year prior to the event.

Note: Sponsorship is being sought to assist with glider shipping, transport and entry fees for overseas competitors.

Leszno-Strzyżewice, Poland

BID TO ORGANIZE THE 8TH JUNIOR WORLD GLIDING CHAMPIONSHIPS 2013

Applicant:

Name: Aeroklub Polski

Date of Application: 30 September, 2009

Organising Gliding Club or other organisation:

jointly

Aeroklub Leszczyński
ul. Szybowników 28
64-100 Leszno
Phone: +48 65 529-32-19 ,
Fax: +48 65 528-75-10 ,
E-Mail: aeroklub.leszno@onet.eu ,

and

Centralna Szkoła Szybowcowa w Lesznie
ul. Szybowników 28
64-100 Leszno
+48 65 529-24-00
+48 65 529-41-39
csleszno@it.pl

Name and address of National Aero Club:

Aeroklub Polski
ul. Świętokrzyska 20 lok. 512
00-002 Warszawa
E-Mail: komisja@szybowce.pl
Contact person: Tomasz Rubaj

Proposed Competition Director:

Ryszard Andryszczak – Director of Central Gliding School in Leszno.

Proposed Organisation of the event:

Competition is intended to be held in July/August 2013. During organisation of the event local and national aeroclub funds will be used with a support from government and local authorities. We expect also some interest from sponsors.

Airfield:

Leszno Strzyżewice (EPLS).

Contact person (for the applicant):

Name:	Tomasz Rubaj
Address:	ul. Kusocinskiego 7/75; 05-500 Piaseczno
Email address:	t.rubaj@szybowce.pl
Phone Number:	+48 22 757 36 23
Mobile Number:	+48 695 89 45 98
Fax Number:	+48 22 757 36 23

1. Event and year:

1.1 Name of Competition: The 8th World Junior Gliding Championships 2013 in two FAI classes (Standard and Club).

1.2 Year of event: 2013

2. Site.

2.1 Name of the airfield: Leszno – Strzyżewice (ICAO code EPLS).

2.1.1 Coordinates: 51º 50’06’’N 16º 31’19’’E elevation 94 m AMSL.

2.1.2 Nearest towns: Leszno, - 3 km, Poznań, - 80 km.

2.1.3 Experience of airfield staff in organizing championships:

- World Championships 1958 in two classes Open and Standard
- World Championships 1968 in two classes Open and Standard
- World Championships 1999 in World Class
- World Championships 2003 in four classes Open, Standard, 15m and 18m
- Annual National Championships in Open class
- Annual Regional Competition in Club class

2.2 Proposed period of the event.

2.2.1 Training Dates: 24th – 26th July, 2013

2.2.2 Competition Dates: 28th July – 10th August, 2013

2.2.3 Alternative days for training: 17th – 19th July, 2013

2.2.4 Alternative days for competition: 21st July – 3rd August, 2013

2.3 Airfield operation.

2.3.1 Airfield details: Total area of the airfield is approximately 100 Hectares

Photo: View of the Airfield Looking South

2.3.2 Surface of the airfield, number and directions of runways: Grass, two runways RWY 06/24 920x100m, one RWY 15/33 880x100m and one RWY 15/33 810x100m.

2.3.3 The number of participants: Total 100, maximum 50 in each FAI class. To ensure safe operations Leszno airfield can host up to 130 gliders during one event.

2.3.4 The number of towplanes: Sufficient, approximately one tow plane for 6 gliders minimum.

2.3.5 Meteorogical facilities: A resident, professional weather man (also a glider pilot) with all the necessary equipment and access to up-to-date meteorogical information.

2.3.6 Sailplane parking: Parking will be arranged on the airfield. There is sufficient parking space for rigged gliders on the airfield.

2.3.7 Repair facilities: Repair facilities for gliders and accessories are available on site and in the vicinity.

2.3.8 Oxygen is neither needed, required nor supplied.

2.4 Airfield infrastructure.

2.4.1 Briefing facilities: Briefing will be held in a sufficient size briefing room located in the main building and equipped with Public Address and Data Projection systems.

2.4.2 Common rooms: Necessary facilities for the Teams will be provided in the airfield area in portakabins or marquee tents, which will include Internet connection, at a reasonable cost.

2.4.3 Jury room: A secure meeting room will be available.

2.4.4 Press Centre: Working places for journalists will be arranged in the designated press centre within the main building complex and equipped with phone, fax and internet connection.

2.4.5 Public telephones etc.: The GSM coverage throughout the contest area is very good and there is no need for extra fixed line telephones. The teams are required to bring their own mobile phones. All Polish GSM providers offer pre-paid SIM-cards.

2.4.6 Post and Bank: The nearest full service post office and numerous banks can be found in the town of Leszno (3 km). International credit and debit cards are accepted for most of the payments on the airfield.

2.4.7 Insurance: Assistance with personal health insurance and third party liability insurance for gliders will be available before the competition on request.

2.4.8 Toilets, washrooms and shower: There is sufficient number of toilets, washrooms and shower rooms available on site.

2.4.9 Car parking: There is sufficient parking space on the airfield.

2.4.10 Emergency facilities: Firefighting and other ground rescue services are available from the city of Leszno. The nearest hospital is approximately 10 km from the airfield. Helicopter Emergency Medical Service is available from nearby cities of Poznan and Wrocław. SAR is provided by Rescue Coordination Centre in Warszawa.

3. Accommodation and food for competitors.

3.1 Accommodation.

3.1.1 Hotel with 50 beds available on site. There are several hotels available in the town of Leszno also in direct vicinity of contest site.

Photo: Gliding centre and hotel

3.1.2 Camping, tents, caravans etc Camping site with sufficient space for tents and caravans on site.

3.2 Catering.

3.2.1 There is restaurant at the airfield open early morning until late evening.

4. Competition area and meteorogical conditions.

4.1 Competition area (see Appendix 1).

4.1.1 Western Poland and possibility a 70 km zone of eastern Germany.

4.1.2 Topography, predominantly flat, with a lot of fields suitable for outlanding.

4.2 Meteorogical conditions: During July we normally expect best soaring conditions with usually 20 flying days a month.

- Average temperature 22º C
- Average cloud base 1 500 m AGL
- Average Thermal Strength 1,5 m/s

4.3 Airspace restrictions: Poznan Lawica Airport (EPPO), approximately 80 km in northern direction, with class C airspace limits task setting in this direction. All the other directions are usually not influenced by controlled, restricted, dangerous or prohibited airspace.

4.4 Typical tasks: Speed task up to 750 km, numerous average speeds up to 115 km/h, some up to 140 km/h.

4.5 Road and traffic conditions: Good communication routes in all directions by first and second class roads.

4.6 Telephone communications: The GSM coverage in the contest area is nearly 100%.

5. Rules.

5.1 IGC annex A: No anticipated changes to the latest IGC annex A.

5.2 Particular conditions or possible restrictions for the participation in Poland.

5.2.1 For the pilots and crews: Passport with or without visa depending on the country of origin is required according to EU immigration rules.

5.2.2 For the sailplanes and equipment: The third party liability insurance of gliders must meet the Polish requirements (100’000 SDR for MTOM <= 495kg and 1’500’000 SDR for MTOM > 495kg as of 2009).

6. Costs.

6.1 Entry fee approximately 680 EUR per one sailplane.

6.1.1 Services included in the entry fee:

- Organization
- ICAO map
- turn points database
- results service
- meteorogical information
- photocopy of briefing, meteorological and results charts
- Wi-Fi Internet Access
- Medals, trophies and diplomas

6.1.2 Cost of aero tows: 50 EUR per tow, subject to change depending on fuel price.

6.2 Price of car fuel per liter: Diesel 0,90 EUR and Unleaded Petrol (95 grade) 1,1 EUR.

6.3 Rental cars: Range from 40 to 80 EUR per day.

6.4 Accommodation.

6.4.1	Hotel rooms	25 – 80 EUR/day
6.4.2	Apartments	20 – 50 EUR/day
6.4.3	Camping	2 – 5 EUR/day

All prices are quoted in year 2009.

6.5 Catering per person.

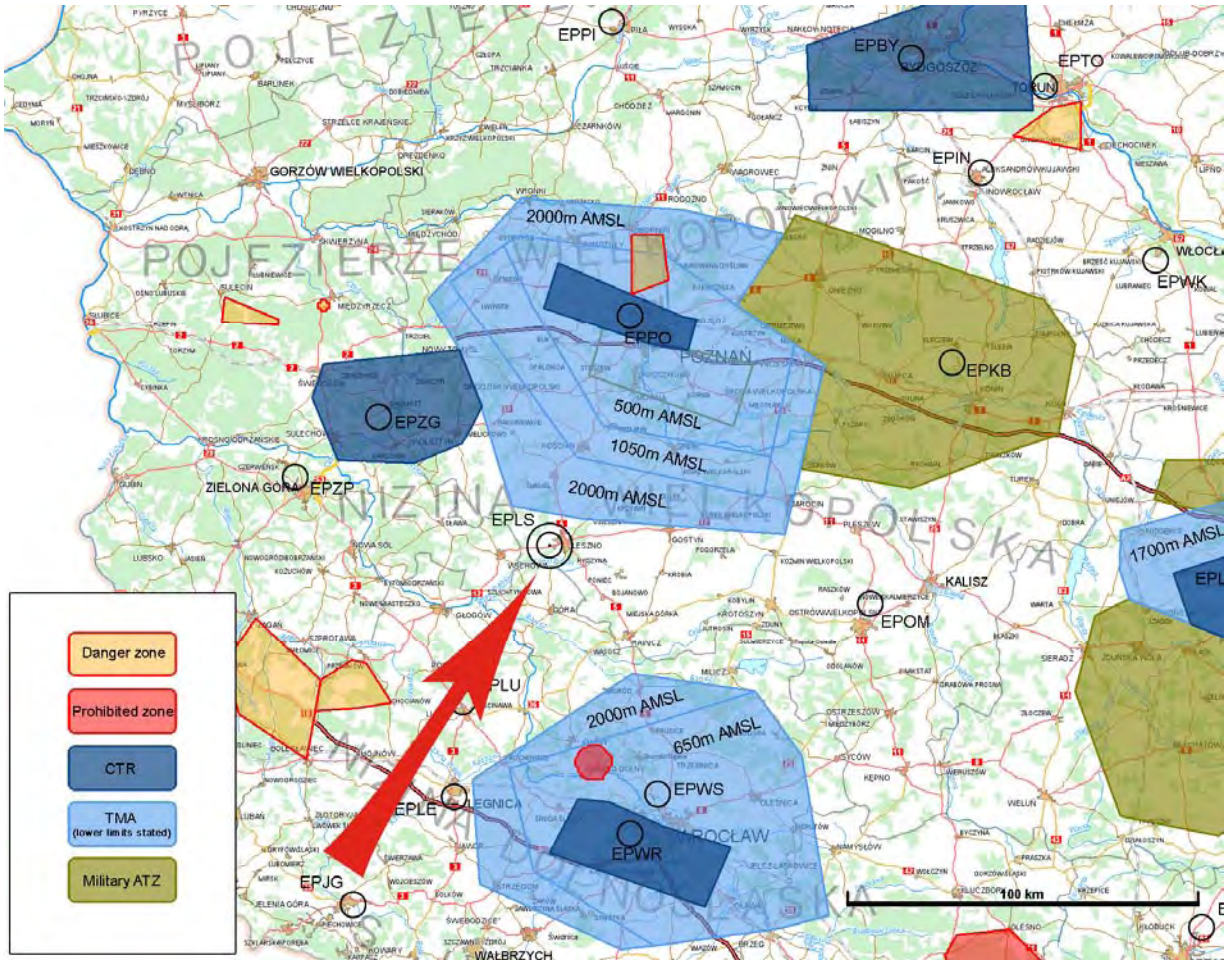
6.5.1	Hotels	7 – 15 EUR/day
6.5.2	Restaurants	7 – 15 EUR/day
6.5.3	On the airfield	from 5 EUR

7. **Glider Hiring.** There are many Club Class gliders in Poland and Aeroklub Leszczynski can provide Club Class gliders for rent for overseas pilots and other competitors.

8. **Training:** Leszno will be open for foreign pilots at any time from April until end of August in 2012 and 2013. There are many other airfields in the area operating every day during the summer months.

Appendix 1

Competition area.



Application for organizing a "FAI Junior World Gliding Championships 2013"

All the information sought in this bid document must complete prior to the application being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Specialist (emozer@deltamold.com before the closing deadline of September 30 to enable the application to be checked for completeness. Once the application has been checked and amended as necessary, the IGC Bid Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name:
Slovak National Aeroklub of gen. M.R.Štefánik together with Aeroklub Prievidza

Date of Application:
July 27 – August 11 (alternatively August 03 – August 18)

Organising Gliding Club or other organisation: *Aeroklub letisko Prievidza*
Letisková 8
971 03 Prievidza
Slovak Republic
Europe

Name and address of National Aero Club: *Slovak National Aeroklub of gen. M.R. Štefánik*
Pri Rajčianke 49
010 00 Žilina
Slovak Republic

Proposed Competition Director: *Jozef Šnirc*
Championships director of following competitions:
Precompetition of 31 FAI World Gliding Championships 2009
Slovak National Championship 2002 – 2009
European Women´s Gliding Championship 1997 (Deputy Director)

Proposed Organisation of the event: *(provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)*

- Deadline for entries: March 31
- Official training: July 22 – July 26 (alternatively July 29 – August 02)
- Competition Flying: July 27 – August 10 (alternatively August 03 – August 17)
- Prize Giving Ceremony: August 11 (alternatively August 18)
- No finanical constraints are expected, since the airfield is owned by the organising club.

Airfield:
Airfield Prievidza – Slovak Republic (LZPE)

Contact person (for the applicant):

Name: *Jozef Šnirc*

Address: *Aeroklub letisko Prievidza, Letisková 8, 971 03 Prievidza, Slovak Republic*
Email address: *snirc@aerospool.sk*,
Phone Number: *+421 46 5183 205*
Mobile Number: *+421 905 271 091*
Fax Number: *+421 46 5183 250*

1. Event and Year

1.1 Name of Competition *"FAI Junior World Gliding Championships" STANDARD, CLUB CLASS*

1.2 Year of event *2013*

2. Site

2.1 Name of the airfield
Airfield Prievidza (LZPE)

2.1.1 Co-ordinates
484552N 0183512E

2.1.2 Direction and distance to nearest town, population of this town
245°, 2,5 km from Prievidza (railway station), population 62 000 inhabitants

2.1.3 Experience of airfield staff in organising championships
All the events mentioned above have been organised together with our airfield staff. There is at least one or two gliding competition every year at the site, which makes the staff well experienced and up to the date with the rules of the gliding competition.

2.2 Proposed period for the event

2.2.1 Training Dates
July 22 – July 26

2.2.2 Competition Dates
July 27 – August 10

2.2.3 Alternate dates for training *(preferably greater than 3 weeks from primary bid dates in 2.2.1)*
July 29 – August 02

2.2.4 Alternate dates for competition *(preferably greater than 3 weeks from primary bid dates in 2.2.2)*
August 03 – August 17

2.3. Airfield operating data *(provide details for the following)*

2.3.1 Surface of airfield, number and directions of runways (provide diagram and photograph)
Grass, 04R 038°/ 22L 218°, 014 038°/ 22R 218°
Runway strip 1200m x 120 m with wide safety side strips

2.3.2 Number of towplanes that will be employed
14

2.3.3 Meteorological facilities that will be provided
Fully equipped meteorological station is on the site. Professional and experienced logal meteorologist will be employed during the event.

2.3.4 Parking facilities for gliders
Newly built parking place is situated on the east margin of the airfield with enough place for the all trailers and gliders.

2.3.5 Repair facilities for gliders
Hangar space and state of the art equipment will be made available to affect any necessary repairs to CFRP/GFRP gliders and professional repair shop AEROSPOOL Ltd. Company which is based at the site and will available 24/7.

2.3.6 Repair facilities for radios and instruments
Technician capable to serve modern radios and avionics will be in attendance at the site.

2.3.7 Oxygen requirements and supply facilities, if required
Not required.

2.3.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?
We expect to consult the use of the national park airspace with envirnomental specialist in order to avoid wrong impact on the local nature. The use of the high performance UL towplanes will eliminate the noise impact on local environment during the take off period.

2.4 Airfield Infrastructure *(provide descriptions for the following facilities at the airfield)*

2.4.1 Briefing Room
Main Hangar

2.4.2 Common Room(s) for the competitors
Bar – Restaurant with unlimited high speed wireless internet connection, Briefing Hangar.

2.4.3 Meeting Room for the International Jury
Reserved office for Jury and Stewards

2.4.4 Press Centre
Special press centre will be prepared for this event and airfield fully equipped Administration Office will be available for press presonnel too.

2.4.5 Communication and internet equipment

Wireless LAN, ISDN telephone and FAX, webcam

2.4.6 Post and Banking
In Prievidza city and during the contest provided at the site.

2.4.7 Insurance availability
In Prievidza city and during the contest provided at the site.

2.4.8 Toilets, wash rooms and shower rooms
Available in the restaurant, hangar and at the camp site.

2.4.9 Car parking
Paved parking place near the airfield administration building and in the camp site.

2.4.10 Emergency (including fire)
The organiser will elaborate detailed plane for all emergency situations. This is also legal requirement of the nation CAA office for the event. Public Fire Brigade and Emergency Organizations will be informed in advance and are all in near reach.

2.4.11 Medical and First Aid
High standard medical services are available within the town. A first aid centre and stand-by emergency sevice will be provided at the site during the contest.

2.4.12 Conference and office rooms for the OSTIV Congress, if required
Not relevant.

3. Accommodation and food for competitors *(provide details of the following)*

3.1 Accommodation facilities available in the local area
Accommodation facilities available on airfield, 4 rooms for International Jury and guest house with 5 apartments on the airfield, many hotels, guest houses and restaurants close to the airfield and in the downtown.

3.2 Camping facilities at the airfield
Newly built, large and well equipped camp site is situated at the airfield. There are additional facilities (showers, toilet block, electric hookups, washing machine) available

3.3 Catering for competitors at the airfield
Bar with Restaurant directly at the airfield – one of the best in town.

4. Competition area *(provide descriptions of the following)*

4.1 Topography in the contest area
The site is on the middle of mountain´s region of Slovakia. The contest area has a range in southern direction will Danube River with typical flat land and in the nothern direction till High and Low Tatra Mountains with highest peaks up to 2500 m MSL. In the valleys of these mountains are sufficient landing areas, even for aero-towing application direct from the field. At whole other area are excelletn and safe landing possibilities at period in which the event will be done.

Tasks will be set within the area which covers almost whole west and middle part of the Slovak Republic and part of Hungarian, Czech and Polish airspace..

4.2 A comprehensive survey of meteorological conditions
In the proposed period very good weather conditions with intensity of average thermals form 2 to 4 meters per second and cloud bases from 2500 to 3500 m MSL are expected. The mountaing renages of Low Tatra and other produce cloud streets with excellent thermals and extended cloud base usable for high-speed cross-country flights. Wave conditions are seldom in the proposed period. Professional meteorologist with good experiences in gliding condition forecasting will provide meteorological service. The satellite service will be available to pilots and crews at the site.

4.3 Airspace restrictions in the contest area
The airspace will be penned for both training and competition period. There are several low level flight restricted national parks in the mountain area. There is military airbase with it´s TMA located some 15 km east of the site. There are military training areas south of the military TMA. Organiser ensures the appropriate use of the above mentioned airspace by proper and advanced coordination of the event through national airspace management body. Some priority for the event will be evaluated. Top altitude will be 8000 FT and this will be increased to FL 90 in the mountain area.

4.4 Typical tasks to be expected
Typical tasks set will be Racing Tasks and Assigned Area Speed Tasks with length from 150 to 600 km for Club class gliders and from 200 to 750 km for Standard class gliders.

4.5 Road and traffic conditions
Roads are in good conditions, carrying not generally less traffic than equivalent roads elsewhere in Europe. Speed limits are strictly enforced and alcohol limits are zero.

5. Rules (*Note: The Championships must be conducted in accordance with Annex A)*

5.1 Indicate the options intended to be used from Annex A for:

5.1.1 Starting procedures
7.4.2 b) Start line

5.1.2 Tasks
6.3.1 Racing task
6.3.2 Speed task – assigned areas

5.1.3 Finish procedures
7.7.1 b) Finish ring

5.1.4 Scoring
8.1 a) 1000-points scoring system.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

Pilots mush have an ICAO compliant glider license. If not transcription of their license must be requested to the Slovak CAA before the competition.
There are visa required for some non european nations.
Crews: The same as for pilot except the licence requirement.

5.2.2 For sailplane and equipment
Gliders must have a valid certificate of airworthiness or a permit to fly, approved by EASA or Slovak CAA office.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered the competition : 110
Standard Class max. 50 (depends on IGC limits)
Club Class max. 50 (depends on IGC limits)

5.3.1.1 Provide explanation for this number
It is the maximal recomended runway capacity.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts
Separate grid for each class

5.3.2.2 On task
Different tasks and departure legs for each class

5.3.2.3 Finishing and landing
Time limitation or lenght for the task deepending on class.

6. Costs *(provide details of the following costs in Euros or USD)*

6.1 Entry fee
700 EUR per glider

6.1.1 Services included in the entry fee
- *All airfield services*
- *Maps ICAO and road*
- *Turn points and Airspace file*
- *Validation of GNSS Loggers*
- *Photocopying of briefing / meteorological information*
- *Results service, trophies, medals, certificates*

6.1.2 Cost of aero tows
35 EUR per launch

6.2 Price of car fuel per litre/gallon *(estimate)*
1,15 EUR per litre

6.3 Rental cars
AVIS, HERTZ or EUROPCAR car rental companies are vell established in the country. Economy car price 70 EUR/day.

6.4 Accommodation *(as appropriate for local facilities)*

6.4.1 Hotels
Price for hotel room is form 20 to 90 EUR / person / day depending on the level of services included.

6.4.2 Apartments
Price similar to the hotel room.

6.4.3 Bed and Breakfast
From 15 to 40 EUR / person / day.

6.4.4 Camping

6.5 Catering *(as appropriate for local facilities)*

6.5.1 Hotels
Many hotels, hotel meals cost approximately 17 EUR per day.

6.5.2 Restaurants
Many restaurants in the town – similar prices to hotels.

6.5.3 Airfield
Restaurant situated directy at the airfield. Price for meal is approximatelyy 12 EUR per day.

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members

Price list:
Camping at the airfield: 200 EUR per caravan or tent (sec. person 50 EUR)
Accommodation in hotels: approx. 20-90 EUR / day
Full board at the airfield restaurant: 12 € / day / person

Example:
Cost for one pilot with 2 crew members for 21 day

Entry fees:	*700 EUR*
Tow fees = 35 EUR x 21 days	*735 EUR*
Camping	*450 EUR*
Catering = 12 x 21 x 3	*756 EUR*

Total	*2641 EUR*

Team costs are 2641 EUR all together.

7. Glider Hiring *(provide information on the following)*

7.1 The availability of local gliders for hire
Private arrangements maybe possible. Help for arrangements can be offered from the organizer. There is limited number of Standard class gliders available in the near area. Overseas competitiors will be provided assistance to find sailplanes in Germany or Austria.

7.2 The costs of hire

Club class from 60 EUR/day, Standard class from 100 EUR/day

7.3 Any restrictions on hire *(e.g. license requirements)*
The pilot must have a valid license recognised in the country of the aircraft registration. The best is to have ICAO Compliant licence.
Transcription is possible but must be requested well before the competition.

8. Training

8.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

Training is possible during the official training. Additional training can be organized upon request. There will be number of opportunities for pilots to attend a local contest before the championships.

Bid for organising the
"7th FAI Junior World Gliding Championships "

All the information sought in this bid document must complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.

Applicant:

Name: Lithuanian Aeroclub

Date of Application: 2009-09-30

Organising Gliding Club or other organisation: Lithuanian Gliding Federation together with the Lithuanian Aeroclub

Proposed Competition Director: Vytautas Sabeckis (Director of Kaunas Aviation Sport Club)

Airfield: Pociunai

Contact person (for the applicant):

Name: Vytautas Sabeckis
Address: Felikso Vaitkaus 144A, 4340 Prienai, Lithuania

Email address: vytas@pociunai.lt
Phone Number: +370 685 36251
Mobile Number: +370 685 36251
Fax Number: +370 319 60577

Name and address of National Aero Club or other applicant: Lithuanian Aeroclub, Kastonu st. 4-7, 2001 Vilnius, Lithuania

1. Event and Year

FAI Junior World gliding championship in Standard and Club class in 2013

2. Site

2.1 Name of the airfield: Pociunai

2.1.1 Co-ordinates: 54’ 39,40’’ N, 024’ 02,00’’ E

2.1.2 Direction and distance to nearest town, population of this town: The airfield lies 7 km east from center of Prienai and 30 km south from Kaunas (400,000 population) the second city of Lithuanian Republic.
.

2.1.3 Experience of airfield staff in organising championships/ competitions:
The members of the Aeroclub Kaunas had organized 1st World Women's Gliding Championship,
12th FAI European Gliding Championship,
14th FAI European Gliding championship,
15th FAI European Gliding championship

2.2 Proposed period for the event

2.2.1 Training: July 26th – August 2 th, 2013

2.2.2 Competition: August 3th – August 17th 2013.

2.2.3 Alternate dates: June 1 – 7th, 2013 for training;

2.2.4 June 8th – 22th, 2013 for competition.

2.3. Airfield operating data (provide details for the following)

2.3.1 Surface of airfield, number and directions of runways:
Grass field: - length 1.100 m, width 900 m
Any direction.

2.3.2 Maximum number of gliders that can be accepted :
50 pilot in one class, 100 total.

2.3.3 Number of tow planes that will be employed:
minimum 10 – 16 (will be employed in relation with the number of participants).

2.3.4 Meteorological facilities that will be provided:
professional meteorologist will provide meteorological service

2.3.5 Parking facilities for gliders:
unrestricted parking in the open

.

2.3.6 Repair facilities for gliders:
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.

2.3.6 Repair facilities for radios and instruments:
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.

.

2.3.8 Oxygen requirements and supply facilities, if required: no oxygen requirements.

2.3.9 The airfield of Pociunai, which would host the championships is located within the boundaries of the regional park. Therefore any events in the area have to be approved by the Ministry of Environmental Protection of the Lithuanian Republic.

2.4 Airfield layout (provide descriptions for the following facilities at the airfield)

2.4.1 Briefing Room:
take place in hangar. All normal visual and acoustic aids are available

2.4.2 Common Room(s) for the competitors: in place
.

2.4.3 Meeting Room for the International Jury:
available in the Club buildings.

2.4.4 Press Centre:
several possibilities: fax, telephones, computers, public phones already in place.

2.4.5 Communication and internet equipment: all.

2.4.6 Post and Banking:
the nearest Post-office is 10 km far. Exchange provided more in the city. Major credit cards accepted subject to daily limitations on value.

2.4.7 Insurance availability:
can be arranged by staff.

2.4.8 Toilets, wash rooms and shower rooms:
In main buildings and in camping area are toilets and showers and mobile units will be installed according to requirements.

2.4.9 Car parking:
at the glider parking and camping area. Night guard service provided for events.

2.4.10 Emergency (including fire):
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.

2.4.11 Medical and First Aid:
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.

3. Accommodation and food for competitors (provide details of the following)

3.1 Accommodation facilities available in the local area:
In Birštonas in a distance of 5 km. is very nice tourist hostel in the forest near the river Nemunas with small cottage and separate rooms in country house . In the town Birštonas is many sanatoria were is possibility to book the rooms for one or two persons with TV, refrigerator , toilet and bathroom . In towns Birštonas and Prienai are some hotels. Also home-hotels will be available in Prienai.

3.2 Camping facilities at the airfield:

A camping with sanitary installation and electricity will be located at the airfield . There is the place for about 80 caravans and tents.

3.3 Catering for competitors at the airfield:
In the airfield will be organized restaurant which will be opened all the day. Many of restaurants is located in the towns Prienai and Birštonas

4. Competition area (provide descriptions of the following)

4.1 Topography in the contest area: flat area.

4.2 A comprehensive survey of meteorological conditions:
average temperatures in August are around 18 degrees Celsius and about 15 days are possible to use for competition. Cloudbase and climbrates on an average competition day are 1500m and 1.5 - 2.5 m/s.

4.3 Airspace restrictions in the contest area:
generally towards the North-west, West , South and East. Pociūnai and the task area have no serious airspace limitation.

4.4 Typical tasks to be expected:
Triangles from 200 up to 500 km are typical task for gliders.

4.5 Road and traffic conditions:
main roads are in good conditions. Speed limits are strictly enforced. Alcohol limits are 0.4 .

5. Rules (Note: The Championships must be conducted in accordance with Annex A):
the latest IGC Competition Rules will be used.
The racing task, Assigned Areas speed task and 1000 points scoring system will be used.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews: none

5.2.2 For sailplane and equipment: none

6. Costs (provide details of the following costs in Euros or USD)

6.1 Entry fee – 800 EUR per glider

6.1.1 Services included in the entry fee:
all airfield service, maps, meteorological information, results service, trophies, medals certificates,

6.1.2 Cost of aero tows - 50 EUR per launch

6.2 Price of car fuel per litre –
gasoline approximately 1 EUR per litter
diesel approximately 1 EUR per litter

6.3 Rental cars: could be arranged. Details will be given in bulletins.

6.4 Accommodation (as appropriate for local facilities)

6.4.1 Hotels - 15 - 20 EUR person / day

6.4.2 Apartments – 30 – 50 EUR person / day

6.4.3 Bed and Breakfast – 12 – 20 EUR person / day

6.4.4 Self Catering - 10 -15 EUR per day

6.4.3 Camping - 5 EUR per person/day

6.5 Catering (as appropriate for local facilities)

6.5.1 Hotels – 30 – 50 EUR per day

6.5.2 Restaurants – 30 – 50 EUR per day

6.5.3 Self Catering - 10 -15 EUR per day

6.5.4 On the airfield – 15 – 20 EUR per day

6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain:

Entry - 4 x 800 = 3200 EUR
Accommodation – 9per. x 21d. x 15 EUR = 2835 EUR
Meal - 9 x 21 x 10 = 1890 EUR
Towings - 4x 15 x 50 = 3000 EUR
TOTAL: 10925EUR (for one pilot 2731 EUR)

7. Glider Hiring (provide information on the following)

7.1 The availability of few Standard and many club class gliders for hire.
7.2 The costs of hire:aprox.2200 EUR for standard and 1200 EUR Club class glider per 3 weeks.
7.3 Any restrictions on hire (EG licence requirements) – none.

8. Training

8.1 Provide details of any proposed training opportunities at the site prior to the Championships.

Any time of 2010 – 2013 years.

Bid for organizing the

8th FAI Junior World Gliding Championships 2013

Applicant:	AERO CLUB OF CZECH REPUBLIC U Mlýna 3 141 00 Prague 4 CZECH REPUBLIC
Date of Application:	5 September, 2009
Organising aeroclub:	Aeroklub Moravská Třebová Letiště 569 32 Staré Město Czech Republic Phone: +420 461 311 328 Fax.: +420 461 312 527 e-mail: lkmk@lkmk.com web site: www.lkmk.com
Airfield:	Moravská Třebová, LKMK

Proposed organisation of the event:
The infrastructure is completed and in relation to the facilities we are ready to provide comfortable service. There is a reasonable number of club members who are definitely experienced in organisating regional and national competitions and therefore able to secure all of the processes connected to the Championship.

1. Event and year

8th FAI Junior World Gliding Championships 2013

Applicant

AERO CLUB OF CZECH REPUBLIC
U Mlýna 3
141 00 Prague 4
CZECH REPUBLIC

Proposed Organization Team Members

- director
  Pavel Řeřicha, Chairman of the Aeroclub Moravská Třebová, experienced competition director (nationals and regionals with high number of competitors during the last 4 years)

- scoring master
  Jiří Cihlář, IGC Czech republic delegate, Annex A committee member, experienced scorer of a lof of gliding chamionship – nationals, WWGC 2003, etc.

- task setter
  Jiří Štěpánek, participated and succeeded in several national, european and world championships.

- meteorologist
  Jan Horák, greatly skilled in meteorology and weather forecast, participated in several gliding competitions as a meteorologist and a competitor as well.

Active members of the Aeroklub Moravská Třebová

Aeroklub Moravská Třebová has 62 members (52 soarings, 10 powers).

2. Site

Airfield

Airfield is close to the city of Moravská Třebová and hosted several national and regional championships.

Coordinates and location

N49°47'54"; E016°41'16".
The airfield is located 4km north of the city of Moravská Třebová by the village Staré Město. Moravská Třebová lies in the eastern part of Bohemia, region of Pardubice, with its population of 11.000 inhabitans.
Distance and direction to another towns:

- Svitavy, 15 km WEST,
- Olomouc, 50 km SOUTH-EAST,
- Brno, 80 km SOUTH,
- Ostrava, 160 km EAST,

- Praha, 200 km WEST.

It is possible to reach Praha (Prague) by car/by train within 2 hrs 45 min.

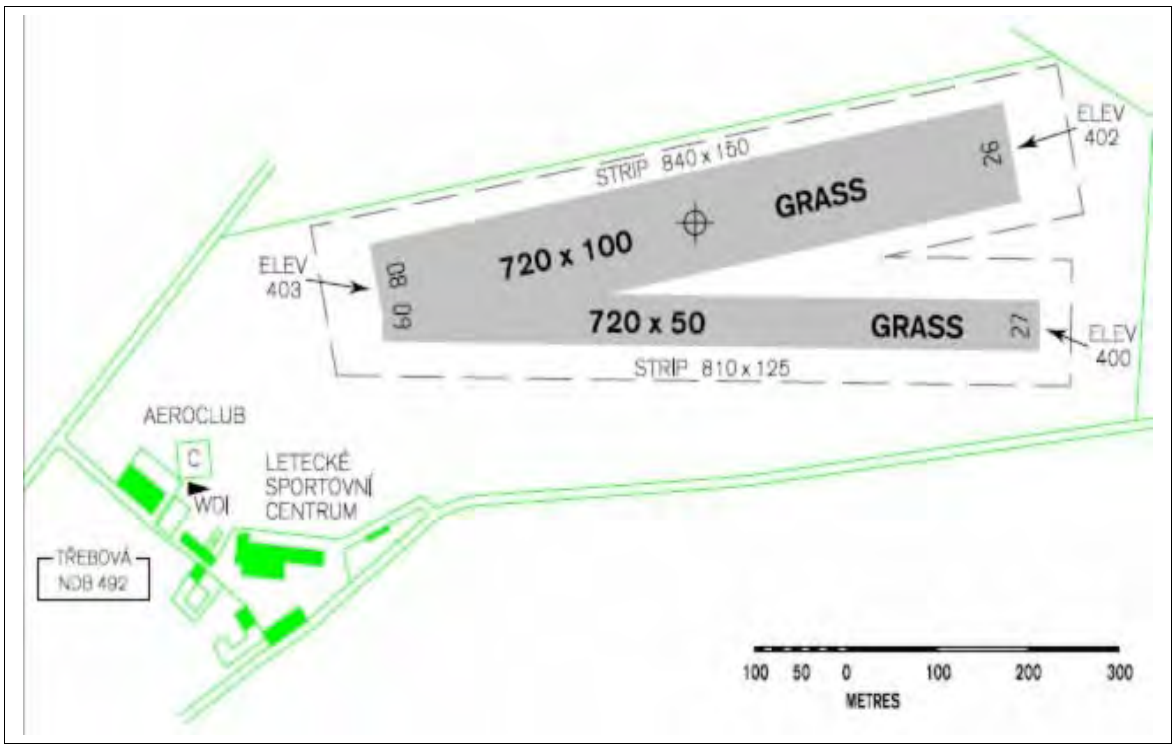
Proposed period for the event

Saturday 27JUL – Saturday 10AUG 2013

Alternative dates: - 1st Alternative: 20JUL– 03AUG 2013
- 2nd Alternative: 03AUG – 17AUG 2013

Airfield data

- code of the airfield: LKMK
- runway direction: 08/26 (720x100m)
  09/27 (720x50m)
- runway surface: grass
- number of tow planes: 8-10, depending on the number of sailplanes
- repair facilities: local club facilities, professional repair service at the airfield available. Shempp-Hirth repair service – 50 km far from the airfield. Another private repair service – also 50 km far.
- meteorological facilities that will be provided: forecast commented by experienced meteorologist.



Organisation

- briefing is held in one of the hangars
- enough rooms for the jury, stewards, competitors and press staff will be available
- communication facilities regarding telephone, fax and the Internet will be available
- banks and ATMs are available in the city of Moravská Třebová
- postal service to the airfield is available
- there is a sufficient number of parking facilities at the airfield
- there is an emergency rescue in the city of Moravská Třebová, the hospital is located in the city of Svitavy (15 km).

3. Competition area

- there is a mountainous area formed by the *Orlické hory* and the *Jeseníky* in the north with maximum altitude app 1500 m MSL. In the south-west part there is an amazing soaring area called *Českomoravská vrchovina*. There is no problem with availability of landing areas.
- there are very good thermal conditions in this part of Czech Republic. Thermal period is around 8 hours a day. Average thermal strength is 2m/sec, maximum 5 m/sec. Cloud base average 1300 – 2500 m, maximum 3000 m above sea level.
- maximum flight altitude is FL95.
- tasks in competitions are usually set within the range of 300 – 500 km.
- the FAI Environmental Code of Conduct will be applied and observed.

4. Accommodation and Catering

- camping ground is situated in the centre of the airfield´s background area to make the bathrooms and other important facilities accessible.
- there is a sufficient number of showers and toilets.
- rooms for rent at the airfield are available (17x double rooms).
- there are also various accommodation facilities of all categories available in the city/region of Moravská Třebová.
- catering for competitors and visitors will be offered for reasonable prices by a restaurant „Aerobistro“ situated at the airfield.

5. Rules

- the Championship must be conducted in accordance with Annex A.
- indicated options used from Annex A:
  - starting procedures: Start Line,
  - tasks: Racing Task, Speed Task Assigned Area,
  - finish procedures: Finish Circle,
  - scoring: 1000-points Scoring systém.
- maximum number of competitors: 100.

6. Costs

- entry fee: 590 EUR per sailplane / competitor. This entry fee covers all operational costs especially the following items:
  - ICAO maps for the competition area,
  - road maps,
  - turning point files (electronic),
  - airspace restriction files (electronic).
- towing fee (height 600m): 42 EUR (in case no exceptional increase will occur till 2013),
- fuel prices 2009: Diesel 1,10 EUR/l, petrol (95 Octane) 1,20 EUR/l,
- car rental is possible,
- camping fee per adult is 130 EUR for the complete period inclusive training. Children under 12 years are free of charge.
- rooms fee (double) per person is 170 EUR for the complete period inclusive training.
- hotel cost depends on category used:
  - single room starting around 18 EUR/day,
  - double room starting around 30 EUR/day.
- catering in restaurant „Aerobistro“:
  - breakfest: 3 EUR,
  - lunch: 4 EUR,
  - dinner: 7 EUR.

7. Another

- sailplane hiring only on private bases,
- training is possible during the week prior to the championship and on the surrounding airfield Moravská Třebová,
- pre champioships in 2012: Czech Gliding Championship.

Application for organizing a

"World Gliding Championships"

Junior World Gliding Championships 2013

Bid of Ocseny Flying Club

Hungary

Application for organizing a

"World Gliding Championships"

All the information sought in this bid document must complete prior to the application being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Specialist (emozer@deltamold.com before the closing deadline of September 30 to enable the application to be checked for completeness. Once the application has been checked and amended as necessary, the IGC Bid Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name: Ocseny Flying Club - www.ocseny-airfield.hu/en/

Hungarian Aeronautical Association - www.aeroclub.hu/

Date of Application: 29 September 2009

Organising Gliding Club or other organisation:

Ocseny Flying Club

Repuloter Pf. 6

H-7143 Ocseny

Hungary

Name and address of National Aero Club:

Hungarian Aeronautical Association

11/A Dagaly utca

H-1138 Budapest

Hungary

Proposed Competition Director:

Jozsef Koller - www.hm.gov.hu/adatlap/koller_jozsef/

Mr. Koller has been gliding since he was 15.

At present he is a military helicopter pilot.

He has 2100 hours on MI-24 and MI-8 type of helicopters.

He has 1500 hours on gliders.

He has gliding instructor rating.

He is an accredited Civil Aviation Authority examiner.

He is the leader of gliding section of Ocseny Flying Club.

He speaks the following languages fluently: Hungarian, English, Italian, Russian

He participated in the following international gliding competitions:

- International Military Gliding Championships 2002 (Bückeburg, Germany)
- Military Gliding European Championships 2002 (Rieti, Italy)
- Military Gliding World Championships 2003 (Rieti, Italy)
- Military Gliding World Championships 2004 (Rieti, Italy)

He was the Competition Director of the following gliding competitions:

- 19th Gemenc Gliding Championships 2005 (Ocseny, Hungary)
- 20th Gemenc Gliding Championships 2007 (Ocseny, Hungary)

Proposed Organisation of the event:

- 2009 planning and preparing of the final application, preparing the budget
- 2010 organizing 21th Gemenc Gliding Championships
- 2011 organizing Hungarian National Championships
- 2012 organizing pre JWGC competition
- 2013 organizing JWGC

Our club has a stable financial background, so we are able to organize the event even without outside financial support which we can prove via bank guarantee if needed.

Airfield: Ocseny Airfield

LHOY

Hungary

Contact person (for the applicant):

Name: Zsolt Mattburger

Address: Őcsény Repülőtér, H-7143 Őcsény

Email address: info@ocseny-airfield.hu

Phone Number:

Mobile Number: +36 30 661 8116

Fax Number: +36 1 577 7365

1. Event and Year

1.1 Name of Competition:

Junior Word Gliding Championships

Classes: Club Class and Standard Class

1.2 Year of event: 2013

2. Site

2.1 Name of the airfield: Őcsény Airfield (LHOY)

2.1.1 Co-ordinates: N461843 - E0184550 (WGS84)

2.1.2 Direction and distance to nearest town, population of this town:

6km / 3nm SE Szekszárd (which has a population of 40,000)

2.1.3 Experience of airfield staff in organising championships

The flying club was founded in 1957.

We have organized the following events:

many national aerobatics training camps and competitions

many international hot air ballon competitions

many gliding camps for foreign participants

many air shows

twenty Gemenc Gliding Championships from 1973 to 2007

Our lastly organized competition was the following:

20th Gemenc Gliding Championship 2007

www.ocseny-airfield.hu/en/competitions/2007_gemenc/

It was an FAI Cat 2 ranking list competition:

www.fai.org/gliding/rankings/displaycomps2.php?champid=272

Between 1973 and 2007 we organized twenty international gliding championships with Hungarian and foreign participants from Austria, Finland, Germany, Netherland, Poland, and United States

Among many others, the following foreign competitors participated in our competitions during the years from 1977:

Raine Mönkönnen (Finnish): winner in 1980

Allen Leffler (United States): winner in 1983

Dr. Herbert Pirker (Austrian): winner in 1984, 1985

Klaus Wedekind (German): winner in 1993, 1996.

We organized 13 gliding competitions between 1973 and 1985 in every consecutive year.

We did not organize any competitions in the last two years, because we did not have any opportunities for organizing a competition beside of the following international gliding

championships (and their compulsory preliminary contests) held in Hungary:

- Womens World Gliding Championships 2009
- World Gliding Championships 2010

2.2 Proposed period for the event

2.2.1 Training Dates

Official training: 15 July 2013 - 19 July 2013

2.2.2 Competition Dates

Official contest: 21 July 2013 - 02 August 2013

2.2.3 Alternate dates for training

Official training: 29 July 2013 - 02 August 2013

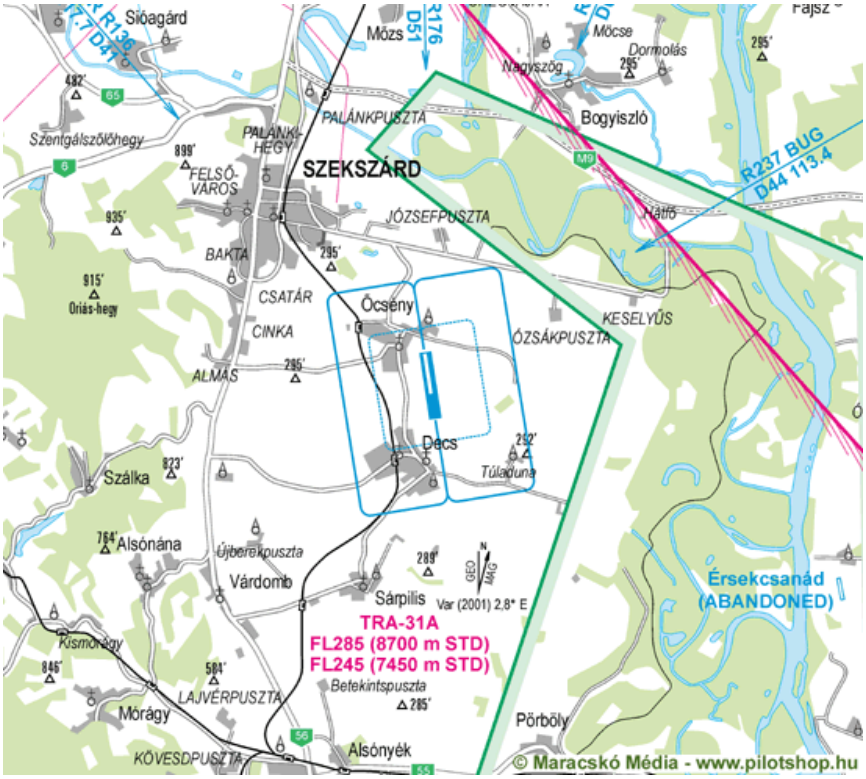
2.2.4 Alternate dates for competition

Official contest:: 04 August 2013 - 16 August 2013

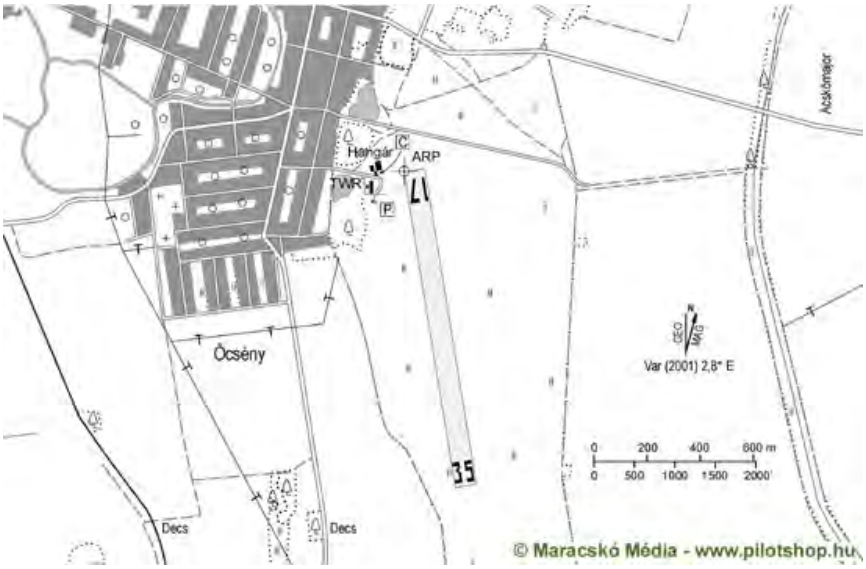
2.3. Airfield operating data

2.3.1 Surface of airfield, number and directions of runways (provide diagram and photograph)

Position: 6 km / 3 nm SE Szekszárd



RWY: 17/35, dimensions: 1200 x 150 m



Surface: grass

www.ocseny-airfield.hu/en/informations/airfield_info/

2.3.2 Number of towplanes that will be employed

Between 10 and 12

(depending of the actual number of participants)

2.3.3 Meteorological facilities that will be provided

The National Meteoroligical Service (OrszágosMeteorológiai Szolgálat - OMSZ - www.met.hu) will provide the presence of one forecaster person on the airfield and the meteorological information needed for providing thermal forecast. The OMSZ also provides forecasting and alerting of dangerous conditions based on RADAR information. The OMSZ will provide the hardware and software (HAWK) to display these informations too.

2.3.4 Parking facilities for gliders

For about 100 gliders on the tie-down area or in trailers.

2.3.5 Repair facilities for gliders

There are two hangars and some maintenance workshops on the airfield with qualified aircraft mechanic personnel.

2.3.6 Repair facilities for radios and instruments

There is no facilities for radios and instruments on the airfield, but can be arranged for the competition if required.

2.3.7 Oxygen requirements and supply facilities, if required

Oxygen equimpents are not needed, because the maximum allowed flying altitude is 9500 feet MSL in the Hungarian flying areas.

2.3.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?

We have thoroughly studied and understood the materials found on the following URLs:

www.fai.org/environment/code_conduct/
www.fai.org/environment/codeconduct/codeconduct_airsports.zip

Based on these materials, we plan to implement as many steps from these policies as we can, and during the first briefing we will request all of the participants to abide these policies during their operations.

2.4 Airfield Infrastructure

2.4.1 Briefing Room

Can be set up for several hundreds of people in one of the hangars.

2.4.2 Common Room(s) for the competitors

Meeting room

Restaurant

Drink bar

2.4.3 Meeting Room for the International Jury

A separate office can be set up if required.

2.4.4 Press Centre

A separate office can be set up if required.

2.4.5 Communication and internet equipment

Free, continuous wired and wireless (Wi-Fi) Internet connection, (currently an ADSL connection with 1024/512 Mbps total bandwidth, but we plan to increase the total available bandwidth and set up webcameras soon too.)

2.4.6 Post and Banking

Post office and ATM is available in Ocseny.

Banks are available in Szekszard in 5 km distance

from the airfield.

2.4.7 Insurance

It's available in Ocseny and Szekszard.

2.4.8 Toilets, wash rooms and shower rooms

See the accomodation section below.

There are enough bathrooms for the rooms in the hotel, the bungallows, and the camping.

2.4.9 Car parking

The size of the airfield area is 170 hectar.

There are a limited number of concrete surface car parking and an unlimited number of grassy car parking sites.

2.4.10 Emergency (including fire)

There are enough dry powder fire extinguishing apparatus at the airfield required by Hungarian law.

2.4.11 Medical and First Aid

There is a 24 hours emergency medical service on the airfield during the competition. There is a hospital in Szekszard in 5 km distance of the airfield..

2.4.12 Conference and office rooms for the OSTIV Congress, if required

A meeting room and conference center can be provided for about 50 persons if needed.

3. Accommodation and food for competitors

3.1 Accommodation facilities available in the local area

Hotel in the main building, full comfort

2 rooms with 2 beds, 4 rooms with 3 beds,

2 rooms with 4 beds and shower

Hotel in the main building, half comfort (common shower and toilet on the corridor)

4 rooms with 4 beds

Accomodation in bungalows, full comfort

11 bungalows for 6 persons, in rooms containing 2 beds

Accommodation in bungalows, half comfort

2 bungalows for 12 persons, in rooms containing 2-4 beds

Accommodation in private houses in the village

Summary:

13 bungallows for 90 persons

12 hotel room for 40 persons

other accomodation opportunities are available in the nearby

village and in Szekszard (in 5 km distance from the airfield).

3.2 Camping facilities at the airfield

Camping

At the area of the airfield with electrical power and water supply.

3.3 Catering for competitors at the airfield

Eating possibilities

We can offer a prepaid meal program in the restaurant at the airfield according to the needs:

- Breakfast
- Hot two-course lunch
- Hot one-course dinner

A general food store will be run on the competition site. The restaurant and the “Izobar” will be able to serve drinks, sandwiches and cold meal all the day.

4. Competition area

4.1 Topography in the contest

The Tolna county lies at the meeting point of Great Plain and Transdanubian Hill. The town kept growing in the valley of Remete patak (Séd patak) in the lap of hills of Szekszárd and the Great Plain. The town is bordered by Sió canal from the north. The Great Plain is connected with the gently slooping Mezőföld and Transdanubian Hills by Sárköz and Gemenc which is a favourite trekking spot of locals.

The airfield can be found 10 km distance from the Danube river which separates the country into two halves. East of the Danube river can be found the Alföld (great flatland) that provides really great meteoroligical conditions for gliding. West of the Danube can be found the Transdanubian hills, whith greater variance in the landscapes with 600-700 meter high hills. (Zengo is 682 meters, Harmas hegy is 606 meters, and Tubes is 612 meters high).

4.2 A comprehensive survey of meteorological conditions

Favorable meteorological conditions for soaring attested by all the results achieved during the previously organized twenty competitions held in Ocseny Airfield and during the club flights.

The following results were achieved in the international competitions held about 100 km distance from our airfield this year:

WWGC maximum distance: 656 km

WGC maximum speed: 136 km/h (on a 418 km distance flight)

Pre WGC maximum distance: 520 km

Pre WGC maximum speed: 137 km/h (on a 480 km distance flight)

Our club flying achievments this year:

OLC Őcsényi Repülőklub 3rd place from 50 clubs: OLC Hungary Club

OLC Hungary Őcsény airfield: 4th place from 19: OLC Hungary Airfield

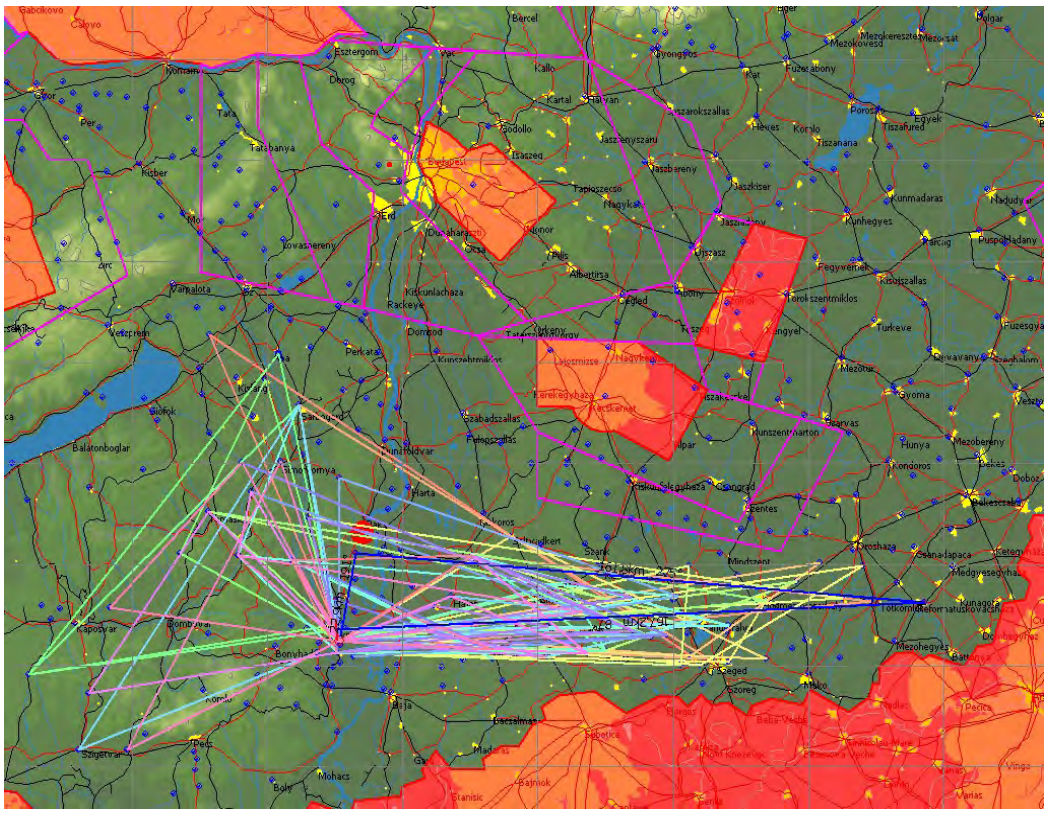
Hungarian Gliding Cup - Őcsényi Repülőklub: 5th place from 19: MVK Club

4.3 Airspace restrictions in the contest

The west, north, and east directions from the airfield are good for flying. In these directions there are good opportunity to fly far away from controlled and military airspaces. In south direction the country border is not too far, so there are no opportunities to fly long distances in that direction.

On weekends when there is no military aviation activity, almost the the whole airspace above the country is flyable expect Ferihegy TMA.

Even on weekdays with full military aviation activity large areas are available for gliding in west, north, and south-east direction from the airfield.



SeeYou illustration of a competition day at Ocseny airfield showing the restricted and controlled airspaces in red.

4.4 Typical tasks to be expected:

Between 300 and 600 km speed and AAT tasks.

In weaker, inhomogene or stormy weather we prefer to designate **Speed Task - Assigned Areas** or **Distance Task – Assigned Areas** with preferred flying time limit of between 2 and 4 hours.

In good weather conditions we prefer to assign Racing Tasks between 300 and 600 km.

Our aim is that neither of the task types exceed the two third of the number of the total tasks.

4.5 Road and traffic conditions

Szekszárd will be reached on speedway M6, which is between Budapest and Pécs or road 56 coming from Baja. The road 63 to Székesfehérvár or the road 65 to Siófok also can be reach from speedway M6. By rail you can travel to the county town on Budapest-Pécs railway line. Szekszárd is 144 km from the capital.

The speedway M6 is at the very close vicinity of the airfield.

5. Rules

5.1 Indicate the options intended to be used from Annex A for:

5.1.1 Starting procedures

Preferred starting method is the Start Line according to Annex A: “A straight line, of defined length, perpendicular to the track to the first Turn Point, or the center of first Assigned Area”

Opening of the start line is after 20-30 minutes of the last starting glider according to Annex A: “The start shall normally be opened 30 minutes after the take-off of the last sailplane in the class, which was in its specified grid position on time. This delay can be reduced to 10 minutes after the release of the sailplane, if the last round of sailplanes is towed to starting altitude.”

Opening of the start line is announced by radio.

5.1.2 Tasks

We usually set Racing Task or Speed Task - Assigned Areas or Distance Task – Assigned Areas according to the current meteorological conditions.

5.1.3 Finish procedures

Because of aviation safety considerations we prefer finish ring instead of finish line. Details can be found in local procedures.

5.1.4 Scoring

We use 1000-Points Scoring System according to Annex A.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

According to Annex A:

• Proof of nationality or certificate of residence (FAI General Section 3.7);

- Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and

- FAI Sporting Licence valid for the year of the event.

- A Therapeutic Use Exemption (TUE)

5.2.2 For sailplane and equipment

- Valid Certificate of Airworthiness or Permit to Fly

- Third party insurance certificate for the sailplane

Others according to Annex A PART 4 TECHNICAL

REQUIREMENTS.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered the competition

Total of 100 competitors (50 in each of two categories)

5.3.2 Provide explanation for this number kategóriánként 50 fő erpisti
According to Annex A the maximum number of competitors in a category is 50.

5.3.2 Indicate how the classes will be separated for:
5.3.2.1 Starts

Separated starting points far enough from each other for all the categories.

5.3.2.2 On task
Tasks can be set in sufficiently large competition areas in three main directions, so the tasks of the categories can be separated well from each other in space and time via starting in different directions.

5.3.2.3 Finishing and landing

We plan to use finish ring. The runway is large enough for the arriving gliders to land.

6. Costs

6.1 Entry fee 600 EUR

6.1.1 Services included in the entry fee kilessük valahonnan

Entry fee covers all operational costs during the contest except aero tows.

6.1.2 Cost of aero tows 40 EUR

6.2 Price of car fuel per litre/gallon
Gas (95 octane): 1.2 EUR/litre
Diesel: 1 EUR/litre

6.3 Rental cars
Can be arranged in Szekszárd if needed.

6.4 Accommodation

6.4.1 Hotels12 EUR/person/night

6.4.2 Apartments 10 EUR/person/night

6.4.3 Bed and Breakfast

Breakfast: 3 EUR

Lunch: 5 ERU

Dinner: 6 EUR

6.4.4 Camping 4 EUR/person/night

6.5 Catering

6.5.1 Hotels – See section 3.3.

6.5.2 Restaurants - See section 3.3.

6.5.3 Airfield - See section 3.3.

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members - kiszámoljuk
Entry fee: 600 EUR
Aerotow: 12*40=480 EUR
Accomodation for 3 persons:
1 person in hotel 16*12=192 EUR
2 persons in camping 2*16*4=128 EUR
Eating for 3 persons: 3*19*9=432 EUR
Total: 1832 EUR

(All costsd are calcualted by 1EUR=280HUF exchange rate.)

7. Glider Hiring

7.1 The availability of local gliders for hire

It's possible to rent gliders from Hungarian owned private planes and the from the gliders of the national team if needed. If there's such a claims we can help by putting advertisements onto the website of the competition.

7.2 The costs of hire

According the market prices in effect during the period of the competition and according the terms of mutual agreements.

7.3 Any restrictions on hire.
Under an agreement between the parties involved.

8. Training

8.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

The flying club is operating continuosly from the beginning of April to the end of September and anybody can come to visit us. Based on preliminary appointments we can arrange flying days on weekdays also during this period. On the weekends we organize club flying days.

AERO-CLUB d'ISSOUDUN

Association loi de 1901 fondée en 1938
Aérodrome Issoudun-Le Fay 36100 Saint-Aubin France
Tel +33(0)2 54 21 05 38 // +33(0) 6 78 77 34 33
http://www.aeroclub-issoudun.fr
email : aci@berryglide.net - Fax +33(0)2 54 21 60 51

1 Event and year

7th FAI WOMEN'S WORLD GLIDING CHAMPIONSHIP 2013
Club, Standard and 15m Classes

1.1 Name and address of National Aero Club or other applicant

Aero-Club d'Issoudun (A.C.I.)

Postal & shipping address :	Aérodrome de Fay 36100 SAINT-AUBIN FRANCE
Phone :	+ 33 (0)254 210 538
Fax :	+ 33 (0)254 216 051
E-mail :	aci@berryglide.net
Web site :	http://www.aeroclub-issoudun.fr
Contact :	Jean-Philippe ROGIER, A.C.I. CEO
GSM :	+ 33 (0)680 604 664
Suggested Championship Director :	Regis KUNTZ (WGC 2006 Vinon, EGC 2007 Issoudun)

1.2 Number of active gliding members

100 members

2 Site

See enclosed map of site area boundaries (Annex 1)

2.1 Name of airfield

ISSOUDUN Le Fay LFEK

2.1.1 Coordinates

46° 53' 19'' N 002° 02' 29'' E

2.1.2 Direction and distance to next town, population of this town

The closest city is ISSOUDUN (approximately 15 000 inhabitants) 8 km north from airfield and 2 greater cities: CHATEAUROUX (approx. 55 000 inhabitants, 30 km west) and BOURGES (approx. 80 000 inhabitants, 35 km east).

2.1.3 Experience of airfield staff in organising championships/competitions

34 International Contests Editions since 1970 to 2009
French National Championships (all classes) 1972, 1996, 1997, 1998, 2000, 2002, 2004, 2005, 2006
Logistical assistance for The Netherlands National championship 2003, 2005
European Motor Gliding Championship 1988

1st World Motor Gliding Championship 1990
2nd World Gliding Championship junior 2001
14th FAI European Gliding Championship 2007
Bid to host Women's French National Championship in 2010

2.2 Suggested period for the event

2.2.1 Training session

From June 26th to June 28th 2013

2.2.2 Opening ceremony

June 29th 2013

2.2.3 Contest

From June 30th to July 12th 2013

2.2.4 Closing ceremony

July 13th

2.3 Airfield operating data

Refer to enclosed French AIP Visual approach and Landing Chart Issoudun LFEK (Annex 2) can be also downloaded : https://www.sia.aviation-civile.gouv.fr/aip/enligne/PDF_AIPparSSection/VAC/AD/2/0910_AD-2.LFEK.pdf

2.3.1 Surface of airfield, number and direction of runways

Surface : grass
Number of runway : three
Direction of runways : 29-11 (920x100m); 36-18 (950x100m) ; 24-06 (700x100m)

2.3.2 Maximum number of sailplanes which can be accepted

Up to 120 sailplanes.

2.3.3 Number of tow planes which will be employed

At least 7 tow planes and more upon necessity (the ACI criteria is one tow plane per seven gliders).

2.3.4 What meteorological facilities can be expected

2 weather forecasters will be on site for the Event duration.

2.3.5 Parking facilities for sailplanes (in the open or in hangar?)

Up to 120 gliders can be parked on “tie down” areas , along southern taxiway and between thresholds 36 and 06

2.3.6 Repair facilities for sailplanes

Maintenance and repair facilities available at Aéro Club. A composite specialist will be present during the event for minor repair. For major repair, a specialised in composite repairs PART 145 organisation is based at Bourges.

2.3.7 Repair facilities for radios and instruments

Locally for minor repairs, and avionic specialist available on request based near the airfield.

2.3.8 Oxygen supply facilities

No oxygen needed.

2.3.9 FAI Environmental Code of Conduct

The airfield is a lonely installation, so there is no restriction or local rule in effect.

2.4 Airfield layout

Refer to V.A.C. Issoudun LFEK

2.4.1 Description of the Briefing Room

80 seats and tables or more upon necessity in the hangar or a dedicated marquee, all audio-visual systems available to support briefings.

2.4.2 Description of Common Room(s) for the competitors

Hangar or marquee and bungalow available (on request) for each team.

2.4.3 Description for the meeting Room for the International Jury

Dedicated briefing room in Aero Club office for up to 20 persons.

2.4.4 Description of the Press Center

On office room with available boards including PC, fax, telephone, copier available.

2.4.5 Communications equipments

2 Phone lines
1 Fax line
3 Internet Wifi access points for total coverage over life and camping aeras
Full GSM coverage
Two Internet connected public access PC's available

2.4.6 Postal and banking facilities at the airfield

At the airfield : no bank facility. (Credit cards payments terminal equipped).
Postman every day.
Several banks and main Post office at Issoudun city.

2.4.7 Insurance facilities

Possibility to subscribe third party insurance on site.

2.4.8 Toilets, wash and shower rooms at the airfield

A lot of toilets, wash and shower room on camping facility (photos annex 03)
Toilets available at runway thresholds.

2.4.9 Car parking facilities at the airfield

Unlimited park facilities on the airfield.

2.4.10 Emergency and medical facilities at the airfield

Doctor on site during competition sessions.
Hospitals in Issoudun, Chateauroux & Bourges.

2.5 Facilities for the OSTIV Congress

Not relevant

3 ACCOMODATION AND FOOD FOR COMPETITORS

3.1 Accommodation facilities

3.1.1 Facilities at airfield

3.1.1.1 Rooms

5 dual rooms available at airfield withheld for officials.

3.1.1.2 Camping facilities

Shady camping facilities at the airfield for approximately 100 caravans and tents (see photos annex 3).

3.1.2 Youth Hostels

None

3.1.3 Boarding houses/guest houses

Several guest houses within 20 km, 80 beds.

3.1.4 Hotels

Many hotels in Issoudun (over 100beds), Chateauroux and Bourges (over 300 beds each).

3.1.5 Other accommodation facilities

2 extras camping sites available in the 8 km vicinity.

3.2 Catering for competitors at the airfield

3.2.1 Description of dining hall

Inside or outside a dedicated marquee upon weather conditions for restaurant purpose.

3.2.2 Description of airfield restaurant

Restaurant facilities will be organised during contest.

3.2.3 Which meals will be offered?

Continental breakfast.
Lunch & dinner (french cooking).

3.2.4 Other catering facilities

Many restaurants in the vicinity and in Issoudun downtown.
Many supermarkets and fast foods in Issoudun city.

4 COMPETITION AREA

Central France

4.1 Description of topography and outlanding conditions

Plain country (mainly cereal fields and some forest areas).
Very good and safe outlanding conditions (harvested cereal fields available at the suggested date and a lot of well known landing fields and airfields available in the competition area).

4.2 Comprehensive survey of meteorological conditions

Area around airfield is covered with thermal which makes cloud base up to 2000 m. Generally due to environmental contrasts the submitted competition area is well known as the best in plain soaring area of France.

4.3 Airspace restrictions

The Aero Club d'Issoudun, as skilful championship organisation, is negociating permanently with civil and military authorities to obtain derogatory protocols to access in pertinent restricted and controlled airspaces. So the scheduled restrictions are really minimised during the championship

4.4 Typical tasks to be expected

AST up to 750 km or AAT

4.5 Road and traffic conditions

High standard traffic system, main and secondary ways in very good conditions.

4.6 Standard of telephone communication

GSM coverage over 97%

5 RULES

5.1 Proposed modifications to the World Championship Rules

Annex A and sporting code valid at the time of competition shall be applied without any modification or restriction.

5.2 Particular conditions or possible restrictions for the participation

5.2.1 For pilots and crews

No restriction (ICAO compliant glider pilot license or validation of national license must be valid and a civil responsibility insurance is mandatory)

5.2.2 For sailplanes and equipment

Valid certificate of airworthiness or upon registration country at least a valid permit to fly accepted in the EASA countries.

5.2.3 Otherwise

Gyroscopic instruments prohibited. IMC flights are prohibited.

6 COST

6.1 Entry fee (per sailplane, per pilot or whatever applicable)

750 € per glider.

6.1.1 Services included in the entry fee

ICAO map
Road map
Turn points data file and paper list
All necessary sheets

6.1.2 Cost of aerotows,

40€ per aerotow up to 500 m AAL (cost subject to change in regard of fuel costs)

6.2 Price of car fuel (petrol/diesel) per litre

Current prices (September 2009) : - unleaded fuel about 1,10 € per litre
- diesel about 0,98 per litre

6.3 Cost of rental cars for 15 days

Avis (Issoudun) from 370€ (city car summer 2010)
All major rent cars companies in Chateauroux & Bourges.

6.4 Cost of transport for personnel/sailplanes

No subject

6.5 Any other cost for competitors

Catering, accommodation.
Camping fees, for the full duration of training and competition sessions : 300 € per glider.
Boarding houses/Guest houses : from 25 € per day.
Hotels : from 30 € per day (45 € averaged price).

Catering : - airfield restaurant facility
- breakfast : from 4 €
- lunch : from 6 €
- dinner : from 14 €

Others restaurants : - fast foods available in downtown
- traditional restaurants : from 15 € per serving

Price list digest (taxes inclusive) :

- Entry fee :	750 €
- Aerotowing up to 500 m AAL :	40 €
- Camping at airfield per glider* :	300 €
- Full food (breakfast, lunch and dinner) :	from 24 €

6.6 Team cost

(roughly calculated examples for one pilot and two crew members assuming 15 aerotows for training and competition sessions during 17 days, excludes travel expenses)

item	Qte	cost each	camping	hotel
Entry fee	1	750 €	750 €	750 €
Aerotowing	15	40 €	600 €	600 €
Camping	1	300 €	300 €	0 €
Hotel (x3)	51	45 €	0 €	2295 €
Catering (x3)	51	24 €	1224 €	1224 €
Misc. expenses	1	800 €	800 €	800 €
		total	3674 €	5669 €

7 SAILPLANES HIRING

7.1 Possibilities

Severals gliders available (pilot check flight mandatory).
Lak 19 (15/18m), Ventus , Discus, ASW24, Pegasus.

7.2 Cost

1500 € each for the event duration (+ deposit).

8 TRAINING POSSIBILITIES

8.1 Are the Organisers prepared to hold a competition with international participation and similar rules at the contest site the year before the Championships?

Like almost every year, the AC Issoudun will organize in 2012 an International Contest

8.1.1 If so, how many international competitors can be accepted?

Up to 120 competitors (nationals and foreigners) during International Contest.
Remark : otherwise, the A.C.I. accept over 50 foreign pilots for training purposes on the airfield during all along the gliding season.

Others airfields available for training purpose.

Bourges - LFLD
Romorantin-Pruniers - LFYR
Le Blanc - LFEL

ANNEXES

Annex 1

Contest area boundaries.

Annex 2

SIA Visual Approach Chart LFEK.

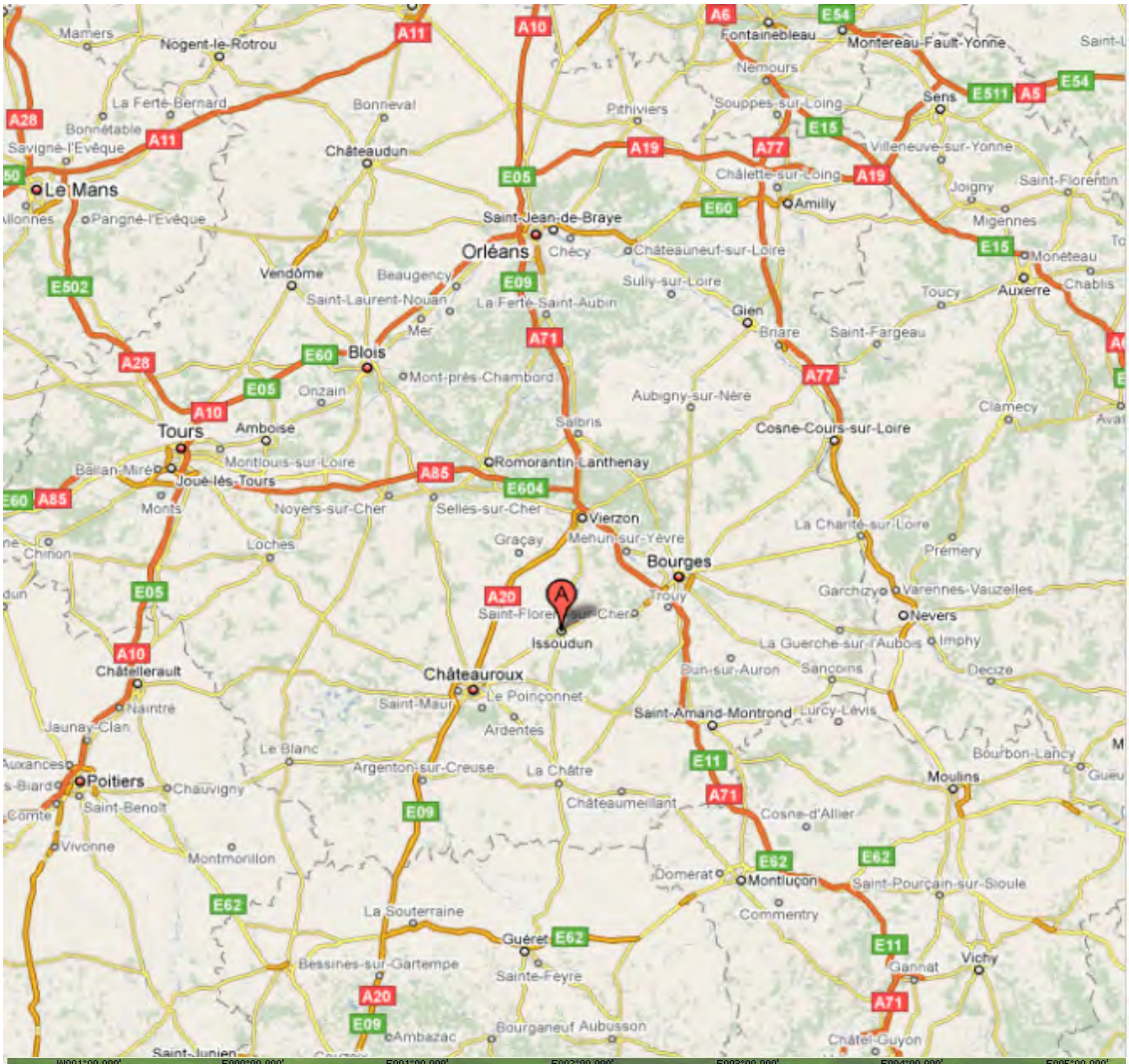
Annex 3

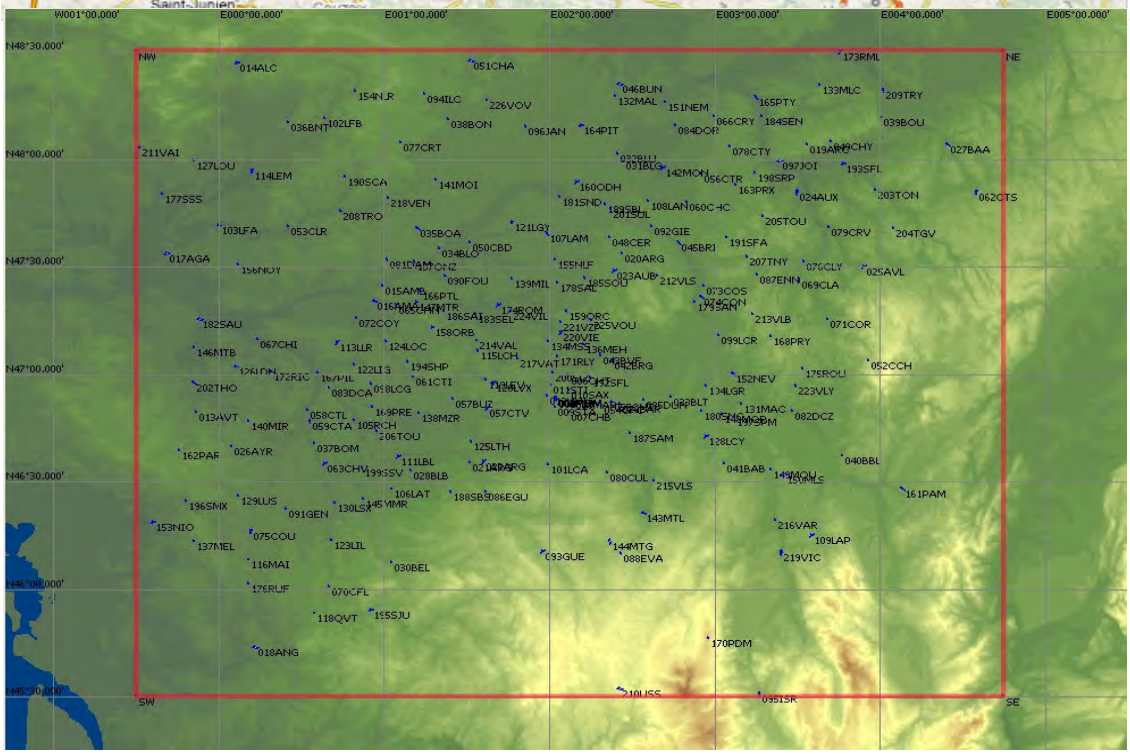
Some photos of facilities.

Miscellaneous

EGC 2007 Issoudun web site adress : http://www.egc2007-issoudun.fr

ANNEX 1 - CONTEST AREA BOUNDARIES





ANNEX 2 - ISSOUDUN AIRFIELD Visual Approch Chart

ATTERRISSAGE A VUE
Visual landing

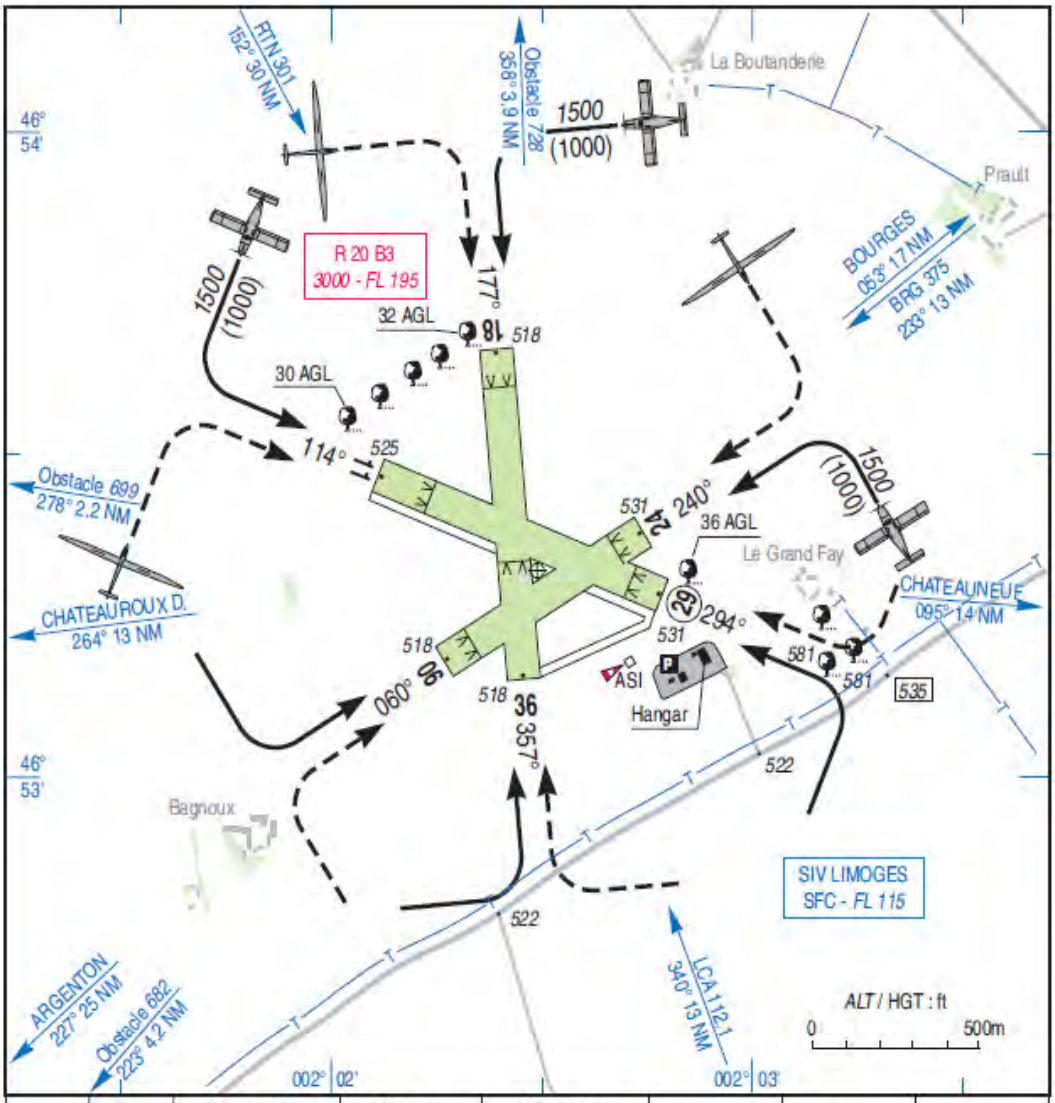
Ouvert à la CAP
Public air traffic
07 MAY 09

ISSOUDUN LE FAY
AD2 LFEK ATT 01

ALT AD : 531 (19 hPa)
LAT : 46 53 19 N
LONG : 002 02 29 E

LFEK
Non WGS-84
VAR : 1°W (05)

APP : NIL
TWR : NIL
A/A : 123.5



RWY	QFU	Dimensions *Dimension*	Nature *Surface*	Résistance *Strength*	TODA	ASDA	LDA
18 36	177 357	950 x 100	Non revêtue *Unpaved*	-	950 950	950 950	840 605
11 29	114 294	920 x 100	Non revêtue *Unpaved*	-	920 920	920 920	760 820
06 24	060 240	700 x 100	Non revêtue *Unpaved*	-	700 700	700 700	580 600

Aides lumineuses : NIL — ***Lighting aids*** : *NIL*

SERVICE DE L'INFORMATION AERONAUTIQUE

AMDT 06/09 **CHG** : NIL.

© SIA

ANNEX 3 – Somme photos of facilities

Overview of camping, hangar, threshold 29 and southern taxiway

A view of camping

Year 2 Proposal – Pilot Selection Process

Over the last years the number of entries at international championships has increased significantly. This is a very welcome indicator of the health of our sport, but it does mean that we need to find a way to manage the number of entries in IGC sanctioned championships if there were too many preliminary registrations. In March 2009 a somewhat complex debate occurred at the IGC Plenary meeting but, as no conclusions were reached, the Bureau was mandated to come up with a solution.

The aim is to ensure that the maximum number of entries can be achieved in each class within the total limit on entries imposed by a Championship Organiser.

We believe that the process now defined has a number of advantages:

- It ensures every NAC is able to enter a pilot in any class they wish without fear of exclusion
- It allows the NAC to decide which pilot is their primary entry for a class
- It enables the Organiser and the Bureau to adjust the number of entries once preliminary numbers are known
- It enables an NAC to reallocate their 2nd (or 3rd) entries to an undersubscribed class

The IGC Bureau suggests that the following procedure is adopted:

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World Champions will be included in the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the organisers, will set a maximum number of entries per each class. Places for World Champions may be in addition of the Annex A maximum of 50 entries per class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the pilots. The NAC decides who will be the 1st entry in a class. World Champions, having a right of entry, are accepted in addition to the NAC nominated 1st entries.

4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NACs may only transfer their 2nd and 3rd entries (as appropriate when NACs have been offered a 3rd entry) to other classes if additional places are available.

5. At the closing date for Class Changeover, oversubscribed classes are reduced to the maximum class number by removing the lowest ranked pilots from the list of 2nd entries (or 3rd entries as appropriate) in accordance with the IGC pilot ranking list effective on that date.

This proposal affects:

Sporting Code Section – Nil

Annex A Rule – New Appendix to Annex A

Other – Nil

Remarks

The allocation of class numbers now agreed between the IGC Bureau and the Organisers of the 2010 WGC in Prievidza and the 2010 WGC Szeged are included here to show exactly how the process works.

Prievidza The total number of entries is **110** including the World Champions.

The maximum numbers of entries per class, for Preliminary Entries, are:

STD Class	**45**	[42 + 3 World Champions (Std + Junior and Women's Std)]
CLUB Class	**45**	[42 + 3 World Champions (Club + Junior and Women's Club)]
WORLD Class	**20**	[9 + 1 World Champion]

Szeged The total number of entries is **150** including the World Champions.

The maximum numbers of entries per class, for Preliminary Entries, are:

OPEN Class	**47**	[46 + 1 World Champion]
18M Class	**51**	[50 + 1 World Champion]
15M Class	**52**	[50 + 2 World Champions (15M + Women's 15M)

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 an third entries to be based on the country score of the IGC ranking system. It would simplify a lot.

as we understand the bureau recommandation 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 respcect to planning aspects, be **much more practical**.

Similar reasons are concerning the offered tranfer 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.

Proposal by the IGC Bureau – Immediate application of new Pilot Selection Process (Year-2)

The IGC Bureau asks for an immediate application of the Pilot Selection Process in order to assure that it is used to manage possible over subscription at the 2010 World Gliding Championships.

In order to adopt this proposal as a Year-2 proposal, a 2/3rds majority is required.

This proposal affects:

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

Proposal by the IGC Bureau – Introduction of an IGC decentralized gliding competition as a partnership

Introduction

The IGC Bureau proposes to launch a decentralized gliding competition (on-line competition).

The aim is to supplement existing decentralized competitions by adding an additional aspect and to raise the profile of the 28% triangular FAI tasks.

IGC will invite organizations or companies already involved in decentralized gliding competitions, or in providing scoring software, or in other ways involved in the gliding sport, to form a partnership with IGC/FAI in organizing and managing the **FAI TRIANGLE CUP**.

Organization

The competition will run in yearly cycles, starting the 1st October (GMT), meaning that the 2011 competition will run from 1st October 2010 to 30th September 2011.

The aim of the competition is to fly the fastest 300km and 500km FAI 28% triangles in each year. In addition to the overall winners (e.g. 1st, 2nd and 3rd) continental performances can be recognized as agreed between the FAI/IGC and the partner.

Evidence of performance is to be taken from IGC flight recorder files, uploaded immediately (e.g. not later than e.g. 24 hours) after the performance, and validated by spot checks as agreed.

Prizes for the winning pilots are to be defined.

Partnership

The FAI/IGC is inviting organizations and companies to form a partnership with FAI/IGC for the **FAI TRIANGLE CUP**.

Organisations, Companies and, if appropriate, consortiums of interested parties, may bid to host this decentralized competition.

The IGC Bureau will, together with the FAI Secretary General, evaluate the received bids and select the partner. The intended initial period of the partnership will be no more than 3 years.

This proposal affects:

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

IGC Safety.

Background

Although gliding not is considered a dangerous sport, we still have a number of serious accidents. The IGC Bureau has therefore decided to start a more structured work on gliding safety.

It should be understood that this work not is intended to replace work done by national or international organisations related to education and training, but should be seen as an additional activity, focussing mainly on gliding competition flying, even if the two subjects not can be completely separated. Cooperation is therefore foreseen with relevant bodies.

Main Risks

Following discussions at the last Bureau meeting, the following main risks have been identified for gliding competition flying:

- Stall/Spin/Controlled flight into terrain
- Mid-air collisions
- Outlandings

Lines of action

Two main lines of actions will be initiated:

- Reduction of number and severity of accidents
- Improved survival change in case of accidents

<u>Reduction of number of accidents</u>

In order to reduce the number and severity of accidents, the following measures could be considered:

- General Information campaigns: using e.g. new information channels like U-tube, Twitter, to reach as many pilots as possible.
- Procedures: Review of competition procedures in order to minimise risk of mid-air collisions, e.g. during task start and finish and possibly minimum flying heights
- Information during gliding competitions: Stewards and Scrutineers at gliding championships must be briefed about the consequences of e.g. removing headrests, not using seatbelts correctly, or simply having a cockpit filled with wires and equipment hindering a rapid evacuation in flight.
- Equipment (anti collisions): Require equipment such as Traffic Proximity Warning, Anti collision markings, Anti-collision lights
- Equipment (flight into terrain): Stall warning systems, Piggott hook preventing unlocked airbrakes from fully extending
- Communication of scientific results: A lot of useful safety information is available in scientific papers, but not really accessible for the ordinary pilot, e.g through funding of university students to write papers to be published addressing major risks
- Educational tools: Generate educational tools such as flyers, cartoons, videos.

Improve chance of survival

In order to reduce the survival change, the following measures could be considered:

- Improved glider design or retrofit to old gliders: Cockpit crash worthiness, Energy Absorbing Foam, Honeycomb reinforcement, 5 or 6 point harness, Emergency rescue and cockpit jettison systems, Total rescue systems, Pilot rescue systems, Canopy jettison, Spine shells.
- Improved Search and Rescue potential by mandating installation of Emergency Location Transmitters in gliders.
- Research in new concepts: IGC to work with the OSTIV SDP and manufacturers for the longer term ideas and concepts to get them further developed.
- Bonus/Malus: Move towards a bonus/malus system for gliders equipped with safety systems in order to expedite the introduction of safety equipment in new gliders.
- Training: We could introduce safety drills, such as cockpit evacuation, at sporting events.

Links to other organisations

The following links have been identified to other bodies/organisations:

Other FAI Sports Commissions: Cooperation on procedures, information campaigns, collision avoidance.

Gliding manufactures: Design of new gliders, retrofit of old.

OSTIV: Training, Human Limitations, Research of improved glider design.

Europe Air Sports/EGU: Coordination of policy and activities.

Proposal

The IGC Plenary is asked to:

- Provide comments to the proposal raised by the Bureau
- Endorse that the Bureau continues its work on establishing an IGC Safety policy and Action Plan including the related cost
- Actively support the continued work on the Safety Action Plan by adopting IGC measures at a national level.

DRAFT

Proposal by the IGC Bureau – Special budget for History Committee

The History Committee is trying to locate the missing papers from the early years of CIVSM and ISTUS. This entails research in American and German archives. The travels will be by low-cost airlines and the overnight stays will be in B/B – if possible.

The Bureau is proposing to reimburse travel costs related to this activity up to a maximum of 2.500 Euro for costs undertaken in 2009 and 2010.

This proposal affects:

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

IGC Plenary 2010

Report of the Continental Records Working Group

Review and Update

At our last IGC plenary 2009 in Lausanne we had a detailed and profound plenary discussion regarding our proposal for continental records. A crucial issue in the discussion was related to the question whether to open continental records to all pilots or to restrict them to pilots of the respective continent only. At the end, a broad majority of delegates voted pro the proposal to include all pilots - without any restrictions. The final adopted (year one) version:

> The FAI Sporting Code (General Section and Section 3) be modified to include continental records for gliding performances.
>
> 1. The record categories, classes and types defined for world records (see Sporting Code, General Section, 3.1) shall apply also to continental records.
> 2. The rules for world records and the procedures for their verification and homologation shall apply as far as possible to continental records.
> 3. For continental records, the continental regions defined in para 3.4.5 of the General Section will be used, with one exception: that part of the Russian Federation east of the 61° meridian will be assigned to Asia.
> 4. Flights which cross the borders of continental regions will be assigned to that region in which the greater part of the flight took place.
> 5. A minimum performance shall be stipulated for each continental record category, class and type. Proposals for the minimum performances should be worked out by the continental records working group in cooperation with the FAI office.
> 6. All continental records are open to any pilot with a valid FAI Sporting Licence.

Preview

There is broad agreement and support for the major goal, which is to ensure that record flying continues to be attractive and provides an incentive for exploring new regions for gliding in the world. Continental records are expected to contribute to the development of gliding on all continents. Another important aspect is to open record flying to a wider group of pilots and to make our sport attractive to the media.

These days, other Air Sport Commissions are including continental records in their rules as well. We now have four Air Sport Commissions (Ballooning CIA, Parachuting IPC, Hang Gliding CIVL and IGC) which are on the way towards implementing continental records. CIVL has just finished their rulemaking on continental records, their rules are in force since 1st May 2009!

Implementation into SC3

The proposed wording to the SC3 is strictly based on the IGC plenary decision last year. The proposed wording corresponds largely to the respective Sporting code section for continental records of the Hang Gliding (CIVL) Air Sport Commission. The exact wording has been worked out in close cooperation with the FAI bureau. Also the handling of minimum performances for continental records resembles the respective CIVL definitions.

In the meantime CASI, the FAI "Air Sports General Commission", has established a working group on how to implement Continental records into the overall framework, the General Section (GS) of the Sporting Code. It is to be expected that CASI will amend the GS in a sense which gives the ASC's a certain amount of flexibility to adjust CR to their needs.

I would like to express my very thanks to all those who contributed to the proposal for continental records with their support and valuable advice: to Max Bishop, former FAI

Secretary General, to Marcel Meyer from the FAI office, to Peter Ryder and to all the members of the continental records working group.

Hanno Obermayer
Continental Records Working Group

PROPOSAL TO IGC PLENARY 2010

from the continental records working group
Proposed "year two" amendments to SC3
(Amendments in red)

It is proposed that the FAI Sporting Code Section 3 be modified to include continental records:

Chapter 3

WORLD and CONTINENTAL GLIDING RECORDS

This chapter defines and explains the handling of FAI world and continental record claims. General rules relating to records are in the General Section of the Sporting Code.

3.0 GENERAL
The following general requirements must be met for a world or continental record:
a. No advance notice for an attempt is required provided that arrangements have been made for controlling the flight.
b. The pilot must possess a valid FAI Sporting Licence (GS 8.1).
c. The flight data must be from a flight recorder approved by the IGC for world records.
d. The flight claimed must be first be approved as a national record.

3.1 RECORD CATEGORIES, CLASSES, and TYPES
Record categories are concerned with the pilot, record classes with the glider, and record types with the nature of the soaring performance.
3.1.1 Pilot categories
The General category includes any pilot; the Feminine category includes only female pilots.
3.1.2 Glider classes
World and Continental records are recognised in the classes listed in 1.0.4. Multi-place gliders and motor
gliders are included in these record classes where applicable.
a. MULTI-PLACE GLIDERS All persons on board the glider must be named on the FR declaration and in full on the claim form and be at least 14 years old. Only flight crew members possessing a valid Sporting Licence will be listed by name in the records of the FAI.
b. ALTITUDE RECORDS Absolute altitude and gain of height records are listed in both pilot categories but only in the Open record class (3.1.4k and 3.1.4m).
3.1.3 World and Continental record achievement margins
a. A new record claim must exceed the current value by 1 km for distance, 1 km/h for speed, and 3% for altitude.
b. When a new record category, class, or type is created, a minimum level of performance may be set by the IGC that must be exceeded before a world record will be validated. It may be published in this Code, or published separately by the FAI.
3.1.4 Designation of records
Glider records are designated by code letters, starting with the FAI code letter for gliders (D), then the glider class concerned, and finally the pilot category (general or feminine):
Open Class glider records are designated by adding the letter O.
15m Class glider records are designated by adding the numbers 15.
World Class glider records are designated by adding the letter W.
Ultralight glider records are designated by adding the letter U.
The General pilot category is designated by the letter G.
The Feminine pilot category is designated by the letter F.

Examples: DWF Gliding, World class, Feminine
D15G Gliding, 15 metre class, General

TABLE 2
Types of record flights
Flight Performance Ref. Remarks (see Chapter 1 for details)
Free distance records
3.1.4a Free Straight Distance 1.4.7a No turn points
3.1.4b Free Distance using up to 3 TPs 1.4.7b 1 to 3 free turn points
3.1.4c Free Out-and-Return Distance 1.4.8a Closed course with one free turn point
3.1.4d Free Triangle Distance 1.4.8b Closed course with 2 or 3 free turn points
Declared distance records
3.1.4e Distance to a Goal 1.4.4 Declared goal with no turn points
3.1.4f Distance Using Up to 3 TPs 1.4.5 1 to 3 declared turn points
3.1.4g Out-and-Return Distance 1.4.6a Closed course with one declared turn point
3.1.4h Triangle Distance 1.4.6b Closed course with 2 or 3 declared turn points
Speed records
3.1.4i Speed over an out and return course 1.4.6a 1 declared turn point of 500 km and all multiples of 500 km
3.1.4j Speed over a triangular course 1.4.6b 2 or 3 declared turn points of 100, 300, 500, 750, 1250 km and all multiples of 500 km
Altitude records
3.1.4k Absolute altitude 1.4.2 Open class only, 5000m gain required
3.1.4m Gain of Height 1.4.2 Open class only

3.2 FALSIFICATION of EVIDENCE
Should it be proven that any person involved in a world or a continental record claim has altered, concealed, or in
any other way misrepresented the evidence with the intent to deceive, the claim shall fail. The FAI will invalidate the Sporting Licences of those guilty of the fraud and may cancel permanently or for a period of time any other award, record, title, etc. it has conferred. The NAC(s) may be asked to cancel the appointment of the OO(s) involved where appropriate (5.1.7 refers).

3.3 TIME LIMITS on RECORD CLAIMS
3.3.1 Claim notice
Notice of a claim for a world or a continental record must be submitted by the NAC or the OO controlling the attempt, and the FAI must receive the claim within seven days of the flight. In exceptional circumstances, the president of the IGC may grant an extension. Telephone, fax, email, and similar types of notification are acceptable. (GS 6.8.4 refers).
3.3.2 Claim documentation
The NAC shall forward claim documentation to reach the FAI within 120 days of the date of the flight unless an extension of time has been authorised by the IGC President (GS 6.8.2 refers), and after it has been approved as a national record.

3.4 CONTINENTAL RECORDS
3.4.1 Principles
3.4.1.1 The record categories, classes and types defined for world records (see Sporting Code, General Section, 3.1) shall apply also to continental records.
3.4.1.2 Unless they are irrelevant or unenforceable, all rules for world records and the procedures for their verification and homologation also apply to continental records.
3.4.1.3 For continental records, the continental regions defined in para 3.4.5 of the General Section will be used, with one exception: that part of the Russian Federation east of the 61° meridian will be assigned to Asia.
Flights which cross the borders of continental regions will be assigned to that region in which the greater part of the flight took place.
3.4.2.Eligibility
All continental records are open to any pilot with a valid FAI Sporting Licence.
3.4.3 Administration
The claiming process for Continental Records shall be the same as the current procedure for claiming world records.

The first date on which continental records may set is the 1st October 2010.
3.4.3.1 If a performance fulfils the requirement for homologation as both a Continental and a World Record it shall be claimed for both.
3.4.4 Flight Performance
In order to be eligible to set the inaugural Continental Record in a given record category, type and continental region, the flight performance for which the record is claimed shall exceed
I. Any current or previous world record set in the continental region concerned that was flown under conditions which would have satisfied the rules for continental records at their introduction.
and
II. Any existing national record notified to the FAI secretariat by 1.10.2010 that was flown under conditions which would have satisfied the rules of continental records at their introduction.
or
III. In the absence of any established minimum performances under paras I and II above, any minimum performance that may have been established by the bureau of the IGC and published before 30.9.2010 .
The list of minimal performances to exceed is published on the FAI/IGC website and the highest performance required for a given record category, record type in any record zone must be reached in order to claim a Continental Record.

Reasons supporting the proposal:

These days most world records are flown in lee waves of the Andes. Because of the high costs involved, only relatively few pilots have the chance to fly world records. The primary aim of the proposal is to ensure that international record flying continues to be attractive.

- Record flying should be open to a wider group of pilots.
- Record flights should be possible at less expense.
- The introduction of continental records would provide an incentive for exploring new regions in the world for gliding.
- Continental records are expected to contribute to the development of gliding on all continents.
- Records in thermal flight should again be possible.
- Records make our sport attractive for the media.

Report from the Light-end Committee: Summary of discussion topics, pros-and-cons analysis, and recommendations for the detailed definitions of the IGC 13.5m racing class in the Year-2 Proposal

François Pin, Light-end Committee Chairman

The Committee focused on the details of the structure of the 13.5m racing class that was accepted as a Year-1 proposal in 2009. The topics of discussion included suggestions from the Bureau to evaluate restricting entry to only gliders constructed in accordance with CS22, waiting on future decisions by EASA regarding non-CS22 aircraft, applying a 300-Kg MTOW limit, having the new class replace the current World Class in the Sporting Code for Championships but not for Records, and providing the delegates with a sequence of choices to decide the structure of the Class. This report provides a summary of the discussion topics, pro-and-cons analysis, and recommendations for the Year-2 proposals outlining the detailed structure of the class and the proposed changes to the Sporting Code Section 3 (SC3).

1- Vision for the 13.5m Class

The vision for the 13.5m Class is a class of small, agile, low-cost, easy to rig and transport racers with reasonable performance that will provide the thrill of racing to those who do not have access to the latest models or the latest and expensive designs. The vision is a racing class that will attract and retain within IGC the many gliders and motor gliders at the light-end of Soaring that currently do not have a "racing home." This includes the pure gliders that were contenders for the single-design world class, the gliders and motor gliders of the class DU under IGC SC3, and those "soaring" motor gliders of the class R. A span of 13.5m or less provides a clear and sufficient difference with the other racing classes of IGC SC3, while covering a vast majority of the light-end fleet. Through fair rules and healthy competitions at the international level and at the national, regional and grass-root levels, this new racing class would offer membership growth and would strengthen entry avenues into IGC from the light-end segment of soaring.

2- Eligibility definition

A variety of gliders and motor gliders would be potential participants in the new 13.5m Class. These gliders and motor gliders receive various Certificates or Airworthiness or Permit-to-Fly depending on the regulations of the country in which they fly.

The FAI Sporting Code clearly defines the eligibility requirements for gliders to participate in FAI International Competitions. SC3 paragraph 6.1.6: "A glider must hold a valid Certificate of Airworthiness or Permit to Fly that does not exclude competition flight, and comply with the conditions of its airworthiness documents". This definition applies to all gliders in the current IGC racing classes.

This definition is repeated in SC3 Annex A (SC3-A) that provides the rules for World Championship. See for example SC3-A, 3.5.3.c, or SC3-A, 4.1.2.

This definition is also pervasive throughout the entire FAI Sporting Code, for example in Section 10 (SC10) that is very relevant for the purpose of the light-end of soaring because it regulates Class R and its numerous subclasses, in particular the classes RAL1 and RAL2 of motor gliders, some of which are clearly "soaring" motor gliders of interest here: SC10, paragraph 4.13.2: "Each competing aircraft must possess a valid certificate of airworthiness or permit to fly not excluding competition flying. This document must be issued or accepted by the country of origin of the aircraft, or the country entering the aircraft, or the country of the organizers."

If they can display an appropriate airworthiness certificate or permit-to-fly as per FAI SC3 paragraph 6.1.6, gliders and motor gliders of all types CAN TODAY participate in FAI/IGC WGC. It is felt that eligibility of gliders or motor gliders to participate to IGC WGC of the 13.5m Class should be no different than for the other IGC racing classes. No change to the FAI SC3 appears necessary.

The recommendation is that eligibility of a glider or motor glider to enter WGC of the 13.5m Class should be according to the existing section 6.1.6 of SC3, and sections 3.5.3.c and 4.1.2 of SC3-A.

3- CS22

CS22 is not a FAI document. Conformance to CS22 is not a requirement for participation of gliders in FAI IGC events. CS22, or its predecessor JAR22, are purely European documents that have traditionally been used by some European countries as a means to ease the reciprocal licensing of some gliders manufactured in each other's country. Gliders that are not designed to CS22 or JAR22 (in some cases designed to requirements claimed to be better, although very different, than CS22) are flying in many countries over the world, including in Europe. Some are currently holding FAI/IGC Records under the SC3 (e.g., see the set of gliders and microlight motor gliders that currently hold FAI World Records in the class DU of the IGC SC3). Provided that they meet the requirements of the FAI SC3 paragraph 6.1.6, these gliders are also perfectly eligible to enter WGC, as previous entries in "long-wing" WGC attest.

The recommendation for definition of a new IGC racing class is to not introduce new bureaucratic barriers or new references to CS22 or to any other non-FAI documents

4- Waiting on EASA future decisions

Many countries over the World have long-established processes for issuance of airworthiness certificates and/or permits-to-fly, some completely independent of CS22 or JAR22. IGC must be sensitive that trying to impose on all countries of the World the licensing rules and manufacturing regulations of a specific country (or group of countries) has potentially significant economical consequences, essentially favoring some countries (that are using CS22) and their manufacturers, to the detriment of those in the rest of the World. It would seem very unwise to insert into the IGC rules any current or future EASA licensing or manufacturing regulations (such as CS22), which could clearly be interpreted by some as market protectionism measures for current or future EASA interests related to manufacturing of gliders, motor gliders, or microlights. Therefore, it would also seem inappropriate for IGC to wait on future EASA decisions regarding what regulatory and bureaucratic processes they will impose on their designers, manufacturers, and gliders[1].

The recommendation is to uphold the rules, spirit, and philosophy of the FAI Sporting Code regarding licensing of aircrafts (left to each country sovereignty) and to not wait on future EASA decisions.

5- 300-Kg MTOW

High MTOM and high wing-loading are syndromes that have plagued the long-wing IGC classes, where the possibility of jettison-able ballast has driven designs to want to accommodate BOTH low unloaded mass for good climbing abilities in weak weather AND the highest possible ballast-loaded mass for strong weather, thereby increasing MTOW, design complexity (to structurally accommodate the ballast load), and thereby costs.

Without jettison-able ballast, designs would be simpler, with mass and aspect ratio naturally "balanced" on a trade-off between weak weather climbing abilities versus cruise abilities (because only one weight and polar curve can be used), and costs of gliders would be lower.

[1] An ancillary recommendation is for IGC to implement a formal screening process of proposed rule changes to verify that such changes would not conflict with FAI/IGC documents and the seminal rules, spirits, and philosophy embodied in the FAI Sporting Code. It would also be prudent for IGC to establish ubiquitous and unambiguous firewall policies to prevent even the perception of any conflict of interest from IGC elected executives who participate, directly or indirectly, into the proposing and writing of IGC rules and regulations (e.g., executives with functions in both IGC and in specific country-based entities having interest in commercial, regulatory, legal, or economical matters of a specific country or group of countries).

No-ballast rules are already used for Club Class WGC, and are also used in many contests over the World. All existing gliders and motor gliders that are potential participants in the 13.5m Class already meet this no-ballast rule. Thus, to address cost and MTOW concerns, a no-ballast rule would certainly be much more popular among pilots and designers of 13.5m gliders than an arbitrary design limit.

There is no safety reason for limiting the mass of 13.5m gliders, and there is no safety reason for an arbitrary 300-Kg limit.

Another important consideration is that a 300 Kg-limit class already exists in the FAI SC: the RAL1 class that is regulated by CIMA (see FAI SC General Section paragraph 1.4, January 2009 Edition) under Sporting Code Section 10. Note that the FAI SC uses a mass limit in defining Class R, whereas it does not use mass limits to define Class D and DM regulated by IGC under SC3. Thus, a 300-Kg limit brings the potential for future conflicting ruling with a sister organization regarding the 13.5m motor gliders.

Although a 300-Kg limit would allow the single-seat motor gliders of the RAL1 subclass to enter the IGC 13.5m Class, it would reject the two-seaters of the RAL2 subclass that have a 450-Kg MTOW.

A 300-Kg mass limit would not make the 13.5m class racing "fairer." Even with a 300-Kg limit, there would be very large differences in performance among the existing gliders and motor gliders that would potentially form the on-set of a 13.5m class. The performance variations, for example from the 32-33 L/D of the Russia or PW5 up to the 39-40 L/D of the latest models of Silent or Apis, are NOT attributable to MTOW since all these example gliders and motor gliders typically fly at almost the same total mass today. Airfoils, materials, retractable gears, winglets, etc., are generating the large performance differences between these ships at identical MTOW. Therefore, a 300-Kg MTOW limit will not provide a "fair" racing environment, but would lead to a de-facto rejection at the on-set of the class of the otherwise-potential participants that have lower performance.

In summary, a 300-Kg MTOW limit would perhaps attract motor gliders of the RAL1 class, but would reject the two-seaters of the same type, would eliminate all pure gliders that are slightly over this arbitrary limit, would de-facto eliminate at the on-set of the class those pure gliders with lower performance, would not provide anything toward achieving a fair racing environment, and has no underlying safety reason.

The recommendation is to: 1) Not apply a 300-Kg MTOW limit, 2) apply a no-ballast rule to support both lower mass and lower costs, and 3) use the existing rules and regulations of the FAI SC3 and SC3-A to provide the 13.5m Class with a fair and healthy racing environment.

6- Fairness of competitions

FAI and IGC have already defined in the SC3 a now well-demonstrated method for providing greater fairness in racing competitions among gliders with wide performance differences: SC3, paragraph 6.2 states: "The purpose of handicapping shall be to equalize the performance of competing gliders as far as possible. The handicap values used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned."

The handicap rule of SC3 paragraph 6.2 is already used for WGC of the Club Class, and is also used in many national contests all over the World to equalize the performance of competing gliders.

The recommendation is to use a handicap rule for racing events of the 13.5m Class, as per the existing SC3 paragraph 6.2, to provide the class with much fairer and healthier competitions, while also opening racing within IGC to as many gliders and motor gliders of the light-end as possible, including older and newer models, as well as future designs.

7- Viability: Attraction, retention, grass-root support and subclasses

If the recent trend experienced in many countries over the World toward light sport aviation and its reduced bureaucratic burden is any indication, the popularity of a new aviation class will be strongly tied to grass-root activities in individual countries. The migration of the sport aviation membership today is clearly toward less constraints and bureaucratic regulations, and toward more openness and flexibility of participation opportunities. Countries have widely different light-end fleet, some with large numbers of older light-end models, some with rapidly growing fleet of the newer generation of small motor gliders. In establishing a new class, it may be essential for viability to "cast the net as widely as possible" and foster maximum initial participation opportunities, particularly from grass root movements of pilots and gliders of widely differing age, type, and performance.

The concept of monotype subclasses[2] under the "umbrella" of the 13.5m Class would provide each country with a means to cater to their specific fleet and to enhance grass-root participation, in particular from less-financially-fortunate pilots and owners of older models with modest performance. Greater grass-root activities at national levels could lead to greater membership (including attraction and retention of pilots interested in racing but without the financial means to access the latest-and-greatest models), and in turn to potentially greater interest and participation of countries in IGC events at the international level.

With today's widely available computer capabilities, there is no burden involved in running additional scoring for subclasses in national or international racing events.

The recommendation is to include monotype subclasses opportunities under the umbrella 13.5m Class.

8- General comment on future growth

A stated objective of the IGC Light-end Committee is to investigate avenues for IGC to better exploit the light-end segment of soaring toward membership growth. Of particular relevance for the light-end of Soaring is the trend toward the light sport aviation and its reduced bureaucratic burden. Several existing gliders and motor gliders that we are trying to attract to IGC racing with the new 13.5m Class are part of the new light sport aviation trend. It is very doubtful that IGC will attract these gliders to IGC racing events by placing additional regulations and unnecessary bureaucratic barriers on them.

In the future, new gliders and motor gliders will emerge under the light sport aviation movement. Including the concept of monotype subclasses under the umbrella of the 13.5m Class would maintain "single design" racing opportunities in IGC rules. It would also send clear signals to the emerging light sport aviation community that IGC does not limit racing opportunities to only its legacy rules model and that IGC is open to various racing concepts and new grass root activities. Since the light sport aviation is expected to continue to grow, subclasses would also allow future designs to emerge through popularity of use rather than constrained by arbitrary limits and boundaries.

It would seem that an approach that "makes participation easier," "casts the net widely," "allows flexibility," and "welcomes all" would stand the greatest chance as an attraction, retention, and growth strategy for the new 13.5m Class.

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[2] The text of the Year-1 proposal included: "To increase competitive opportunities and participation in countries with large fleet of particular gliders, monotype (single-design) sub-classes may be defined in competitions of this 13.5m class, with additional scoring kept for each sub-class. A sub-class is defined as any set of at least N gliders of the same model and unmodified, officially registered in a particular competition. The suggested minimum number N for a sub-class at a WGC is 10."

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

A 13.5m racing class be created to allow all eligible[1] gliders and motor gliders[2] with a wingspan of less than 13.5m to participate in IGC international competitions. This new racing class will subsume and replace the current FAI World Class at WGC and international competitions.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Replace the definition of the World Class in section 6.5.5 with the definition of the 13.5m Class. Remove the wording "(except the World Class)" in section 6.4

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- 13.5m provides a sufficient and clean separation from other existing classes while covering a large fleet at the light-end of soaring.
- The 13.5m Class will provides a "racing home" in IGC for many gliders and motor gliders at the light-end that currently do not currently have one.
- The 13.5m Class will significantly enlarge participation in IGC events from the light-end of Soaring.
- The 13.5m Class will fill a void at the light-end of soaring, bridge the gap with the light sport aviation, and draw new membership.

[1] Eligibility for participation in IGC international competitions is defined in Sporting Code Section 3 (2009 Edition, valid from 1 October 2009), para. 6.1.6: A glider must hold a valid Certificate of Airworthiness or Permit to Fly that does not exclude competition flight and comply with the conditions of its airworthiness documents

[2] SC3, para. 6.4: Motor gliders are integrated into the other championship classes (except the World Class) under championship rules for motor gliders (Annex A refers).
SC3-A, para. 1.3.3: Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

The 13.5m Class use handicaps[3] to equalize the performance of competing gliders as much as possible and allow older and newer models to participate.

Proposed changes are to be effective as of April 1, 2014

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- Handicaps provide fairer competition among gliders of potentially widely different performances.
- Handicapping is already used at WGC of the Club Class and at many national contests of "mixed classes."
- Handicapping allows older and newer models to participate, thereby increasing the fleet of participating gliders and the number of interested pilots.
- Fulfills the intent of IGC SC3, para. 6.2.
- Handicapping prevents "take over" of the class by a reduced set of "latest and greatest" models and the associated cost creep for competitiveness.
- Handicapping allows greater participation opportunities, particularly from less financially fortunate pilots and countries.
- Supports greater participation within individual countries.

[3] Handicapping is defined in SC3 para. 6.2: The purpose of handicapping shall be to equalize the performance of competing gliders as far as possible. The handicap values used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned.

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

The 13.5m class use a "no ballast that may be jettisoned in flight" rule.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- No-ballast is naturally suited for the "light-end"
- All currently eligible gliders and motor gliders that are potential participants in the class already fulfill this rule
- No-ballast reduces the complexity of future designs
- No-ballast reduces the cost of future designs
- No-ballast reduces the burden on contest organizers (water availability, tow plane power, etc.)
- No-ballast effectively prevents high MTOW and high wing loading, without setting an arbitrary MTOW. A MTOW would eliminate many gliders and motor gliders that could participate at the on-set of the class, while doing nothing to make competition fairer or "equalize" glider performance.
- No-ballast is popular at the light-end, and in water-sensitive areas.
- No-ballast supports water conservation and the environmental image of Soaring

PROPOSAL TO IGC PLENARY 2010

Proposed by IGC Light-end Committee

It is Proposed That:

To increase competitive opportunities and participation in countries with large fleet of particular gliders, monotype (single-design) sub-classes may be defined in competitions of the 13.5m Class, with additional scoring kept for each sub-class. A sub-class is defined as any set of at least N gliders of the same model and unmodified, officially registered in a particular competition. The suggested minimum number N for a sub-class at a WGC is 10.

Proposed changes are to be effective as of April 1, 2014.

This Proposal affects:

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

Reasons supporting the Proposal:

- Greater flexibility in individual countries to cater to their specific fleet and grow participation and membership.
- Foster attraction and/or retention of grass root movements in individual countries.
- Augments incentives for participation (e.g., titles and awards at local, national and World levels).
- Keeping additional score sheets at contests is no burden with today's electronic and computational resources.
- For WGC, the number N=10 is suggested as per paragraph 1.3.2 of Annex A of SC3. Countries can adapt the number N to their specific fleet and national rules.
- Maintains within IGC rules the concept of "single design" racing at the light-end.
- Provides a message to future light-end grass root movements that opportunities within IGC are not bounded by legacy.
- Allows future design trends to emerge through popularity of use rather than being constrained by arbitrary limits and boundaries.

ANNEX A SUBCOMMITTEE REPORT

For IGC Plenary 2010

Chairman: Göran Ax (SWE)
Members: Rick Sheppe (USA), Axel Reich (GER) and Jiri Chilar (CZE)

FAI Championships held during 2008

Two World Gliding Championship WGC) and two European Gliding Championships (EGC) where held during 2009:
Rayskälä, Finland hosted the Junior WGC in Standard and Club Class.
Szeged , Hungary hosted the Women´s WGC in 15m, Standard and Club Class.
Pociunai, Lithuania hosted the EGC in 20m 2-Seater, Standard and World Class.
Nitra, Slovakia hosted the EGC in Open, 18m and 15m.

As usual minor discrepancies in the rules were noted and Club Class types and handicaps are still causing some confusion and extra work for the stewards. The latter problem will hopefully be eliminated as the new IGC Handicap Committee is now up and working. With the IGC Handicap Lists removed from Annex A and instead presented on the FAI website http://www.fai.org/gliding/system/files/handicaps.pdf adjustments to weight limits and handicaps can be made continuously without the need to publish a revised Annex A.

Championship Officials as well as other individuals have provided valuable feedback which has been taken care of in the new Annex A 2010 that is being submitted separately as a Year 2 Proposal. A discrepancy regarding distance calculation in para. 6.3 Explanation of Tasks was discovered at a very late stage thanks to Mr. Wojciech Scigala, Poland and has now been corrected. Also several editorial changes have been made compared to the Year one Proposal, all with the intention of making the document easier to read.

Version 3 of Annex A 2006, is still valid and being aware of the discrepancies in this document and with two WGC´s coming up 2010 the Annex A Committee recommend that Annex A 2010 be valid from 1 April 2010.

Sincere thanks go to everyone who has provided feedback to the Committee and my personal thanks to my fellow members: Axel Jiri and Rick.

Göran Ax

Proposal for a revised Annex A 2010 valid from 01 April 2010

Year 2 Proposal by the Annex A committee

The draft copy accompanied this proposal is including the new the new Appendix 4 Pilot selection Process, formulated by the Bureau. Also some editorial changes have been made to improve both layout and language.

Other changes are:

- Publication date changed to 01 April. With today´s fast information technology there is no need to delay the publication until 01 October.
- 6.3 Calculation of Marking Distance has been clarified and an old error has been corrected.
- The IGC Handicap List is removed from Appendix 3 and presented on the FAI website. Handicaps are now constantly reviewed by the IGC Handicap Committee as decided by the 2009 Plenum.

Documents and Paragraphs affected:

- Annex A: All paragraphs

- Other: Nil

The Annex A committee recommends that the plenary approves the Proposal. With two WGC´s coming up in the 2010 season and being aware of the discrepancies in the valid version of Annex A (2006 Edition / Version 3**)** it would be very impractical to delay the publication of Annex A 2010 until 01 October 2010.

Göran Ax
Chairman Annex A Committee

FAI Sporting Code

DRAFT

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL SOARING CHAMPIONSHIPS

CLASS D (GLIDERS)
Including Class DM (Motor Gliders)

2010 Edition / Draft Version

This Edition is valid from 1 October 2010

Submitted as a Year 2 Proposal to the IGC Plenary 2010

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CONTENTS

PRELIMINARY REMARKS

a) The Local Procedures describe operational procedures relevant to the site and complement these Rules.

b) In this Annex the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and “will" indicates what is going to happen.

c) In this document words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

d) The numbering format of the Sporting Code General Section has been used in the layout of these Rules.

e) Explanatory text and notes are included as unnumbered paragraphs in *italic Arial 10 font*.

f) In this document, wherever the word pilot, entry, champion or participant is used, it should be taken as crew, team-entry, champions or team, with reference to the 20m-2-seater class.

g) Geometric terms and standards, as used in these Rules, shall be in accordance with the following table:

Distance	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
Direction	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
Lines	Unless otherwise specified, the terms "Line", "Straight Line," "Line Segment," "Leg," etc. shall be considered to be geodesics.

PART 1 GENERAL

1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

a. Select the champion in each competition class on the basis of the pilot's performance in the tasks set;

b. Foster friendship, co-operation and exchange of information among soaring pilots of all nations;

c. Promote worldwide expansion of the public image of soaring;

d. Encourage technical and operational development of the sport;

e. Encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

The Organizers may state any additional objectives in their Local Procedures.

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motor Gliders), and specifically with Chapter 7 of Section 3 and with this document, which is approved by the IGC plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.3. The winner will be awarded the title of World Champion, provided that there have been at least four championship days (see 8.2.1) in that class.

Final places, for all tied results, should also be determined by the procedure stated in 10.2.3.

1.2.3 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. Events should be separated by a minimum period of 4 days . At least one non-flying rest day shall be given during the period. An official practice period of about seven days immediately preceding the opening of the Championships shall be made available to all competitors.

The Organizers may declare further rest days for stated reasons such as pilot fatigue. A rest day is a day declared a rest day in advance by the organizers or a day declared a rest day at first briefing.

1.2.4 The official language of the Championships shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefings.

1.3 CHAMPIONSHIP CLASSES

1.3.1 The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 7, and as listed in the Local Procedures.

1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NAC's on the first Championship day, the contest shall take place but no Champion will be declared.

1.3.3 Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships.

1.4.1.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots shall be selected by vote of the other pilots in the class.

The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship.

The Organisers may issue additional rules regarding safety in the Local Procedures.

1.4.2 **Facilities** The Organisers shall provide:

a. All facilities necessary for the satisfactory operation of the Championships.

b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.

1.4.3 **Fees** The Organisers must pay sanction fees to FAI as decided by IGC.

1.4.4 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

1.4.4.1 Local Procedures

The original publication of the Local Procedures shall be no later than 90 days before the first scheduled day of competition.

1.4.4.2 Control Points

The Control Points are the Start Points, Finish Points and Turn Points that may be

used during the Championships. The official format of the Control Point file shall be specified in the Local Procedures. The original publication of the Control Points file shall be no later than 30 days before the first scheduled day of competition.

Organisers are encouraged to make a clear distinction between Start, Turn, and Finish Points in the names or numbers of the Control Points. A single point may be used for more than one purpose, but this should also be made evident.
Changes to the Control Point file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.4.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Forbidden Airspace file. The original publication of the Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

Absolute altitude limits and Start altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file.

Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.4.4 Task Sheet

The Task Sheets will be distributed at Briefing. The Task Sheet must include:

a) The date and Competition Day number
b) The Class (in Multiclass Championships)
c) The Task specification (see 6.2)
d) Operational Procedures in use
e) Any changes to forbidden airspace or altitude limits
f) Grid Time
g) Anticipated time of first launch
h) End of legal daylight
i) Any other information relevant to the day's flying.

Organisers are strongly encouraged to provide a graphical depiction of the task and nearby forbidden airspace, and relevant distances and bearings. However, these depictions and parameters are not to be taken as official for scoring purposes.

A change of task at Grid Briefing (see 5.2c) should include the distribution of new task sheets.

1.4.4.5 Results

a) Any scores published before all Flight Logs have been analysed shall be labeled "Preliminary Results."

b) After all the Flight Logs have been analysed, the scores shall be published as "Unofficial Results." Unofficial Results are subject to review by the competitors and Team Captains.

After the expiry of the protest time and after all complaints and protests have been dealt with the scores shall be published as “Final Results”.

PART 2 CHAMPIONSHIP OFFICIALS

2.1 THE CHAMPIONSHIPS DIRECTOR

2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.

a. He shall make operational decisions in accordance with the rules of the Sporting Code and of the Championships. The decisions shall be published without delay in writing on the Official Information Board in the Briefing Hangar.

b. He may penalise or disqualify a competitor for misconduct or infringement of the rules.

c. He shall give evidence to the International Jury if requested.

d. He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to his NAC and to FAI.

2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

2.2 STEWARDS AND JURY MEMBERS Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation .

The Stewards and Jury Members must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section and Section 3; the FAI International Jury Members Handbook, and, Rules and Local Procedures for the Championships.

2.2.1 **Stewards** The IGC-Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different to that of the Organisers, except that in the event of a last minute failure to attend, a replacement Steward of any nationality and acceptable to the other Stewards may be invited.

a. The nominations shall be approved by IGC.

b. One Steward shall be present at the contest site throughout all major operational activities including during the official practice period.

The primary responsibility of the Chief Steward is to ensure the timely completion of all organisational aspects of the competition.

The role of the Stewards is to provide advice and/or support to the Director, the International Jury, the Team Captains and the competitors. Stewards must have extensive experience of soaring competitions and conduct themselves in accordance with the guidance provided in the IGC Steward Handbook.

2.2.2 **International Jury**

a. A nominated Jury shall consist of the President of the Jury plus two Members. The President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided:

(i) They are able to attend at the event site as required by the Jury President to hear a protest, and

(ii) They are present at the event site for the final day of competition to hear any protests arising from the last day of competition, and to attend the final Jury Meeting to confirm the results.

b. In addition to being the Chairman at Jury meetings, the President and has the right to require the Organisers to abide by the FAI Sporting Code and the published Rules and Procedures for the Championships. If the Organisers fail to do so the President of the Jury has the power to stop the Championships until a Jury meeting has considered the situation.

c. The Jury has the right to terminate the Championships if the Organisers fail to abide by the FAI Sporting Code and the published Rules and Procedures. They may recommend to the FAI Secretary General that all entry fees be returned.

d. **Meetings of the International Jury**

(i) Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases the Jury President may accept an eligible replacement nominated by the Jury member concerned.

(ii) Jury meetings are to be conducted in accordance with the FAI International Jury Members Handbook.

(iii) Decisions by the Jury shall be reached by simple majority. The President of the Jury shall report the details of any protest to FAI.

e. **Dissolution of the International Jury** The Jury shall only cease its functions after it has given its decision on all protests that have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task. The last action of the Jury is to approve the competition results of the Championships and declare the Championships valid, providing they have been conducted in accordance with the rules and the decisions of the Jury.

The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions but be prepared to give advice and answer queries regarding interpretation of the rules and the general running of the event if raised by officials of the event.

PART 3 NATIONAL TEAMS

3.1 SELECTION OF TEAMS Each NAC shall select its own Team Captain, competitors, and assistants. The NAC's shall certify to the Organisers (normally in the entry form) that the team members qualify under these rules.

3.1.1 The Team Captain, competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the Championship, by any rulings and requirements stated by the Organizers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept, without reservation, any consequences resulting from the event (for instance see 3.6 on insurance).

3.2 QUALIFICATIONS A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.7 on citizenship and representation, and must;

a. Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;

b. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;

c. Hold an FAI Sporting Licence with a current FAI stamp;

d. Hold a Pilot Licence or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the Championships take place;

e. Know, understand, and abide by the FAI Sporting Codes and the Rules and Procedures issued for the event.

A Team Captain:

- *Should be of the nationality of his NAC but a substitute of another nationality, holding written authority from the NAC concerned, may be accepted at the discretion of the Organisers.*
- *May be a competitor or crew member but preferably be additional to them.*

A crew member may be of any nationality.

3.3 TEAM CAPTAIN'S RESPONSIBILITIES The Team Captain represents his NAC and is the liaison between the Organisers and his team members. A Team Captain not fulfilling his responsibilities, as detailed in this Section, may be suspended or disqualified in accordance with paragraph 1.2.1. The Team Captain:

a. Should endeavor to ensure the proper conduct of his team members and that the pilots do not fly if ill or under the influence of alcohol or drugs, or suffering from any disability that might endanger the pilot or others.

b. Is responsible for compliance by his team members with the terms of the Certificate of Airworthiness or Permit to Fly of the competing sailplanes and, where appropriate, with the laws of his own and those of the Organisers' country.

c. Is responsible for ensuring that all members of his team receive and understand all information given at any Championships briefing.

3.4 ENTRY

3.4.1 **Application for Entry** Application for entry shall be accepted only on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information will not be accepted.

After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

a. Entry fees shall be returned:

(i) In full, if the Championships do not take place,

(ii) Unused fees shall be paid back if the Championships are stopped or cancelled for reason of force majeure,

b. A competitor who withdraws shall have no right to the return of any fees.

3.4.3 **Pilots**

a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures, but not more than two pilots (two crews in the 20m-2-Seater Class) in any class, or 3 pilots in any class at Junior and Women Championships. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he is eligible according to the allocation procedure.

For Continental Championships with a limited number of nations participating the IGC Bureau may approve a higher number of pilots per class.

b. Any number of entries is allowed if evidence is provided that the conditions and Local Procedures make it safe to do so (as per section 1.4.1). The entry numbers per class for each specific contest will be decided by the IGC Bureau in conjunction with the Organisers. The maximum number of entries per class shall be 50 plus the World Champions (see 3.4.3d).

c. The current Champions of the FAI multiclass WGCs, the Current Champions of the FAI Women WGC and the current Champions of the FAI Junior WGC may compete as additional members of their team in their relevant classes, even in excess of the 50 per class limit.

d. Two-seater sailplanes may compete in the Open class either flown solo or dual. The crew member is considered to be variable ballast and can be changed on a daily basis. Only the nominated pilot in command shall be listed in the results.

e. In the 20m-2-Seater Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed, each pilot may occupy either seat on a given competition day. Both pilots on board the two-seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.

f. If the total number of entries or the number of entries per class exceeds the

maximum numbers set for the event the number of entries will be reduced in accordance with the IGC pilot ranking list. A detailed procedure is found in Appendix 4.

3.4.4 **Rejection of Entries** The organising NAC may not reject any entry to a Championship made in good faith and complying with the terms of entry.

3.5 REGISTRATION

3.5.1 On arrival at the contest site, each Team Captain and his competitors shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

3.5.2 After the close of registration, no change of sailplanes or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

3.5.3 The Organisers, if appropriate, shall require the following documents and translations:

a. Documentary proof of insurance, or medical insurance cards.

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.7);

(ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and

(iii) FAI Sporting Licence valid for the year of the event.

(iv) A Therapeutic Use Exemption (TUE)

If, due to health problems, you are taking any medicines that are on WADA's prohibited list you should obtain a Therapeutic Use Exemption(TUE). You should contact your NAC to get information on how to obtain a National TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to the Event staff upon arrival. This is extremely important in case of doping testing

c. For the sailplane:

(i) Valid Certificate of Airworthiness or Permit to Fly; and

(ii) Third party insurance certificate for the sailplane.

3.5.4 The Organisers shall state in the Local Procedures:

a. If additional documents are required, and

b. Which documents shall be carried on board the sailplane.

3.6 INSURANCE

3.6.1 Third party insurance, as specified in the Local Procedures, is the responsibility of the entering NAC.

3.6.2 Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness and wear a serviceable parachute on each competition flight .

It is highly recommended to use an energy absorbing seat cushion.
The use of Flarm (or compatible proximity warning device) is also highly recommended.

The Organisers may specify in the Local Procedures additional mandatory equipment if the conditions of their country so require.

4.1.2 Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and:

a. Must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions.

b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition. Exception: In the Open Class only it is allowed to change complete wing panels and/or winglets. No instruments permitting pilots to fly without visual reference to the ground may be carried on board, even if made unserviceable. The Organisers may specify instruments covered by this rule in their Local Procedures.

Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable controlling surfaces, landing gear, winglets, and wing tip extensions. The configuration is considered to be changed if the shape, or dimensions of the primary structure are altered, or, for a motor-glider, if either the engine installation or the propeller is modified. "Instruments" includes any portable devices which use a gyro or inertial platform or high precision GNSS positioning and/ or attitude sensing technology.

Any navigational equipment is permitted.

The Organisers will state in their Local Procedures if they require competing sailplanes to:
- *Be marked with high visibility markings to improve in-flight conspicuousness.*
- *Carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such a display will not begin before the start line is opened and the actual position of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay should be reduced to zero prior to the finish.*

4.1.3 Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings; and, wing tips and winglets but not the entire outer wing panels.

If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the director of the Championships. Landing damage is normally assumed to be the fault of the pilot.

4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots will be scored as having landed at the position at which the collision occurred.

4.1.5 During the Championships, on days when tasks are set, sailplanes entered in the event may only be flown on Championship tasks, except that the Organisers, at their discretion, may permit a sailplane to be test flown.

4.1.6 The Organisers have the right to inspect a competing sailplane at any time during the Championship up to the Prize Giving.

4.2 MAXIMUM TAKE OFF MASS

4.2.1 The following Maximum Take Off Mass (MTOM) shall be enforced:

a. Open Class – 850 kg.

(i) Changes to the wing panels and winglets shall be permitted during a Championship.

(ii) The mass limit and configuration changes shall remain in force until 30 September 2017.

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – No ballast permitted and MTOM limited to the lowest of:

1. Maximum certified weight of non-lifting parts plus weight of lifting parts (wings without any form of ballast); or

2. Maximum certified Take Off Mass without water according to Type Certificate Data Sheet (TCDS).

e. World Class – 300 kg.

f. 20m-2-Seater Class – 750 kg.

g. Organisers may impose additional restrictions to the above maximum take-off masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

MTOM according to TCDS for any specific glider must not be exceeded under any circumstances.

4.2.2 Checking take off mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

The procedures for establishing the mass of the World Class glider are set out in Appendix 1 to this Annex. The Local Procedures shall give details of the procedures for checking the mass for all Classes.

4.3 CONTEST NUMBERS

4.3.1 The contest numbers, as validated by the Organisers, shall be displayed:

a. On the underside of the right wing, approximately 2.5 m from the centreline of the sailplane with the top of the figures or letters towards the wing leading edge. The height of the letters or figures should be not less than approximately 80% of the wing chord.

b. On both sides of the tail fin and/or rudder. These must be at least 30 cm high.

c. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or figures or a combination of letters and figures in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with this paragraph 4.3. Competitors not complying with the Organiser's requirements shall be denied competition launches.

Contest numbers on the sailplane and vehicles not only assist the Organiser's and other competitors to identify the sailplane, but also enable the public and the media to identify the sailplane, the pilot, the crew and the country.

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

a. All pilots shall attend briefing except that a competitor who is unable to attend, for reasons outside his control, shall be represented by his Team Captain.

b. Flight and safety requirements given at briefing shall carry the status of Local Procedures.

c. The time between the end of briefing and first launch must not be less than 30 minutes. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

All flight and safety requirements shall be provided in writing for the Team Captains.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the competition shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

5.3.1 **Radio Transmitters and Transceivers** Com. radios are for voice transmissions between team members and between them and the Organisers only.

a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.

b. Voice transmissions may only be made on frequencies prescribed by the Organisers.

c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

A single frequency should be designated for the launch, start, finish, and landing. One frequency should be designated for each Class flying within a common task area.
To improve safety, competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing, and when thermalling with other sailplanes.

5.3.2 **Other Types of Aid** Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task or still airborne after cancellation of their task must land or return to the competition site without delay and may not lead, guide or help in any way competitors in other classes still flying their assigned task.

5.4 CONTROL PROCEDURES Flights shall be controlled by GNSS Flight Recorders (FR).

a. All FR's approved by the IGC up to two months prior to the Opening Day shall be accepted. A valid calibration certificate must be provided for each FR.

The FAI SC Section 3 requires that Flight Recorders have been calibrated within the previous 24 months.

b. Two FR's may be used. One being designated to the Organisers as the primary recorder and the other one as a back-up.

c. FR's recording intervals shall be set to 10 sec or less. Non-compliance may be penalized.

d. FR's shall be switched on for at least two minutes before first take off to establish an altitude baseline. On motor gliders having an MoP capable of being started in flight (including sustainer MoP) the engine must be started and run for a maximum of two minutes either before the launch, or within 5 minutes after release if the motor glider is launched by aerotow. This is required to provide a positive record on the Flight Log. The FR's must remain switched on following an engine run on the ground.

The submitted Flight Log(s) must cover all flights made during the day.

e. If both recorders fail and the Flight Record is interrupted for a period longer than one minute, then the glider shall be considered as having outlanded unless satisfactory evidence can be provided that the glider did not, during the interruption of the Flight Record, violate airspace or, in the case of a motor glider, use the MoP.

f. Competitors must submit a Flight Log for evaluation on each Championship Day on which a launch was made, regardless of the outcome of the flight(s).

g. The Organisers will accept a Flight Log from the backup 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 FR's carried, regardless of equipment failures.

h. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalized.

5.4.1 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

PART 6 TASKS

6.1 TASK TYPES The following task types are available for use during the Championships. A single task type should not be used for more than 67% of the Championship Days in each class.

- **Racing Task**
- **Assigned Area Task**

6.2 TASK DEFINITIONS

6.2.1 **Racing Task (RT)** Speed over a course of two or more designated Turn Points, with a finish at the contest site. The task is specified by the designation of the Start, the Turn Points (in order), and the Finish.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points".

Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

6.2.2 **Assigned Area Task (AAT)** Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Speeds are calculated based on each finishers elapsed time or the Minimum Task Time, whichever is greater.

Non-finishers receive "distance points" only (the "distance points are calculated relative to the maximum distance flown).

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.

b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point´s Observation Zone.

c. The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the Task Distance.

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from

the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding Position and the next Turn Point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is the time elapsed between the last recorded valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.

(v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

6.3.2 **Assigned Area Task**

a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.

The following distances should be included in the task information for pilots:
- *The nominal Task Distance, assessed via the center of each Assigned Area, and*
- *The minimum and maximum Task Distance achievable via the Assigned Areas.*

The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

c. Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is either the time elapsed between the last recorded valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

PART 7 COMPETITION PROCEDURES

7.1 THE LAUNCH GRID The classes shall be launched separately. The complete grid order shall be drawn by lot before the first flying day.

a. The grid order of each class shall rotate after each Championship Day for that class, as follows:

i. a group of approximately 2/7 of the sailplanes shall be moved from back to front or:

ii. one or more rows of sailplanes shall be moved from back to front with the goal of moving approximately 2/7 of the total. Individual position in each row is irrelevant.

b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers.

c. "Grid Time" is the time at which all sailplanes in all classes must be in their proper positions for launching. The Organisers shall specify the Grid Time at Briefing and publish it on the task sheets.

d. Only the sailplanes on the grid at Grid Time shall be considered in any changes to the opening or closing times of the start gate.

e. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

7.2 LAUNCHING

7.2.1 **Definitions**

a. The Contest Site Boundary defines the geographical area, or areas, near the departure airfield within which a competitor may land—and be entitled to another launch.

b. The Release Area is defined as a geographical area within which the glider must be released from the tow plane or the MoP must be shut down for a motor glider.

7.2.2 **Contest Site Boundaries** Contest site boundaries shall be designated by the Organisers and described in the Local Procedures.

a. The Organisers shall designate a re-landing area which shall be shown at briefing.

b. A competitor landing outside the contest site boundaries after a regular launch shall not have any further competition launch on that day.

7.2.3 **Launching Period** The launching period shall be announced at briefing and given on the task sheet. The end of the launching period shall be before finishers are expected. If the Organisers delay the start of launching, other relevant times shall be delayed accordingly or the day cancelled.

The launch should be organised so that the time to launch the class is as short as possible. Competitors should not be refused a launch if they are ready to launch prior to the end of the launch period.

7.2.4 **Suspending Launching**

Once launching has started, the Organisers may suspend towing for reasons safety or fairness. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the Championship Director shall either order the landing and regridding of the airborne competitors or cancel the task.

7.2.5 **Delaying or Canceling the Task**

The Organisers may delay or cancel the opening of the start gate if they consider that the conditions are not suitable for the task to be flown safely or fairly.

7.3 LAUNCHING PROCEDURES

7.3.1 **Number of Launches** Each sailplane is permitted a maximum of three launches per day.

a. If, before the first launch in the class, a sailplane cannot be launched due to a fault by the Organisers, the launch in that class shall not be started.

b. If a pilot postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall lose that launch (i.e. it will count as one of the three launches allowed).

c. A competitor requiring a second or third launch shall be launched as soon as possible after a launch has been offered to the last sailplane in the class that is currently being launched.

d. A failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane shall count as an official launch if the pilot elects to stay airborne. It shall not count as an official launch if the pilot lands immediately, even if outside the contest site boundaries, and reports to the launch point without delay.

7.3.2 **Motor Gliders** Motor gliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

a. If they self launch their MoP must be shut down in the designated release area at or below the maximum release altitude. Refer to 5.4d.

b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be scored to the position at which they started their MoP.

c. A procedure that allows a new Start to be made following the use of a MoP without an intervening landing may be used if:

i The procedure is described in the Local Procedures.

ii All gliders in the class are equipped with a MoP at the close of registration for the Championships.

7.3.3 **Release Areas** Release areas and towing patterns shall be described in the Local Procedures. The release areas shall be clearly separated and positioned in a way that makes it possible to establish safe and efficient towing patterns.

The standard release height or altitude shall be given in the Local Procedures and may be modified at Briefing.

a. Each release area shall only be used by one class at a time.

b. Pilots shall not release until after the tow pilot has rocked the wings of the towplane. Pull-ups before releasing are prohibited.

c. The Organisers shall ensure that the release areas and the release altitudes for launching are selected to enable competitors to land safely on the contest site for a relaunch, after allowing adequate time and altitude to search for lift after release.

The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.

7.4 STARTING

7.4.1 **Definitions**

Start Point - is the midpoint of the Start Line or center of the Start Ring.

Start Time - is the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second.

7.4.2 **Start Options** The Organisers shall select which start option will be used during the contest. The Start Option selected for the Championship shall be stated in the Local Procedures. The options are:

a. **Start Line** A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.3 **Validity of Starts**

a. A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet or leaves the Start Ring.

b. If there is no proof that the competitor had a valid start after the opening of the start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 m of the Start Line or the Start Ring after the opening of the start. The start position and the start time will be derived from that fix, but a penalty shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.4 **Starting Procedures** The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

a. The time of opening of the start shall be announced by radio. The radio procedures for announcing the start shall be detailed in the Local Procedures.

b. A maximum altitude, expressed in MSL (QNH), may be imposed prior to the opening of the start and shall be announced by the Organisers. The Organisers must describe the altitude procedures before start in the Local Procedures. The altitude(s) shall be specified at the briefing. At the time of opening the start the Organisers may:

(i) Keep the altitude limit unchanged; or,

(ii) Raise the altitude limit to an altitude at least 300 m below the main cloud base; or,

(iii) Delete the altitude limit.

7.4.5 **New Starts** A new valid start invalidates all previous performances of the day. Crossing a start line after passing through the observation zone of a Turn Point or an Assigned Area is not deemed to be a start unless the crossing time correlates with the pilot nominated start time (see 7.4.6)

7.4.6 **Communication of Start Times** Pilots shall communicate their start times to the Organisers within 30 minutes of their last valid start to an accuracy of two minutes and the Organisers shall publish starting times as quickly as possible. These times shall be used for display of performance and for preliminary results. Penalties may be given for non-compliance or incorrect notification.

7.5 TURN POINTS AND ASSIGNED AREAS

7.5.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace in a vertical cylinder of 500 m radius centered on a Turn Point.

7.5.2 An Assigned Area shall be formed by:

a. A circle of a given radius, centered on a Turn Point, or

b. A geometric figure on the ground bounded by two lines-of-constant-bearing from a Turn Point, a maximum distance from that point, and, optionally, a minimum distance from that point.

The Observation Zone of an Assigned Area is the airspace enclosed by the circle or geometric figure and extending vertically without limit.

7.5.3 Consecutive Assigned Areas must be separated by at least 1 km.

Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

7.5.4 A competitor is credited with a valid achievement of a Turn Point or Assigned Area if the Flight Log shows a valid fix within the Observation Zone, or if a straight line between two consecutive valid fixes intersects the Observation Zone.

7.5.5 If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 m of the Observation Zone then credit for achieving the Turn Point or Assigned Area will be given, and a penalty will be applied

7.6 OUTLANDING

7.6.1 **Real Outlandings** The position and time of a real outlanding shall be determined from the Flight Log as the fix showing the glider coming to rest, the use of the MoP, or the end of recording due to equipment failure, whichever occurs first.

a. When landing out the competitors shall comply with the instructions given in the Local Procedures. The Organisers shall be informed of an outlanding without delay. Non-compliance shall be penalized.

b. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

c. The starting of a motor glider's MoP, except as allowed by 5.4d, or a complete failure of the GNSS flight record (see 5.4e) is regarded as a real outlanding.

7.6.2 **Virtual Outlandings** For incomplete flights, the fix that represents the point of best performance will be taken as the outlanding position and time, regardless of the real landing position..

7.6.3 **Aero Tow Retrieves** The Local Procedures shall state if aero tow retrieves are permitted, and in what way they will be handled.

7.7 FINISHING

7.7.1 **Definitions**

Finish Point - is the midpoint of the Finish Line or center of the Finish Ring.

Finish Time - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

7.7.2 **Finish Options** The Organisers shall select which finish option will be used during the contest. The Finish option selected for the Championship shall be stated in the Local Procedures. The options are:

a. **Finish Line** A straight line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum height (AGL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum height, except straight in landings, shall be penalized.

Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of landing when option a. Finish Line is used.

b. **Finish Ring** A circle of specified radius around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

Option b. Finish Ring is provided to allow the separation of sailplanes arriving from different directions, or in mountainous terrain. It allows each pilot to slow down and concentrate on their circuit procedures and other sailplanes prior to landing.

7.7.3 **Validity of Finishes**

a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring.

b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

7.7.4 **Finish Procedures**

a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.

b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.

c. The finish line or finish ring shall be closed at the end of legal daylight, or when all competitors are accounted for, or at a set time announced at Briefing. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closing time.

7.8 LANDING

7.8.1 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.

7.8.2 Hazardous maneuvers when approaching and after crossing of the finish line shall be penalized. Having crossed the finish line or finish ring the competitors shall land without delay.

7.8.3 Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalized.

7.9 FLIGHT DOCUMENTATION All flight documentation, including Flight Logs and outlanding certificates shall be handed in after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

7.9.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. These files can be handed in by any data device or transmission method, defined in the Local Procedures. All files are subject to validation. The Organizers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

PART 8 SCORING AND PENALTIES

8.1 SCORING SYSTEM The Championships shall be scored according to the **1000-Points Scoring System:** The Score is expressed in points (the maximum available Score for the day is 1000 points). Each class shall be scored separately.

8.1.1 **Team Cup**: This may be used concurrently for a secondary ranking, but not to select the individual Champions. Organisers shall state in the Local Procedures if the Team Cup will be awarded.

Team Cup has been used at previous Championships under the labels "World Team Cup", "World Soaring Cup" or "European Soaring Cup". The actual Championships remain fundamentally based on an individual ranking.

8.2 COMMON RULES

8.2.1 **Championship Day** In order that a Day may be counted as a Championship Day:

a. For each class, a launch opportunity shall have been given to each competitor in time for the competitor to carry out the task of the Day in question, and

b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, fly a Marking Distance of at least 100 km (after any handicapping is applied).

8.2.2 **Daily Scores** Each competitor shall be given a daily Score based on his performance on each Championship Day. The Score given to each competitor shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

8.2.3 **Finisher** A competitor is deemed to be a "finisher" if he crosses the finish line or enters the finish ring after completing the task.

8.2.4 **Handicaps** Handicapping shall be used in the Club Class and may be used in the 20m-2-Seater Class. Organisers shall state in the Local Procedures if Handicapping is to be used in the 20m-2-Seater Class.

a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.

b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.

c. Handicaps shall be applied according to 8.3.2.

8.2.5 **Penalties** Flights that have been disqualified shall be given a zero Score for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor's Score after it has been calculated, according to this Section.

If the penalty reduces a competitor's raw performance for the day (eg: outlanded at the point of airspace entry) the penalty must be applied before the calculation of the Score. The appropriate penalty should be applied each time an infringement occurs (eg exceeding the maximum permitted` altitude is penalized for each infringement).

If the Day score after deduction of any penalties is less than zero, it shall be taken

as zero, unless 8.6.4 applies.

8.2.6 **Cumulative Scores** Cumulative and Final Scores shall be calculated by adding the points obtained each Day on the nominated scoring system.

8.3 DEFINITIONS OF SCORING PARAMETERS

In the following tables the abbreviations RT and AAT are used for Racing Task and Assigned Area Task, respectively.

8.3.1 Championship Days

The parameters used for scoring each Championship Day are:

Dt	Task Distance. (Used in scoring RT only and defined in 6.3.1c)
Td	Minimum Task Time. (For the AAT, Td is specified at Briefing; for the RT, Td = 0).
Dm	Minimum Handicapped Distance to validate the Day. (Dm = 100 km).
n1	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
n2	Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).
N	Number of competitors having had a competition launch that Day
Ho	Lowest Handicap (H) of all competitors
Do	Highest Handicapped Distance (Dh) of the Day
Vo	Highest finisher's Handicapped Speed (Vh) of the Day
To	Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
Pm	Maximum available Score for the Day, before the Day Factor is applied.
Pdm	Maximum available Distance Points for the Day
Pvm	Maximum available Speed Points for the Day
F	Day Factor
Day	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

D	Competitor's Marking Distance. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
H	Competitor's Handicap, if handicapping is being used; otherwise H=1
Dh	Competitor's Handicapped Distance. (Dh = D x Ho / H)
T	Finisher's Marking Time. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
Pd	Competitor's Distance Points
V	Finisher's Marking Speed. (V = D / T)
Vh	Finisher's Handicapped Speed. (Vh = D / T x Ho / H)
Pv	Finisher's Speed points
S	Competitor's Score for the Day expressed in points

Note for scorers:
Before closure of the finish line, in order to keep preliminary results representative, it shall be presumed that competitors not accounted for are finishers, with Dh ≥ Dm and Vh = Vo, but they shall not appear in the ranking.

8.4 CALCULATION OF SCORES

8.4.1 **Racing Task**

a. Day Parameters:

Pm = the least of either: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the winner's time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x (Pv + Pd)**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.4.2 **Assigned Area Task**

a. Day Parameters:

Pm = the least of either: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the Task Time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x (Pv + Pd)**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.5 TEAM CUP

8.5.1 For the purpose of the Team Cup, a team is considered to consist of all the competitors entered in the Championships by a single NAC, with a minimum of two sailplanes entered.

8.5.2 A competitor´s Relative Score is defined as the competitor's Score, divided by the Day winner's Score, multiplied by 1000.

8.5.3 The team´s daily score is calculated by dividing the sum of the Relative Scores of all team competitors by the number of team competitors launched that day.

8.6 PENALTIES AND DISQUALIFICATION

8.6.1 The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below:

8.6.2 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.

8.6.3 Penalties shall be listed on the Score sheet of the Day on which the penalty was given.

8.6.4 If a penalty is imposed on a Day which does not meet the requirements of a Championship Day (8.2.1), or non-competition Days, or during the practice week, then the penalty shall be added to the competitor's cumulative Score.

This rule is intended to apply to penalties that are awarded for disciplinary or safety reasons and not penalties that are awarded for a technical failure.

8.6.5 A competitor who has been disqualified shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Overweight/Underweight of W kilograms	W x 2 pts	n x W x 2 pts	n x W x 2 pts
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
Notification of start time > 30 min after start	Warning	10 pts	25 pts
Declared start time differing from the actual time	Warning	10 pts	25 pts
Changing FR without advising the Organisers	10 pts	20 pts	25 pts
Incorrect FR configuration (Time interval between fixes > 10 sec)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) according to time limit in LP.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Incomplete outlanding report	Warning	10 pts	25 pts
Incorrect Start			
Between 0 and 0.50 Km from the start line or Ring	50 pts	50pts	50pts
More than 0.50 km from the start line or Ring	No valid start	No valid start	No valid start
Incorrect claiming of Turn Points or Areas			
Less than 0.50 km from the boundary of the Turn Point or Area	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn Point or Area	No Control	No Control	No Control
Dangerous or hazardous flying			
Cloud flying or unauthorized aerobatics, para 5.1	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the local zone	Warning	(n-1) x 25 pts	Disqualification
Circling in the start zone	Warning	(n-1) x 25 pts	Disqualification
Towing: early or late release	Warning	(n-1) x 25 pts	Disqualification
Towing: pull-up before release	Warning	Day Disqual.	Disqualification
Finish: crossing below height or altitude limit	Warning	(n-1) x 25 pts	Disqualification
Finish: hazardous maneuver	Warning	(n-1) x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**) if excess altitude < 100m	1 pt/m	n pts/m.	Day Disqual.
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**) if excess altitude > 100m	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Starting above the altitude limit	1 pts/m	n pts/m	Day Disqual.
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
Other Violations			
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MOP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty in 20m-2-seater,18m ,15m , STD Class, World Class & Club Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

(#) If the span of a glider in the 20m-2-seater,18m, 15 m, Standard, World or Club Class exceeds the wingspan definition of the relevant class, a penalty of a fixed number of points shall be subtracted from the daily score. The number of daily penalty points is obtained by subtracting 0.3 cm from the measured overspan, then rounding this number to the nearest whole cm.

Examples:

(i) A 2.7 cm overspan will give daily penalty points of 2.7 - 0.3 = 2.4 which is then rounded down to 2 points.

(ii) A 3.9 cm overspan will give daily penalty points of 3.9 - 0.3 = 3.6 which is then rounded up to 4 points.

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.

9.1.2 Prior to the Championships a complaint may be made by an NAC. Such a complaint may concern only failure of the organizing NAC to comply with the regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the IGC informed.

9.1.3 At any time during the Championships a complaint may be made through the Team Captain to the Championship Director or his designated official. Such complaint shall be dealt with expeditiously.

9.1.4 If a competitor has no separate Team Captain, he may lodge the complaint himself.

9.2 PROTESTS

9.2.1 Protests may not be filed against the Championship's Rules.

9.2.2 A protest against a decision on a complaint as described above in 9.1.2 must have been made prior to the start of the Opening Ceremony of the Championships.

9.2.3. The amount of the Protest Fee shall be stated in the Local Procedures. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

9.2.4 When dissatisfied with a penalty or the decision on a complaint made during the Championships a competitor has the right of protest.

a. Such a protest shall be made in writing, in English, and shall contain the following elements:

   (i) It shall refer to the decision against which the protest is lodged,

   (ii) It shall include reasons for the protest, and

   (iii) It shall state the remedy sought by the protest

b. A Protest shall be handed to the Championship Director or his designated official, by the Team Captain, together with the protest fee within 14 hours (2 hours on the last day) of the publication of the ruling or decision against which the protest is made.

c. If a competitor has no separate Team Captain, he may lodge the protest himself.

9.3 TREATMENT OF PROTESTS The Championship Director shall deliver a protest to the Jury President without delay.

a. The President of the Jury shall call a meeting of the International Jury within 24 hours (as soon as possible on the last day) of receiving the protest from the Championship Director.

b. The Jury shall hear both sides on the matter of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations.

c. The Championship Director is bound by the decision of the International Jury.

9.4 APPEALS An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section, Chapter 9.

PART 10 RESULTS AND PRIZEGIVING

10.1 RESULTS

10.1.1 Definition of status of results:

a. Performance: The competitors' results expressed in distance, speed, or time. They may be displayed on screens only;

b. Preliminary Results: Performances converted to points, before any verification. They may be displayed on screens only;

c. Unofficial Results: Preliminary results after verification of flight records from all competitors and including penalties;

d. Final Results: Unofficial results after expiry of the protest time and after all protests have been dealt with.

10.1.2 All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the result and the time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry time for protests and Unofficial Results and Final Results shall be signed by the Championship Director or his nominated Deputy.

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results.

10.1.3 The cumulative scores of the Championships shall be final only after the Jury has ceased its functions. They shall be published before the Prizegiving is held.

10.2 PRIZEGIVING

10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

10.2.2 The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.

a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.

b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.

c. The Organisers shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges to all competitors, their assistants, and officials.

d. Small prizes may be given to the daily winners.

10.2.3 There shall only be one champion. If two or more pilots have the same number of points after the final competition day, the sequence between these pilots shall be decided by the daily results. The Champion shall be the pilot who has the most daily wins. If a tie still exists, the Champion shall be the pilot with the most second placings, and so on.

PART 11 LOCAL PROCEDURES

Organisers of Championships shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

*The details in **Part A CHAMPIONSHIP DETAILS** must be completed.*

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for approval before being published. To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

The Local Procedures should not be published in any public place, including on a website, before they are approved. This is to avoid confusion arising should changes be required as part of the approval process.

The IGC shall approve the appointment of the Jury and Stewards.

After approval the Local Procedures shall be published as a stand-alone document no later than 90 days before the first scheduled day of competition.

A CHAMPIONSHIP DETAILS

Name of the Event

Location of the Event

Time Schedule

Preliminary entries due
Final entries due *3.4.1*
Deadline for approval of new GNSS FRs *5.4a*
Airfield closed for training flights
Registration period *3.5.1/ 3.5.2*
Technical inspection period (acceptance check) *4.1.2 b*
Official training *1.2.3*
Configuration change closes *4.1.2b*
First official Team Captains briefing
Opening Ceremony *1.2.3*
Contest flying *1.2.3*
Farewell party *1.2.3*
Closing Ceremony and Prizegiving *1.2.3*

Competition Officials

Director of the Championships
Deputy Director
Task Setter
Chief Scorer

International Jury

President
Members

Stewards

Chief Steward
Steward(s)

Addresses for Correspondence and Entries

B GENERAL

1.1 Additional objectives of the Championships
1.3.1 Championship classes
1.4.1 *note* Additional safety rules
1.4.4.2 Control Point file format

C NATIONAL TEAMS

3.4.2 Entry fee
3.4.3 a. Number of allowable entries per NAC
3.4.3 c. Total number of allowable entries and number of entries per class
3.5.4 a. Additional documentation required
3.5.4 b. Documents required to be carried on board the sailplane
3.6.1 Third party insurance cover

D TECHNICAL REQUIREMENTS

4.1.1 *note* Mandatory additional equipment
4.1.2 b. Instruments that must be removed from the sailplane
4.1.2 *note* High visibility marking requirements
4.1.2 *note* Carriage of GNSS data transmitters for public displays
4.2.2 *note* Procedures for checking aircraft mass

E GENERAL FLYING PROCEDURES

5.2 Units of measurement
5.3.1 a. Radio communication required for contact with Air Traffic Services
5.3.1 c. Radio frequencies to be used during the Championships

G COMPETITION PROCEDURES

7.1 e.	Requirements for discharging water ballast on the grid
7.2.2	Contest site boundaries
7.3.2	Launch procedures for motor gliders
7.3.2c	Inflight procedures for motor gliders
7.3.3	Release Areas and Release Heights
7.3.3 *note*	Areas where continuous circling is prohibited or permitted in one direction only
7.4.2	Start Option to be used and Start geometry
7.4.3 a.	Radio procedures for announcing the start
7.4.3 b.	Altitude procedures for the starts
7.6.1a	Instructions pertaining to real outlandings
7.6.3	Provision of and requirements for aero tow retrieves
7.7.1	Finish Option to be used and Finish Geometry
7.7.1 a.	Minimum height for the finish line or
7.7.1 b.	Minimum altitude for the finish ring
7.7.3 a.	Finishing procedures
7.8.1	Landing procedures
7.9	Handling of flight documentation

H SCORING

8.1.1	Awarding of Team Cup
8.2.4	Use of Handicaps in 20m-2-Seater Class

I PROTESTS

9.2.3	The amount of the protest fee

J PRIZEGIVING

10.2.1	Requirements for flags, discs and tapes

CONFIGURATION CHECKS FOR THE PW5

One of the objectives of the World Class and the World Class glider is to give equal chances to the pilots participating in a competition.

The World Class glider is actually (January 2002) the PW-5, designed and manufactured in Poland. It was selected by FAI-IGC on March 1994 after the results of a design & prototype competition taking place at Oerlinghausen, Germany, September/October 1992.

The PW-5 will maintain its status of World Class glider till March 2009, i.e., for 15 years since type certification in March 1994, unless before then one or more of the conditions of the Agreement between FAI and the Warsaw University of Technology (September 1997) is no longer complied with.

As requested by FAI-IGC the PW-5 is fully certificated by the Polish airworthiness authority on the basis of the JAR-22 requirements, category U, cloud flying and limited aerobatics allowed.

The Flight Manual limits are:

Maximum mass:		300 kg
Maximum empty mass:		190 kg
Maximum cockpit load:		110 kg
Minimum pilot + parachute mass:	55 kg	

A general description of the aircraft, including a 3-view drawing, is given in the Flight Manual, pages 1.3 and 1.4.

The PW-5 is actually (January 2002) produced by two manufacturers, both in Poland: PZL Swidnik (since 1994) and PZL Bielsko 1 (since 2000). The two versions have a few different features and accessories but, as specified by FAI, the external geometry and the mass of the gliders is the same.

TECHNICAL CHECKS

In order to ensure that competing gliders in the same competition have the same flight performance, two basic checks have to be made:

1. A check of the external geometry, intended to verify that the shape, size, state of the external surface of the gliders are the same so that the airflow over the external surfaces occurs with the same characteristics; and

2. A check of the glider masses, intended to verify that the take -off weight is the same for all gliders.

According to Annex A of the Sporting Code, “Each sailplane shall be made available to the Organizers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition.”

1. Geometry Checks

The following geometry checks should be carried out:

Wing Span The nominal value of 13440 mm shall be checked assuming a reasonable tolerance due to thermal effects. The measurement shall be made in compliance with the Sporting Code – Sec.3, para.7.1.3.

Wing Sections High precision templates are available to check the airfoil contour at three different stations along the semi span of each wing.

Wing-Fuselage Fairing A template is available to check the correct size and shape of the fairing at the trailing edge of each wing.

Wheel Fairings Templates are available to check the correct size and shape of the fairings of the front wheel and the rear (main) wheel.

Alteration to Airflow Checks shall be made to verify compliance with the Sporting Code-Sec. 3, para.7.7.5, which states: "Any alteration affecting airflow around the glider is prohibited. This includes, but is not limited to, the use of turbulator devices, fairings, and special surface treatment. The only exceptions are:

(i) A yaw string,
(ii) A total energy probe,
(iii) Adhesive tape to seal gaps between wings, fuselage and tail.

Sealing between moveable control surface and the airframe is not permitted."

Additional Inspection Verify by visual inspection any abnormality on the external surface and shape of the glider.

2. Mass Checks

The following mass checks should be carried out:

Scales Two scales at least shall be available, located at the front and main wheel, respectively, allowing two contemporary measurements the sum of which gives the total mass. The scales shall be adequate in range (up to 350 kg at least) and accuracy (±1 kg at 300 kg).

Take-Off Mass During the training period, three days at least before the start of the competition, the Director shall fix the glider take-off mass, which shall be identical for all competing gliders. It is likely that the value of this mass has to be 300 kg, i.e. equal to the maximum permitted mass. This is due to the existence of at least one heavy pilot among the competitors, reaching the mass limit without the addition of any ballast (as has occurred in all three World Championships so far, at the present time of January 2002). To attain the specified mass each glider shall incorporate the required amount of fixed ballast to be accommodated under the pilot's seat. Tail ballast is permitted.

Additional Weighing it is strongly recommended that the following additional weighing operations are made and that the results are recorded and made available to the pilot concerned:

a. Glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing etc.;
b. Pilot;

c. Parachute.

CENTRE OF GRAVITY CONTROL

Verify compliance with Sporting Code – Sec.3, para. 7.7.5 d which reads: "Any device capable of altering the centre of gravity location of the glider during flight is prohibited."

ELECTRICAL DEVICES

According to the Sporting Code – Sec.3, para. 7.7.5 b "Electrical and electronic devices are allowed, including instruments and navigational aids."

RANDOM CHECKS

During the competition days, when the gliders are on the way from the parking area to the grid, at the choice of an official designated by the Director of the competition, random checks of the glider's weight are carried on.

Cases of non-compliance with the preset value of the glider weight are reported to the Director.

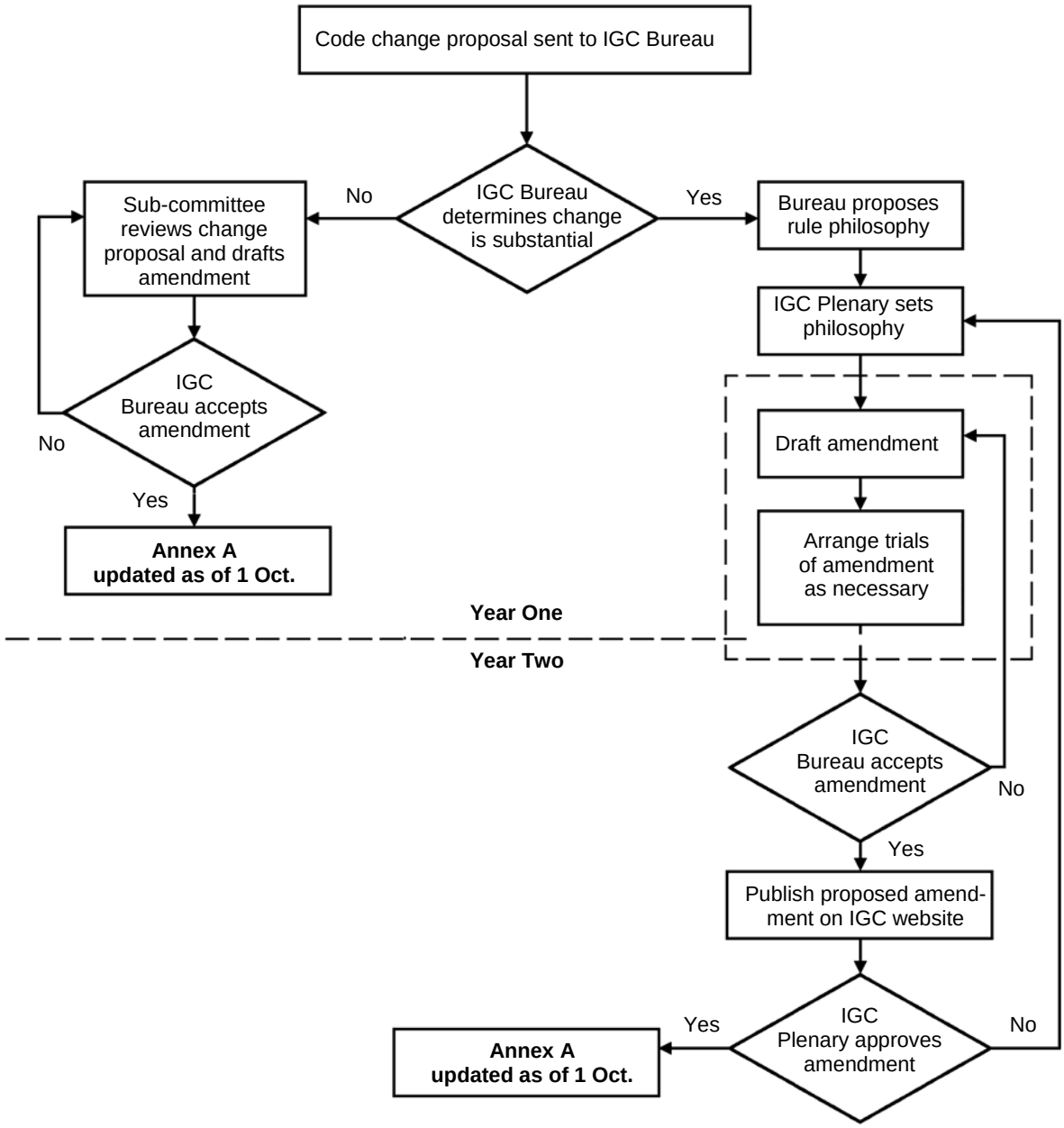
Annex A Review and Change Process

A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau on the **01.October in the year** prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

The Bureau will review the proposal and determine if it is "substantial" or otherwise, following input from the specialist sub-committee. The Bureau will instruct the specialist sub-committee to process items that are clarifications of existing rules, or prepare discussion papers on substantial proposals for consideration at the next Plenary meeting. At the Plenary meeting, the philosophy behind any proposed substantial amendment will be considered and confirmed. The specialist sub-committee will then draft an amendment to the Code and with Bureau involvement have it tested as required. The proposed amendment will then be put on the IGC web site prior to the following Plenary meeting, at which time it will be submitted for approval or rejection. See the action flow chart following for details.

A Code clarification becomes effective on the 1st of October following approval by the Bureau. A substantial change become effective on the 1st of October following the IGC meeting at which it is approved, except that if it has flight safety implications it may be approved by the Bureau prior to the IGC meeting.

Annex A Review and Change Process



IGC Handicap Lists

The IGC Handicap Committee is responsible for the evaluation, review and publication of glider handicaps. The IGC Handicap lists consists of:

IGC Club Class Handicap List

IGC 20m-2-Seater Handicap list

The handicaps for each class are published on the FAI website.
http://www.fai.org/gliding/system/files/handicaps.pdf

Effective date for changes to the handicap list is April 1st each year.

General rules for the IGC Club Class:

Only Single Seat Gliders with a handicap index of 1,09 or lower are eligible.

Retrofitting a glider with retractable landing gear increases the Handicap by 0.02.
Retrofitting a glider with winglets increases the Handicap by 0.01.

The pilot is responsible for providing documentation to prove that his glider will be operated within the legal weight limits.

The handicap is based on the performance at a stated glider reference weight, which is based on a typical empty weight plus 110 kg. Where a glider is flown at a higher weight by necessity, the handicap will be increased by 0.005 for each 10 kg or part thereof that the glider exceeds the base handicap weight.

General rules for the 20m-2-Seater Class:

To be determined.

Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World Champions will be included in the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the organisers, will set a maximum number of entries per each class. Places for World Champions may be in addition of the Annex A maximum of 50 entries per class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the pilots. The NAC decides who will be the 1st entry in a class. World Champions, having a right of entry, are accepted in addition to the NAC nominated 1st entries.

4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2nd and 3rd entries (as appropriate when NAC's have been offered a 3rd entry) to other classes if additional places are available.

5. At the closing date for Class Changeover, oversubscribed classes are reduced to the maximum class number by removing the lowest ranked pilots from the list of 2nd entries (or 3rd entries as appropriate) in accordance with the IGC pilot ranking list effective on that date.

IGC Handicap committee

Axel Reich

January 17, 2009

IGC Handicap committee report 2009

After the 2009 plenary meeting, the Australian Gliding Federation, the BGA, the Gliding section of the German Aeroclub and the SSA was contacted, to receive the contact information of their national handicap specialists.

The following persons are now members of the IGC handicap committee:

Axel Reich (Germany) , chairman and liason to Annex A
Tobias Geiger (Australia)
Russell Cheetham (UK)
Stefan Ronig (Germany)
David Stevenson (USA).

<u>Actions in 2009:</u>
A special site on the FAI/Gliding site was created, to provide all technical data of Clubclass gliders for the public, like EASA TCDS or Service Bulletins concerning the handicap definition.

A Club Class Glider Mass Form was created and used at the Junior WGC in Finnland for the first time, to help pilots to think about their personal glider/pilot combination in Terms of MTOM and Max weight of Non-lifting parts.

The ASW 20 handicap was discussed

The review of the missing weight data of the IGC handicap list is still in progress.

Enclosed you will find the Club Class Glider Mass Form as an attachment

Report from the IGC Ranking List Manager for 2009-12-17

In 2009 the Ranking List continued to grow with increases in the number of competitions from 75 in 2008 to 83 in 2009 and the number of pilots in the system from to 3400 in 2008 to 3956 in 2009.

The proposal to use the Ranking List as the basis for the filter in the event of over subscription to World Championships has once again prompted us to take a close look at the formula and respond to ideas sent to us by participating pilots. One of these ideas prompted the proposal listed at the foot of this report and requiring voting today.

The new procedures introduced in 2008 after the approval of Annex D have now been incorporated and seem to be understood and accepted by most organisers who read the instructions before entering their competitions.

Credit control is still an issue but we are hopeful that the procedures can be simplified in 2010 to reduce the amount of work required to ensure timely payment of sanction fees.

The subject of an entry related sanction fee structure was discussed during the last two IGC Plenum sessions At the end of 2009 the IGC Bureau approved changes to the sanction fee structure which use the number of entries for the basic calculation of fees. The system used since the inception of the RL was intended to be simple and easy to administer, however the system is now more mature and able to accept a sanction fee structure based on the number of entries in the competition.

The new sanction fee charges are based on a sanction fee of 4 euro per entry with a minimum of 100euro.

This change will reduce the cost of inclusion for many smaller competitions and we hope will result in many more contests being included in future years.

Of course as in previous years Junior National Championships are included free of charge.

We will continue with the very popular facility for a National Aero Club to enter all their Nationals classes together, The per entry rate will be the same as all other competitions but with a maximum charge of 500euro.

We also offer a facility for NAC's to enter all the contests in their country at a special all inclusive rate, we will provide an exclusive page for their pilots which will allow any participating NAC to use the IGC RL for local national ranking purposes.

For full details of prices and procedures go to the Ranking List web site "Enter competitions"

New developments.

Virtual Glider Pilots Ranking List.

We hope to have a functioning virtual ranking list by March 2010, the Vitual Ranking List we hope to have fully operational in time to include the results of the virtual competitions that will run alongside the World Championships in 2010.

Juniors Ranking List.
Prompted by Axel the 2011 Junior Worlds organiser we hope to have a dedicated Junior pilots Ranking List during 2010.

Please ensure your NAC has full details of how they can get their competitions on the Official International pilots ranking List, please ask them to get in touch with me if they require any further details or clarification of the new procedures.

Brian Spreckley 18.12.2009
Manager IGC Official Pilots Ranking List

PROPOSAL TO IGC PLENARY 2010

Proposed by The Ranking List Manager

This Proposal accompanies the 2009 Ranking List report.

It is Proposed That:

1. **The entry factor used in the calculation for the competition quality factor be changed from 15 to 10.**

2. **This change to be effective from 1.4.2010**

This Proposal affects:

Annex D rules for IGC Ranking List
Rule 5.5 Competition Quality Factor

Reasons supporting the Proposal:

The maximum Rating a pilot can achieve from a given competition is limited by the competition quality factor, the quality factor takes into account the number of competitors and the number of competition days. To reduce the impact of this factor on competitions held in smaller countries or countries with significant distances between competition pilots the Ranking list working group consider it appropriate that this factor be reduced.

Brian Spreckley
Ranking List Manager.

Proposal to: 2010 IGC Plenary Session

Proposal from: Norway

Concerning: Inclusion of the 20-meter two seater class in future World Gliding Championships.

There is currently no active two seater class in the World Gliding Championships (WGC). The competitions are mostly flown with single seaters. The 20 meter two seater class is a class with growing popularity. It is flown regularly in national and regional competitions, and once in the European Gliding Championships (EGC), but it has not yet been included in any of the planned World Gliding Championships, and does not appear on the future championship calendar. The IGC is asked to take the necessary steps, as soon as possible, to include the 20 m two seater class in both EGC's and WGC's, if possible, already in WGC 2012. Should the maximum number of gliders or classes in one competition be a concern in a multi-class championship, the IGC is asked to consider the option of replacing the World Class or the future 13,5 m class with the 20 m two seater class, provided a suitable solution for the WC/13,5 m class can be found.

Justification:

- The 20 meter two seater class is a class with growing popularity.
- Representation in both EGC and WGC would raise the profile of the class and stimulate to increased two seater gliding at club level too
- This will potentially lead to an increased number of high performance two seaters on air fields and in clubs around the world
- The class opens up the possibility for an improved social side of the sport through real time sharing of gliding experiences with other pilots and that more people can ride along and discover the pleasure and thrill of cross country soaring.
- High performance gliding with two seaters will potentially motivate more pilots to start with cross country gliding due to the in-flight coaching possibility
- This may lead to a further increase in the number of people with the opportunity to experience high performance gliding
- This will potentially lead to increased promotion of and recruitment to the sport.
- The 20 m class fits well within the performance span of the multi-class championships.

A possible way of organizing the events would be:

- One Championship with the Club Class, the Standard Class and the 15 meter Class.
- One Championship with the 18 meter Class, the 20 meter Two Seater Class and the Open Class.

PROPOSAL TO IGC PLENARY 2010
Proposed by French Gliding Federation (FFVV)

Concerns: the use of GPS Position recorders for silver and gold badge flights

It is proposed that the Appendix to chapter 4 of the Sporting Code Section 3 be changed from:
Each NAC is to determine the specific types of GPS position recorders approved for use within their jurisdiction and to maintain a current list of them. A copy of the operating manual for each model together with any additional procedures needed to comply with this Appendix must be sent to the chairman of the IGC GFA Committee, who will comment if necessary on whether an individual NAC's proposal does comply. The GFAC will maintain a list of all NAC-approved units and their operating procedures and make it available on the IGC GNSS web pages. Further guidance is given in Annex C, para 6.1.

To read as follows:
Each NAC is to determine the specific types of GPS position recorders approved for use within their jurisdiction and to maintain a current list of them to be sent to the GFAC who will maintain a list of all NAC-approved units and make it available on the IGC GNSS web pages. Further guidance is given in Annex C, para 6.1.

This Proposal affects:
Sporting Code Section 3 Appendix
Other - Nil

Reasons supporting the Proposal:
As shown by the minutes IGC Minutes of 2008 and the proposal on the SC3 (Item 9.4.1):

e. Chapter 4 Appendix. This gives specific rules for the use of COTS GPS for silver and gold badge flights. Included are the criteria that the unit must meet for an NAC to authorise its use. The NAC must ensure the unit complies with these rules.

the plenary wanted to set a regulatory framework and to give to each NAC the responsibility of selecting the GPS position recorders they allow for validating silver and gold badge flights comply with these rules, the NACs having to ensure they comply with the rules.

However the implementation of the rule in Appendix to Chapter 4 of the Sporting Code (See text above) obliges the NAC to send a copy of the operating manual for each model together with any additional procedures needed to comply with the rules and gives to Chairman of the GFAC Committee the right to comment if necessary on whether an individual NAC's proposal does comply.

De facto this results in a rather heavy procedure since the GFAC requires for each model a standardized approval document (See an example in Annex). We believe that the position recorders are approved nationally we should not force the NACs to provide the operation manuals (and in some case to translate all approval documents to English) for publishing them on the IGC website .

Additionally the criteria set by the GFAC are too stringent. For example the GFAC advised the FFVV against allowing the use of IGC files provided by a secure recording

software running on a PDA connected to an external GPS receiver. This is rather strange because such files are accepted at the OLC. We should not make things too complicated and a procedure accepted for de-centralized contests should also be acceptable for such “low level” badges.

For all these reasons we urge the Plenary to modify the Sporting Code in order to come back to the original intent of the COTS proposal which was to set pragmatic and proportionate rules and to give each NAC the full responsibility of selecting the GPS Position recorders they believe to be appropriate for validating silver and gold badge flights.

Gliding Federation of Australia

Position Recorder for Silver and Gold Badge Flights
Approval Document: OzFlarm and miniOZ

Dated: 25 October 2009

1. Introduction

1.1. This document authorises the use of the GPS recording devices described below, for use as Position Recorders in Australia under the rules specified in the FAI Sporting Code Section 3 (Gliders), in particular Chapter 4 and the Appendix to Chapter 4. These rules specify the circumstances in which a Position Recorder may be used for the validation of a Silver and Gold Badge performance only (The use of an IGC-approved GNSS Flight Recorder, if available, for such flights is unaffected).

1.2. This approval covers only the instrument itself and any operational requirements for its use. The process for attempting a badge flight and providing the necessary evidence to the GFA's FAI Certificates Officer is provided in the Sporting Code and in other GFA documentation.

2. Equipment Approved

2.1. **Name of equipment:** **OzFlarm and miniOZ**

Manufacturer: **RF Developments or Swift Avionics**

2.2. Both of these instruments are built using internal components sourced from the original Swiss Flarms, with the difference being that miniOZ is packaged as a "Black Box" (no display) version designed to supply GPS and Flarm information to a PDA or other navigational instrument. The OzFlarm is no longer in production. Details of these instruments can be found at:

http://www.swiftavionics.com.au/product_detail/3/MiniOz/Flarm/Engine

2.3. This approval applies to the flight data recorded internally in the instrument and downloaded directly in the form of an IGC format file with a verifiable security record.

2.4. It has been determined that, in order to comply with the Sporting Code for Position Recorders:

2.4.1. These devices record only in the WGS84 datum (ellipsoid Earth Model) and that other Datums are not selectable.

2.4.2. Fixes in the downloaded IGC file are always derived from GPS data. No predictive fixes are recorded without GPS data.

2.4.3. Pressure Altitude calibrated to the ICAO ISA is required and can be obtained either from a separate Barograph or by using the Pressure Altitude function provided by the pressure sensor in the Position Recorder. Both GPS and pressure altitude are recorded in the downloaded IGC file. In addition, the recorder outputs a digital sentence containing data including the current altitude reading once per second while the device is switched on, and this can be used for calibration of the pressure altitude sensor when required.

2.4.4. The downloaded IGC file can be electronically validated at any time to ensure that the file is identical to when it was initially downloaded.

3. Approval Limitations

3.1. This equipment is approved as a Position Recorder for Silver and Gold Badge Flights only, as specified in the documents referenced in Paragraph 1 and Annexes B and C to the Sporting Code for Gliding.

3.1.1 GPS altitude, or uncalibrated pressure altitude, may only be used to demonstrate flight continuity, and not as evidence for any height gain claim or to demonstrate other height related evidence such as start and finish heights. For Calibrated pressure altitude, see Paragraph 3.4.

3.2. Data from this equipment which is stored in an intermediate device (such as a PDA or navigational instrument) may not be used to validate a claim unless the device in which it is stored is itself approved, either as a Position Recorder or as a secure IGC Flight Recorder – in which case the approvals and limitations applying to that device will apply.

3.3. This equipment is not able to detect the operation of a Means of Propulsion (MoP). Gliders with a functioning MoP must do one of the following:

3.3.1. Disable it prior to flight to the satisfaction of the Official Observer

3.3.2. Carry a separate device acceptable to the Official Observer and the FAI Certificates Officer that records MoP use, or

3.3.3. Seal the MoP is such a way that the Official Observer can detect if it has been operated.

3.4. The Pressure Altitude functions of OzFlarm and miniOz may be used for pressure altitude evidence for a claim only if the Pressure Sensor is calibrated in accordance with Sporting Code Section 3. The procedures for doing this are in the Sporting Code for Gliding (SC3), Chapters 4 and 5 (particularly paragraph 5.3.2) and relevant Annexes. Otherwise, pressure altitude evidence from a separate barograph must be provided. Whichever way pressure altitude evidence is provided, a valid and current Calibration Certificate must be produced and the

barograph function must conform to the requirements of the Sporting Code including its Annexes.

3.5. If the Calibration Authority is unable to download the calibration data in IGC File format, an alternative electronic format acceptable to the GFA may be used, as detailed in the document GFA Calibration Guidelines for Pressure Sensors in Position Recorders.

4. Operational Requirements

4.1. This equipment may be mounted anywhere in the glider, however the Official Observer must be able to guarantee that the device was present in the glider throughout the flight for which the performance is claimed, and that the downloaded IGC flight file used to evaluate the flight came directly from that device.

4.2. Files downloaded from this equipment must be in IGC file format (so that they can be read unmodified by the SeeYou evaluation program) and must contain a security record that passes the check in the program vali-flarm-nonigc.exe. This program can be found at:

http://www.flarm.com/support/updates/flarm-igctools-1.4.zip

5. Authority

5.1. This approval has been issued by the Sports Committee of the Gliding Federation of Australia to permit the use of the specified equipment to be used for the validation of claims for Silver and Gold Badges (for which an IGC-approved Flight Recorder may also be used.

5.2. Any questions in regard to this document should be addressed to Tim Shirley at tshirley@internode.on.net or on 0417 268 073.

References: Sporting Code for Gliding, main volume and annexes B and C.
GFA Calibration Guidelines for Pressure Sensors in Position Recorders.

Proposal from Australia – Junior World Gliding Championships and the Women's World Gliding Championships each be allocated to a site outside Europe at least once every 10

Australia proposes that the Junior World Gliding Championships and the Women's World Gliding Championships each be allocated to a site outside Europe at least once every 10 years provided a suitable bid is received. The JWGC to be allocated to a site outside Europe by 2015 and the WWGC be allocated to a site outside Europe by 2019.

Reason

These two world championships are now firmly part of the international gliding calendar. There is a tendency for these events to be focused on lower costs as a priority which means that allocation to a site outside Europe will be very difficult to achieve, effectively limiting opportunities for pilots outside Europe to participate. This also means that competitors are limited in experiencing some very interesting weather and cultural experiences.

One event outside Europe in every 5 cycles is representative of the spread of pilots outside Europe and ensures development of international competition across a wider spread of countries. It also means that countries can plan their selection and preparation to coincide with the changed schedule.

JWGC can be scheduled for 2013 [or 2015], and the WWGC for 2019 which ensures a spread of events outside Europe.
The IGC Bureau asks for an immediate application of the changes to Annex A in order to assure that this new version is used to manage the 2010 World Gliding Championships.

This proposal affects:

Sporting Code Section – Nil

Annex A Rule – Nil

Other - Nil

Proposal for Hosting the 2011 IGC Plenary Session

Location Dayton Ohio USA

Sponsors Dayton Development Coalition
Soaring Society of America
Soaring Society of Dayton
National Aeronautical Association of the USA

Meeting Space Dayton Engineers' Club
www.engineersclub.org

This proposal for hosting the 2011 March meeting of the IGC includes the following details;

- The meeting space is free of charge, includes auditorium space, break-out space, and a full service restaurant for lunch and dinner service.
- The auditorium seats up to 400 people and has modern sound and projection systems.

2 round trip flight fares compliments of the Dayton Development Coalition

A partially sponsored dinner for the delegates on Friday evening at the Engineers' Club

Lunch service available all days

Hotel shuttle service to and from the Dayton International Airport
Car rental is also available at the airport. The Dayton International Airport has flights available on a daily basis. Costs for the average flight from Europe is currently about 900.00 USD /612.25 Euro.

Three hotels are in the downtown area of Dayton Ohio. These are within walking distance of the Dayton Engineers' Club. These hotels will also provide shuttle service if requested.

Crown Plaza at 90.00 USD per night/61.25 Euro
www.CrownePlaza.com

Dayton Marriot at 129.00 USD per night/87.76 Euro
www.Marriott.com/dayton

Doubletree Hotel at 87.00 USD per night/59.20 Euro
www.doubletree.hilton.com

Dayton Ohio is known as the birth place of flight and is proudly home to

The National Museum of the United States Air Force. This is a very large museum of aircraft that can easily take several days to browse.
Should this proposal be accepted, a luncheon for delegates can be planned at the museum on Wednesday. Those delegates arriving early and wishing to visit the museum can have a ride to the museum by local volunteers of the Soaring Society of Dayton.
www.nationalmuseum.af.mil

All Euro prices based on current exchange rate of 1.47 (September, 17, 2009)

Submitted by Linda Murray