

F.A.I. International Gliding Commission (IGC)
Minutes of the Meeting
Lausanne, Switzerland
27 and 28 February, 2004

Agenda Item 1 – Opening

1.1 Opening

President Tor Johannessen called the meeting to order and requested the observance of a moment of silence in honour of friends and colleagues lost in the previous year.

The FAI Secretary General Max Bishop called the roll of the meeting. It was determined that 30 votes were present including proxies of Kenya to the United Kingdom, Iceland to Sweden, Latvia to Lithuania. Thus 16 votes would be required for an absolute majority on any ballot and 20 for a 2/3rds majority. Delegates were reminded that all votes of the Plenum require an absolute majority for passage.

President Johannessen advised the Delegates that he would adjust the order of the agenda items for the meeting in order to better manage the time of the meeting. A revised agenda was distributed to the Delegates. He said that the final Minutes of the Meeting would be presented in agenda order for clarity.

The Delegate from Serbia and Montenegro joined the Plenary at lunchtime on the first day, making the total number of votes 31 (absolute majority 16; 2/3rds majority 21). A proxy in favour of Germany from Slovenia was received during the afternoon of the first session making the total votes 32 (absolute majority 17; 2/3rds majority 22).

The FAI Secretary General again called the roll at the beginning of the second session on 28 February. For the second day of meetings the members and proxies present totalled 33 (absolute majority 17; 2/3rds majority 22).

Regrets were received from Capt Ahmed Al-Juhani of Saudi Arabia, Mr Sergei Krikalev of Russia, Mr Hans Nietlispach of Switzerland, Mr Larry Sanderson of the USA, Mr Tapio Savolainen of Finland and Mr John Roake of New Zealand. Mr Vladimir Foltin of the Slovak Republic had sent his regrets for the first session, but he joined the Plenum for the second session. The President noted that Messrs Henderson, Macintyre and Stuck would take the Minutes in the absence of the Secretary.

Mr Johannessen noted that a number of late submissions had been received for this meeting. He stated that the provisions of FAI Bylaw 5.6.4 required Reports and Proposals to be distributed with the Notice of Meeting 45 days prior to the Meeting and late papers would need a 2/3rds majority approval to be accepted for discussion.

1.2 FAI Code of Ethics

The FAI Secretary General Max Bishop explained the background to the development of the FAI Code of Ethics. He noted that the intention was to avoid any concerns about potential conflicts of interest. A number of Delegates declared their interest as representing various sailplane equipment manufacturers.

1.3 IGC History

President Tor Johannessen asked the Plenum to support the formation of an IGC Committee to write the history of the IGC. He stated that he would chair the Committee and the members would be Prof. Piero Morelli and Mr Fred Weinholtz. The Members approved the request with 2 abstentions.

Agenda Item 2- Minutes of the Last Meeting

The President asked for comments or changes suggested to the Minutes from the previous meeting. Hearing no comments or objections to the Minutes the President asked for approval of the Minutes as presented. The Members unanimously accepted the Minutes.

Agenda Item 3 – FAI Matters

The President offered apologies from FAI President Wolfgang Weinreich (note: President Weinreich was prevented from attending the IGC Meeting due to travel problems) and asked FAI General Secretary Max Bishop to brief the members on the FAI items.

3.1 Legal and Financial Responsibilities of Elected Commission Officials

Mr Bishop stated that within the FAI system FAI itself is the only legal entity, yet decisions made by a Sporting Commission, such as IGC, legally bind the FAI. He stated that Air Sport Commissions must ensure that they do not enter into financial or supply contracts without clearance from the FAI. He also noted that appointed FAI officials (such as members of the Jury or Stewards) are covered by the FAI liability insurance.

3.2 Naming of Championships

Mr Bishop advised the Delegates of the new naming format for World Championships. For IGC Championships the format shall be “(Number) FAI (Category) World (Class) Gliding Championships” (eg 4th FAI World Club Class Gliding Championships or 2nd FAI Junior World Gliding Championships). The exception to this format is for the World Class where the format is: “(Number) FAI World Class World Gliding Championships”.

3.3 Standard Format for Award Ceremonies

Mr Johannessen advised the members that the very successful award ceremony employed at Leszno, 2003, would be used as the blueprint for a standardised awards format. This format will be included in the Organisers Handbook.

Agenda Item 4 – IGC Budget

Mr Bradley offered a brief report noting that the funds of the IGC have a current balance of 60,251.33CHF with Income for 2003 of 14,086.58CHF and Expenditure of 3,691.19CHF. He distributed copies of the financial statement to all Delegates. The President asked if the members accepted the report of the Treasurer and they agreed without objection.

Agenda Item 5 – Short Reports from Past Championships

5.1 28th FAI World Gliding Championships, Leszno, Poland 2003

- Mr Waldemar Ratajczak gave a brief report on the event. He noted that the 128 competitors completed a total of 35,040 hours flying and covered a total distance of 619,346 km.
- The President thanked the Aero Club of Poland for accepting the Championships at short notice and congratulated them for a very successful event.

- Mr Marco Gavazzi, the Delegate for Italy, also thanked the Aero Club of Poland for taking over the 28th World Gliding Championships for Italy.
- 5.2 2nd FAI Women's World Gliding Championship, Jihlava, Czech Republic, 2003
- Mr Jaroslav Vach gave a brief report on the event, noting that the 42 competitors, representing 13 countries, flew a total of 74,723 km.
 - The President offered his appreciation and thanks to the Czech Aero Club for a successful event.
- 5.3 3rd FAI Juniors' World Gliding Championships, and
 5.4 4th FAI World Class World Gliding Championships, Nitra, Slovak Republic, 2003
- Mr Vladimir Foltin gave a brief report on this combined Championship. He noted that there were 19 entrants in the World Class and 72 in the Juniors' (35 in the Standard Class and 37 in the Club Class).
 - The President thanked the Slovak Aero Club for accepting the World Class Championships at short notice.

Agenda Item 6 – IGC Strategy

6.1 IGC Strategy

- Mr Dick Bradley reported that the Bureau had devoted a full day to reviewing the IGC Strategic Plan 2000. He presented a review of the Plan and noted that a number of the objectives and planned actions had been achieved.
- A revised Vision was presented to incorporate the wider responsibilities that the IGC has, as the body responsible for the stewardship of the sport of gliding, as stated in the FAI Statutes. The new Vision for 2004 is:
“Raise the profile of soaring as an international sport and promote participation at all levels and protect the environment necessary for continued soaring activity”
- Mr Bradley noted that the supporting objectives stated in the 2000 Plan were still correct but that the IGC is still not visible to the majority of soaring pilots.
- Four Action Items were presented:
 - Establish and legitimise the Business Development Group (BDG) and start generating additional income streams. The income to be used to augment volunteers work in media liaison, NAC follow up, support for bureau etc, but without killing the magnificent spirit of volunteerism that has achieved so much for our commission.
 - That the IGC website is our major communication medium and should be developed, popularised and commercialised. To achieve this it needs to be accepted that professional help may be required to augment the work of our volunteers and this would be funded out of income from commercialising the website.
 - Forge a relationship with the On Line Contest (OLC) and other Soaring events. The OLC is highly visible to grass roots glider pilots and the association would raise the profile of IGC at this level.
 - Develop policy positions on glider pilot's licenses and medicals and airspace for FAI to promote at ICAO.
- A general discussion followed from which a number of points were made:
 - The presentation of the IGC Strategic Plan 2004 should be placed on the IGC website.
 - Commercialisation of the website might involve advertising in conjunction with the ranking list and the OLC.
 - Sanction fees would need to be spread across all competitive events, including the OLC.

- ICAO has recently created a licensing panel, which includes glider pilot licences under its terms of reference. The EGU handling of issues relating to licences, medicals and airspace only relates to the members of the EU and the IGC needs to establish policies in these areas as it has a global responsibility.
- Glider pilots attending user meeting on licences and airspace etc should wear a gliding badge to identify themselves. It was suggested that the A badge would be sufficient to enable fellow glider pilots to recognise each other in meetings.
- Mr Bradley requested approval for the IGC Strategy 2004 and noted that Delegates would be asked to formally vote on Terms of Reference and appointments for the BDG in 2005. The Delegates unanimously approved the Strategy.
- Mr Bradley was confirmed as the Chairman of the BDG.
- The President thanked Mr Bradley for his work on the updated Strategy.

6.2 Report from EGU

- Mr Peter Eriksen presented his report. He noted the following points:
 - Switzerland and Ireland had joined the EGU.
 - Debate continued as to whether the lower level airspace limit in Europe would be FL100 or FL135.
 - The European Aviation Safety Agency (EASA) is now active enabling submissions to be made to that body.
 - The provisions of JAR22 have been transferred, unchanged, to Certification Specifications-22 (CS-22). Prof Loek Boermans (OSTIV President) noted that the JAR22 study group no longer exists and that the OSTIV Sailplane Development Panel has written to EASA to propose that the JAR22 study group work with EASA.
 - A significant problem exists with glider airworthiness with only instruments and equipment specified by the manufacturer being allowed to be fitted to the aircraft. This excludes, for example, FRs, iPAQ Pocket PCs and Palm Nav units. Arguments were being put forward that only equipment that has the potential to interfere with the aircraft must be certificated. It was noted that in USA a similar rule was in force but in practice FAA do not apply it to gliding instruments.
 - The EGU now has a common airspace policy on glider pilot licences for 13 nations in the EU.
 - EAS (Europe Air Sports) needs professional help and is planning to create a small office in Brussels or Cologne.
 - Each European country has a different interpretation of the transponder requirements and all need their own individual transition phases before introducing new requirements. The EGU is seeking a low power solution for glider transponders.
 - It was noted that Mr Francois van Haaff had published a paper on transponders which will be made available on the IGC website.

6.3 IGC Voting Rules

- Mr Axel Reich tabled a proposal to limit voting on Continental issues to those countries directly affected. He noted that the proposal had been raised because of concerns about the numbers of participants permitted in European Championships.
- Mr Max Bishop noted that there was no recognised “continental” structure in the FAI and that previous attempts to create such differentiations had been rejected. Where individual airsports did have continental structures, Mr Bishop noted that they caused problems.

- Mr Bishop recommended that the Plenum invite Delegates who did not have a direct interest in the outcome of a particular vote to declare that they would not participate in the voting. He also stated that it was inappropriate for a Commission to forbid a Delegate from expressing an opinion or voting on any matter. Finally he noted that the IGC is a World body not a European body.
- The President ruled the proposal out of order.

6.4 Sailplane Grand Prix

- Mr Roland Stuck presented a proposal from the Bureau for the establishment of the Sailplane Grand Prix (SGP).
- The President commented that this event enabled gliding to put on a show for the public.
- Mr Terry Cubley noted that a Grand Prix had been tried successfully in 2000/01 in Gawler in conjunction with the 1st World Club Class Gliding Championships. Australia intended running another event next season.
- Mr Axel Reich questioned the mention of sanction fees and “paid” officials in the proposal.
- The President stated that no IGC Officials were “paid” and that this principle would also apply to the Grand Prix.
- Delegates asked that the sanction fees be minimal or zero.
- Mr Max Bishop noted that the name “Grand Prix” was available for use by all airports. He commented that various “Grand Prix” events are already run worldwide and recommended that the IGC hold SGP events in conjunction with the FAI Grand Prix events where possible. An IGC representative should be nominated to the FAI Grand Prix Coordinating Committee.
- The Delegates approved the SGP proposal 27 in favour, 1 against.
- The possibility of a SGP being held in Poland to replace the cancelled WAG was discussed. Discussion centred on whether Poland would run an event in 2004 and whether a World SGP would be organised in 2005. It was noted that, as the Sporting Code (Annex A) Rules were not used for the SGP, it was not a Category 1 or 2 event. This meant that the Bureau could handle the approval for a SGP. A request was made that all NACs have an equal opportunity to participate in the World SGP.
- The Members requested that the winner of the World SGP be able to be formally recognised. Mr Bishop stated that the winner could be the “World Grand Prix Champion” and that appropriate medals could be awarded.
- The Delegates unanimously empowered to Bureau to receive bids for and approve a World SGP for 2005.

6.5 Celebration of FAI Centenary 2005

- Mr Max Bishop noted that eight countries formed the FAI on 14th October, 1905. He reported that following events were already planned to celebrate the Centenary during 2005:
 - The publication of a souvenir book in the spring of 2005 with NACs each having a personalised page.
 - The FAI General Conference will be held in Paris in October.
 - A mass fly-in of 700 Microlight aircraft to converge on Paris, arriving there on 14th October.
 - An air show at Lausanne.
 - A World Grand Prix of Aerobatics.
 - 100 hot air balloons crossing the English Channel.

- The President outlined the general proposals that the Bureau had developed for the IGC and requested Delegates to indicate the level of support for each activity. The results, in order of support, were:
 - Total cross country distance flown world wide on a specific day 27 votes
 - A simultaneous gliding day worldwide 23 votes
 - A World Grand Prix 19 votes
 - Publishing a book on the Lilienthal Medal winners 6 votes
 - A world-wide competition weekend 1 vote
 - Setting records between gliding centres 1 vote
 - Establishing transcontinental records 0 votes
 - A Trans-Europe glider race 0 votes
- The President proposed that a special working group be set up for the IGC Centenary event. The Delegates agreed unanimously.
- The President requested volunteers for the working group. Mr Eric Mozer volunteered to chair the group with Mr Johannessen and Mr Henderson as members.
- Mr Mozer noted that the next IGC Plenary meeting is during 2005 and that the new Bureau should be empowered to decide which event(s) would be held. The Delegates agreed unanimously to so empower the Bureau.

Agenda Item 7 – IGC Projects

7.1 Championship Structure Working Group (CSWG)

- Mr Eric Mozer gave a brief review of the work of the CSWG over the past two year. He thanked all those who had contributed to the group. He then tabled the Bureau proposal for the new World Gliding Championships structure, commencing in 2007 noting that there were four elements to the proposal – the number of entries, the maximum number of entries, the IGC World Gliding Championships and the IGC category World Gliding Championships.
- Mr Axel Reich presented an alternative proposal (Agenda item 7.1.1).
- The President noted that the alternative proposal would form the basis of a sequence of proposed amendments to the Bureau proposal. These would be voted individually before the substantive Bureau proposal (as amended) would be put to the vote.
- A general discussion followed regarding pilot entry numbers and opportunities for competition versus team flying issues. The use of the ranking list to limit the number of entries for NACs whose pilots were low on the ranking list was questioned. The President noted that the use of the ranking list to resolve the number of entries at an oversubscribed contest was a potential for the future, but that NACs would never be reduced below two entries per Class.
- Mr Mozer advised that the number of entries could be a problem if altered to 3 per Class for the FAI Club Class World Gliding Championships, as this would give the potential for up to 180 entries. Mr Reich noted that the intention was to allow organisers the flexibility to have 3 pilots per Class if the number of entries was low.
- Amendment No 1 – to amend the Classes in the Juniors’ Championships to Club and Standard only. The Delegates voted 22 in favour, 7 against, with 1 abstention.
- Amendment No 2 – to amend the number of pilots permitted in the Juniors’ Championships to 3 per NAC per Class. The Delegates voted 28 in favour, 2 against, with no abstentions.
- Amendment No. 3 – to amend the number of pilots permitted in the Women’s Championships to 2 or 3 per NAC per Class. The Delegates voted 19 in favour, 7 against, with 2 abstentions.
- Amendment No. 4 – to amend the number of pilots permitted in the Club Class Championships to 2 or 3 pilots per NAC per Class. The Delegates voted 5 in favour, 25 against, with no abstentions. The amendment was, therefore, defeated.

- The substantive Bureau proposal, as amended by amendments No. 1, 2 and 3 above, was then put to the meeting.
- Discussion followed on the split of the Classes into the various “Championships”. Mr Mozer stated that the reasons for the split as proposed were:
 - To avoid a conflict between the FAI World Gliding Championships and the WAGs, which are held in odd calendar years.
 - To provide the opportunity for Juniors and Women to compete in the FAI World Gliding Championships
 - To accommodate aircraft of similar performance.
- Delegates noted that the split in the FAI Championships would require NACs to make decisions about which events to support, especially when resources were limited. Mr Mozer observed that the IGC members have quite varying expectations and that a degree of compromise on the structure of the Championships is required.
- The Bureau Championships proposal, as amended, was then put to the vote. The Delegates voted 26 in favour, none against, with 3 abstentions, to accept the new Championships structure.
- Mr Reich questioned the status of paragraphs 5 and 6 in the Bureau proposal, relating to disciplines, scoring systems and alternative competitions. The President noted that these paragraphs were recording the work that the Bureau had charged the Annex A Group with undertaking and that future Plenary meetings would consider the recommendations arising from this work.
- The Championship Structure, as approved, is attached as [Appendix 1](#) to these Minutes. The Calendar of events and bids is attached as [Appendix 2](#).

7.1.1 Proposal for Class Structure

This item was incorporated in Item 7.1.

7.1.2 Proposal to Eliminate the World Class and Reinstate the Doubleseater Class

- The President noted that these proposals were for post 2009 and advised that the Bureau had asked the CSWG to review them and report to the Plenary in 2005 with their recommendations.
- Mr Reich requested that the proposal to eliminate the World Class be discussed.
- The President requested discussion on the World Class proposal. (Note the World Class Report – Item 13.7 – was taken before this discussion).
- Delegates noted the positive elements of Mr Pin’s presentation and the potential opportunities in China and India. It was also noted that the World Class had struggled as an isolated Class and that its incorporation in “main stream” Championships would give it the necessary status to develop. The lack of a cost differential between the PW5 and Club Class aircraft in Europe was noted, but Delegates reported that this is not the same situation elsewhere in the World.
- Mr Bishop noted that it was the FAI that had signed the contract with the Warsaw University of Technology, not the IGC. It was commented that the lack of success of the sailplane in Europe was not a good reason to stop other countries using the type.
- The Delegates voted 1 in favour, 24 against, with 6 abstentions, on the proposal to eliminate the World Class after 2009. The proposal was, therefore, defeated.

7.1.3 Proposals for Future Class Structure

- The President noted that this proposal was also for post 2009 and advised that the Bureau had asked the CSWG to review it and report to the Plenary in 2005 with their recommendations.
- The President also asked that a late proposal from Italy, to include a 13M motor-glider class after 2009 should also be referred to the CSWG to report back in 2005.

7.1.4 Proposal for Entrants per NAC

Mr Göran Ax advised that Sweden wished to withdraw this proposal.

7.1.5 Proposal for Scoring Systems

- The President noted that there was only one valid proposal in the Swiss submission, that being for the use of the “simplified scoring system” developed by Mr Hans Nietlispach. Mr Roland Stuck noted that this system does not work with Area tasks.
- The Delegates were requested to vote on whether the “simplified scoring system” should be incorporated in Annex A (post 2005). The Delegates voted 21 in favour, 8 against, with 4 abstentions.

7.2 Tracker Project

- Mr Bruno Ramseyer presented his report.
- He noted that the IGC cannot recommend the use of GSM units because they are not legally permitted to be used in the air. He also noted that units using radio frequencies require the operator to hold a licence.
- He recommended that using edited tracking data in conjunction with video pictures would be a better option for the future.
- Finally, Mr Ramseyer recommended that the Tracker Project be incorporated into the Business Development Group to allow the exploration of sponsorship and financing options.
- The Delegates discussed various options for tracking. Mr Ramseyer stated that the “ticker tape” display used at Leszno created a high degree of interest. Mr Arild Solbakken reported that GSM technology would be used to support tracking displays at the Club Class Championships in Norway, 2004. Mr Axel Reich reported the planned testing of live TV feed from a glider to the ground by a Swiss company; however the company wanted IGC to pay for the testing. Mr Waldemar Ratajczak noted that tracking will be tested in the Grand Prix in Poland if the event takes place. Mr Vytautas Sabeckis reported that LX Nav had problems with the programme at Leszno and that these should be resolved for the EGC 2005.

7.3 International Soaring Hall of Honour

Mr Eric Mozer verbally reported that there was a low level of activity with this project. He noted that the new soaring director at the SSA National Museum was interested in assisting. He also noted that the plan to create the history of the IGC would be helpful.

7.4 IGC Ranking System

- Mr Brian Spreckley presented his report and gave a brief presentation on the ranking list. He noted that there had been 473,386 hits on the website in 2003, and in 2004 already, hits averaged 50 per day.
- Mr Marco Gavazzi complimented Mr Spreckley and his team on the ranking list.
- Mr Spreckley noted that it would take until 2005 for the list to mature. It was also noted that organisers need to send in their final results promptly in an Excel file format. There were problems with results not being supplied which created bias in the rankings on the website.
- It was noted that the ranking list required constant input to maintain it up-to-date.

- The Delegates were asked to vote on a proposal that a portion of the funds derived from the ranking list be used to pay expenses or remuneration to ensure administration of the List. The Delegates approved this proposal unanimously.
- A second proposal was put forward to alter the Category 2+ events to require participation by “pilots from at least 3 FAI NACs” to allow the event to be included in the List. Mr Spreckley also noted that the word “category” would be changed to avoid confusion with the FAI category events. The Delegates approved this proposal unanimously.

7.5 Simulated Gliding

- Mr Roland Stuck presented his report. He noted that there are two internet sites where simulated gliding competitions are organised: <http://virtualsoaring.org/index.html> and <http://www.ffvvirtuel.com/>
- There are also on line races organised for the new simulator Sailor of the Sky at: <http://www.tvwebradio.com/sailorsofthesky/calendar/calendar-view.asp?calendarid=1>

7.6 Membership Challenge

- The President presented the report from Mr John Roake. He stressed Mr Roake’s key concern was apathy on the part of Delegates and NACs and noted that there were 12 NACs that had not supplied membership data for the report.
- The President asked if Delegates of countries with increasing membership numbers had an idea as to why they were increasing. Mr Stuck noted that there was a positive trend in numbers in the junior classes in France, but he was unsure as to why. Mr Patrick Pauwels commented that gliding is competing with airports that are not so demanding of a person’s time and energy and that we need to remain positive.
- Mr Ross Macintyre commented that the report noted that much of the IGC business is focused on competitions whereas the majority of gliding activity is not competitive. The President noted that the Bureau spends a considerable amount of time reviewing matters outside the competition scene.

7.7 GFAC

Mr Ian Strachan presented his report. He addressed the concerns of the GFAC (GNSS Flight Recorder Approval Committee) regarding FR security issues and the intention to set up a server-based file validation process to check FR files for validity. This was as a result of concerns about the potential for the VALI files to be bypassed. He also advised the Plenum that there was now only one Cambridge (CAI) Company in the USA, that being the company at Horn Lake, Mississippi. He appealed for any anomalies that were found in flight records to be sent to GFAC for evaluation along with the FR if need be. GFAC may be able to recover files that may otherwise be lost.

7.8 IGC Website

Prof Peter Ryder presented his report and asked for more information, especially news items, to be put on the website. It was expected that the Ranking System, currently separate, would be put on the FAI website although some coordination of the pilot database was required.

7.9 Champions Gallery

Mr Eric Mozer presented a verbal report. He noted that the Championships Gallery, in terms of photographs of Champions, would be carried on the IGC Ranking List in future and that this specialist committee was no longer required.

7.10 On-Line Contests

7.10.1 Proposals for IGC Patronage of the DAeC OLC

- The President presented the proposal for the IGC to recognise the German OLC and noted that the Bureau was uncomfortable with the word “patronage”. He proposed that a Memorandum of Understanding (MOU) be drawn up between the FAI/IGC and the OLC.
- Dr Hans Trautenberg noted that the data available through the OLC had assisted with disputes regarding airspace usage. He reported that the OLC had recorded over 7,600 participants and 52,830 flights covering 16.3 million kilometres during 2003. He also confirmed that flights that violated airspace were not included in the OLC database. A brief presentation was provided on the OLC.
- The Delegates were asked to approve the drawing up of an MOU between the FAI/IGC and the OLC. The Delegates approved this unanimously.

7.10.2 Belgian OLC

Mr Michel van de Steene noted that Belgium was comfortable with the proposed MOU with the German OLC. A brief presentation was made on the Belgium OLC, which had logged 1,200 flights covering 300,000km in 2003.

Agenda Item 8 - World Air Games

8.1 Status Report

Mr Max Bishop briefed the Delegates on the recent cancellation of the WAG for 2005. He noted that the bids were incomplete even as late as the FAI General Conference in October 2003 and that the bids were reviewed at a meeting of the Airsport Commission Presidents following the General Conference. The bid from Malaysia was rejected in November 2003. The FAI President then took personal charge of the process and visited Poland in November and December 2003 to work out a rescue plan. This plan was submitted to the FAI Board at the end of January 2004. The FAI Board felt that the plan still contained a high risk of the event not succeeding. The Board therefore cancelled the WAG 2005 and is now considering whether to solicit bids for a WAG in 2007. It was acknowledged that having a long gap between WAGs would be detrimental to the viability of the event.

FAI Doping Rules

At this point Mr Bishop requested time to also brief the Delegates on the FAI Doping Rules. He noted that the new World Anti-Doping Authority (WADA) Code was signed in September 2003. The FAI had accepted the WADA Code at the General Conference in October 2003. The consequences for airsports participants were:

- Minor changes required in the General Section of the Sporting Code
- FAI anti-doping rules and procedures are being produced as a stand-alone document
- Competitors must be educated to be aware of the WADA list of prohibited substances and that there are Therapeutic Use Exemptions (TUE) available but that these must be pre-declared
- An increased number of doping controls will be conducted at airsports events (including gliding)
- Out-of-competition testing will occur for airsports competitors but the FAI has yet to define an “international competitor”
- Out-of-competition testing may occur at the National level
- Details are available on the website at <http://www.fai.org/medical/nodoping.asp>

8.2 Gliding Event at the World Air Games

The President advised that the Bureau withdrew this proposal following the cancellation of the WAG.

Agenda Item 9 – OSTIV

Prof Loek Boermans presented his report. He advised the meeting that recent research at Cranfield, on the problem of conspicuity of gliders, had shown that Day-Glo strips were not effective, even to the point of reducing the visibility of the glider, and therefore should not be used. The most effective method of improving conspicuity had been found to be the use of mirror film. Delegates challenged the report's conclusion on the value of Day-Glo strips in the mountains against a background of snow and glaciers and the effectiveness of mirror film under cloudy conditions. Prof Boermans undertook to pass these concerns to the researchers at Cranfield.

9.1 OSTIV Definition of a Microlift Glider

- Prof Boermans presented the OSTIV definition of a Microlift Glider as having a maximum take-off mass of 220kg and a maximum wing loading of 18kg/m².
- An amendment to the definition was proposed by Mr Roland Stuck to alter the definition to be a maximum empty mass of 75kg (This proposal was received under Item 7.1.3).
- Discussion followed on whether limiting the empty mass to a certain value was of any greater benefit than limiting the maximum mass. The advantage of the empty mass limit was that the aircraft would not be required to be certified (the limit for this being 80kg empty mass in Europe and 75kg in the USA). The alternative argument was that the aircraft constructor could choose to keep the empty mass below 80kg while still complying with the 220kg maximum mass limit.
- There was concern expressed about the cost of such a glider. It was noted that if the mass was allowed to increase the cost of construction might decrease as less expensive materials could be used. However, if the mass went above the trigger level for certification the cost of the certification process would make the total cost of the glider significantly higher.
- Mr Stuck then withdrew the proposed amendment.

Agenda Item 10 – Sporting Code

10.1 Main Section

Mr Ross Macintyre presented his report. He drew the Delegates' attention to a typographical error in Paragraph 1.4.6(b)ii of the Main Section and advised that a correction had been circulated by email.

10.1.1 Year One Proposals

Mr Macintyre presented two Year One proposals for consideration:

- The first proposal was to require verification to be only by the use of FRs for badge flights after 1 October 2008. He noted that there had been objections from many sources to this proposal.
 - The President recommended that the proposal should be to require the use of FR only "at some future date".
 - The Delegates voted 25 in favour to refer the proposal to the Bureau for consideration
- The second proposal was to delete optical and radar measurement as means of verifying altitude from paragraph 4.7.1.
 - Mr Bernald Smith argued strongly that these options should be retained.
 - Mr Macintyre then withdrew the proposal.

10.1.2 Year Two Changes for Adoption

Mr Macintyre tabled seven Year Two proposals for acceptance and noted four Editorial proposals for adoption:

- Proposal One - to restore the declared 3 turn point course to the allowed courses for records. He noted that two minor editorial changes were required to correct the grammar in the proposal presented to the meeting.
 - The Delegates voted unanimously to accept the proposal.
- Proposal Two – to restrict the records claimed on a single flight to one distance record.
 - Delegates argued that there should not be restrictions on the records that could be claimed.
 - Mr Macintyre noted that this proposal only affected distance records, as claims for speed records were already limited to one per flight. He suggested that, if Delegates felt this was unfair, then a proposal should be made in 2005 to delete the limitations for both speed and distance records.
 - The Delegates voted 29 in favour, with 2 against and no abstentions to accept the proposal.
- Proposal Three – to set the margins for record flights to 1 km for distance, 1 km/h for speed and 3% for altitude. The Delegates voted unanimously to accept this proposal.
- Proposal Four – to provide for the use of “beer can” turn points for records or badges when verification was made with a FR.
 - Two requests were made to amend the text for the Sporting Code. These were to change the word “Target” to “Cylinder” as the description of the new turn point, and to use the word “reduction” instead of “penalty” when describing the reduction that applies to the official length of the leg when using cylinder turn points.
 - The Bureau was requested to review the final text before publication.
 - The Delegates voted 29 in favour, none against with two abstentions to accept the proposal.
- Proposal Five – to delete reference to the use of the German handicap list for handicaps. The Delegates approved this change unanimously.
- Proposal Six – to add the definition of the Microlift Glider as a sub-class of Ultralight. (See the discussion under Item 9.1). The Delegates voted 24 in favour, 1 against with 4 abstentions to accept this proposal.
- Proposal Seven – to revise the calibration period for IGC approved FR and electronic barographs to 2 months. The Delegates voted unanimously to accept this proposal.
- Editorial Proposals – the President advised that the Bureau had approved these proposals.

10.1.3 Proposal Concerning Night Flying Standards

- Mr Axel Reich requested that Mr Hans Werner Grosse be permitted to speak on this proposal. The President agreed after noting that the proposal was not recommended by the Sporting Code specialist and not supported by the Bureau.
- Mr Grosse commented that the current rule, allowing night flight if the glider is legal and the pilot is licensed, does not address the dangers of night flying. He noted that being forced to land at night would be a very high risk and that it was likely that drugs would be required to sustain pilot alertness.
- It was noted that the same arguments had been put forward in 1996 and that the record distances flown now were 3,000 km, up from the 2,000 km of 1996, and still being achieved in daylight.

- Delegates also noted that there were other factors that conflicted with safety that the IGC could not control and that the effort of attempting to legislate for every risky endeavour would be massive.
- Mr Bishop noted that other airports commissions do not attempt to interfere in National Regulations.
- Mr Spreckley noted that if a Civil Aviation Authority, or ICAO, attempted to place such a restriction on gliders then we, the gliding community, would be very angry.
- The Delegates voted 10 in favour, 16 against with 7 abstentions. The proposal was, therefore, defeated.

10.1.4 Badge and Diploma Flights in Two-Seater Gliders

The President introduced this item saying that the IGC does not require the Official Observer to certify that the pilot is solo in a two-seater when on a badge or diploma flight. He noted that the Sporting Code rules require the pilot to be alone. He suggested that the Bureau should consider an editorial change to the responsibilities of the OO to clarify the situation. The Sporting Code Specialist had prepared the wording for such a change in the Sporting Code.

10.1.5 Proposal to Create a 750km Diploma

- Mr Roland Stuck presented this Year One proposal.
- Mr Macintyre suggested that the Diplomas should start at 1000km and that an alternative name be used for the 750km award.
- Mr Bishop asked who would administer this award and whether it would be handled by FAI or handled Nationally. He noted that FAI was responsible for registering and issuing the 1000km and higher, Diplomas. He expressed concern that there would be a significant workload placed on FAI if the office was required to manage the 750km award.
- Mr Stuck agreed that the award should be handled at a National level and that the details of the award would need to be worked through with the FAI office.
- The Delegates voted 30 in favour, none opposed with 3 abstentions to progress this proposal to Year Two.

10.1.6 Proposal for Free Distance Diplomas

- Dr Herbert Pirker presented the proposal.
- The President noted that this proposal was not recommended by the Sporting Code specialist and was not supported by the Bureau. The reasons being that: free distance flights had not been seen to be significantly better or longer than declared distance flights; and, that introducing these diplomas would double the number of diplomas with a consequential doubling in the FAI workload.
- Mr Pirker noted that there were pilots who enjoyed flying declared flights and those who enjoyed flying free flights, but that those who preferred free flights had no opportunity to claim a distance diploma.
- The President commented that Free Distance Records had been added 10 years ago but no jump in performance had been seen.
- Delegates commented that the critical issue was to encourage the activity and provide a degree of recognition of the performances achieved.
- The Delegates voted 13 in favour, 15 against with 4 abstentions. The proposal was, therefore, defeated.

10.2 Annex A

Mr Bob Henderson presented his report. He noted the clarifications planned for Annex A regarding new launches and the description of the penalty area for the 0.5km turn point.

10.2.1 Proposal Concerning the Ratio of Area Tasks

- Mr Axel Reich presented the proposal.
- Mr Henderson reported that Organisers and Stewards had already been asked to be conscious of the need to set different types of task evenly.
- The proposal was not put to the vote.

10.2.2 Proposals for Mass Limit in the Open Class

- Mr Henderson presented two proposals from the Bureau for limiting the maximum mass in the Open Class.
- The first proposal was for a maximum mass of 850kg to apply to two-seat motor gliders effective immediately. He noted that this was being formally requested as a refinement to the “Bayreuth Rule” as it was apparent that there were questions of unfairness with two-seat motor gliders currently not having any sporting limit applied to them.
 - Prof Boermans noted that IGC had to be mindful of both sporting limits and political limits in setting aircraft maximum mass restrictions. He stated that the JAR22 provisions (now CS22 under the EASA framework) set design limits for certificated aircraft, these being 750kg for a pure glider, and 850kg for a two-seat motor glider. He noted there were two problems – the JAR22 group was in abeyance and therefore could not consider changes to the current airworthiness limits, and that the JAR22/CS22 limits did not apply to aircraft flying under a permit to fly or experimental category.
 - Mr Reich commented that the 850kg limit was the CS22 production limit for certificated gliders and that this should be imposed to ensure fairness.
 - The Delegates voted 28 in favour, 2 against with 2 abstentions to accept the proposal.
- The second proposal was to limit all Open Class gliders to a maximum take-off mass of 750kg from 1 October 2006.
 - Dr Herbert Pirker proposed an amendment that there should be no mass limit for the Open Class from 1 October 2006 (Item 10.2.4)
 - Mr Eric Mozer noted that the CSWG had concluded that 750kg was an appropriate limit after advice from the manufacturers that this was an achievable limit for all Open Class gliders. He noted that new material and technology could provide some exciting new gliders in the class. The alternative of no limit in the Class would mean ever increasing costs.
 - It was noted that two-seater motor gliders could only achieve the 750kg by removing their engines.
 - Prof Boermans noted that the idea of having “no limit” is impossible, as the gliders must comply with the CS22 limits. He stated that he saw commercial interests being put forward in these arguments. He advised the Delegates that there were only four parameters that the designers could use to achieve increased performance. These were C_L , C_D , Mass and Wing Area. C_L and C_D are effectively fixed values – little improvement is available there – so if the Mass is limited the only choice the designer has is to reduce Wing Area to increase the wing loading. He stated that this was not a good option.
 - Mr Hans Werner Grosse stated that the original ETA was built to a maximum mass goal of 1000kg. However, with the JAR22/CS22 requirements unable to be changed subsequent ETA designs had been limited to 850kg.

- Delegates noted that retaining the 850kg limit would effectively create two classes – pure gliders at 750kg and motor gliders at 850kg. They also noted that having no limits would encourage the use of permit-to-fly approvals while using 750kg as a limit did not disenfranchise any current glider.
- The Delegates voted 8 in favour, 20 against with 5 abstentions for the amendment. The amendment was, therefore, defeated.
- The original proposal was put to the vote. The Delegates voted 12 in favour, 16 against with 5 abstentions for the 750kg limit proposal. The proposal was, therefore, defeated.
- The Open Class limits, effectively immediately, are therefore, 750kg except for two-seater motor–gliders, which may be flown at their actual mass but may not carry disposable ballast **and may not exceed 850kg.**

10.2.3 Proposal to Remove Mass Limits on the Standard, 15M and 18M Classes

- Mr Åke Pettersson presented this proposal stating that the intention was to allow the designers to know what limits they had to apply in the future. He noted that wing loadings were increasing under the current restrictions.
- Mr Axel Reich commented that the certification limits would restrict the aircraft mass anyway, but that this did not control gliders flying on a permit-to-fly which could be at a much higher mass.
- Delegates were advised that there were 17 gliders (13% of all entrants) flying on permit-to-fly approvals at Leszno in 2003.
- Prof Boermans noted that the design problems to achieve stall speed limits were only a problem in the unflapped standard class. He also stated that the designers, while understanding the need for fair competition, were being forced into a corner.
- Delegates voted 5 in favour, 27 against with 1 abstention. The proposal was, therefore, defeated.

10.2.4 Proposal for Open Class Mass Limits

See Item 10.2.2

10.2.5 Proposal for Reviewing Penalties for Airspace Infringements

Mr Åke Pettersson presented this proposal. After a brief discussion the Delegates voted 24 in favour, 1 against with 4 abstentions to accept the proposal.

10.3 Annex B

- Mr Ian Strachan requested approval for the Year Two amendments to the Annex B paragraphs 1.1.3.1.1, 1.1.9.2 and 1.1.10 as circulated. Delegates voted unanimously to accept the amendments.
- Mr Strachan tabled a proposed addition to Annex B paragraph 1.6.4 regarding changes in manufacturers details. This additional text was required following the problems with two companies representing CAI during 2003. The Delegates voted unanimously to accept the amendment.

10.3.1 Proposal for Commercial Off The Shelf (COTS) Recorders

- Mr Jörg Stieber presented the proposal stating that it was a request from the “grass roots” pilots and that there were a diminishing number of pilots in Canada applying for badges. The proposal was intended to provide a reasonable way of documenting flights.

- Mr Strachan noted a number of issues with COTS FRs:
 - There are more than 70 manufacturers in the market making several hundred types of GPS receivers that do not have IGC approval, have no internal security and have a number of limitations.
 - While many are used in competitions, competitions are highly organised and the flying is closely monitored.
 - The GFAC committee does not have the resources to review all of the COTS models.
 - COTS models do not comply with GFAC specifications.
 - Few COTS models have a pressure altitude capability and most have no provision for sealing.
- Mr Strachan suggested that they could be used for Silver and Gold Badges provided a barograph is carried, a written pre-flight declaration was made and the COTS device was sealed in a box.
- Mr Bernald Smith asked why pilots could not borrow or rent an IGC approved FR just as pilots used to borrow barographs. He stated that he believed the COTS devices were unsuitable and would place an added burden on the Official Observers. He also noted that the GFAC committee had previously evaluated such devices and found them unsuitable.
- The President noted that the GFAC committee did not recommend the use of these devices and the Bureau supported the GFAC opinion.
- The Delegates voted 1 in favour, 23 against with 7 abstentions. The proposal was, therefore, defeated.

10.4 Annex C

- Mr Ross Macintyre presented his report and noted that the proposals contained in the report were all editorial in nature. He reminded the Delegates that Annex C only reflects the rules contained in the Sporting Code and recommended that the Bureau approve the amendments.
- The President advised the meeting that the Bureau would handle the proposals.

Agenda Item 11 – Future Championships

11.1 3rd FAI World Club Class Gliding Championship, 2004, Elverum, Norway

Mr Arild Solbakken reported that there were 62 preliminary entries for the event. All resources were available and the camping area had been extended. SeeYou scoring will be used and is being tested this spring before the event. The Local Procedures had been approved and the Organisers were grateful for the assistance of the Chief Steward (Mr Robert Danewid) in getting the LP finalised. The only problem facing the Organisers at present is the provision of Meteorological forecasting which was proving to be very expensive. The Organisers are seeking assistance from Sweden and Denmark for Met facilities.

11.2 4th FAI Juniors' World Gliding Championship, United Kingdom, 2005

Mr Brian Spreckley reported that Bulletin No 1 was on the website and that the event will have Royal Patronage for the Opening Ceremony. A training week is planned for 2004. Sponsorship has been obtained for glider trailers on ferries and glider rental and swap options were available for competing pilots. In the absence of Mr Savolainen, Mr Spreckley requested approval of the Plenum for Mr Dick Bradley as Chief Steward and Mr Ross Macintyre as Jury President. The Delegates unanimously confirmed these appointments.

- 11.3 3rd FAI Women's World Gliding Championships, Klix, Germany, 2005
Mr Axel Reich reported that a "pre-worlds" would be held in 2004 in conjunction with the German Championships and that all comers were invited. He noted that childcare facilities would be provided for the event in 2005. In the absence of Mr Savolainen, Mr Reich requested approval of the Plenum for Mr Roland Stuck as Chief Steward. The Delegates unanimously confirmed this appointment.
- 11.4 29th FAI Multi Class World Gliding Championships, Uppsala, Sweden, 2006
Mr Göran Ax reported that the event officials had been appointed and that the Swedish Air Force had already ceased flying jets from the airfield. He noted that there was a potential shortage of offices and that the intention was to use hangar space if required. Two events will be held in the competition area during 2004 at which international competitors would be welcome. These are the Eskilstuna Open (17th – 22nd May) and the Swedish Sports Class National Championships (29th May – 5th June).
- 11.4.1 Proposal to Shift Classes for Sweden 2006
The President ruled this proposal out of order as the 2006 Championships had already been awarded to Sweden in accordance with the bid.
- 11.5 5th FAI World Class World Gliding Championships, 2006 and 4th FAI World Club Class Gliding Championships, 2006
- The President reported from the Bid Specialists Report (Item 13.1) that an opportunity had been given to allow Lithuania to move the Club Class Championships to 2006 to incorporate the World Class Championships at the same event. As a result, the bidding for these events had been reopened. A late bid had subsequently been lodged by the FFVV for Vinon.
 - The President noted that a vote would be required to accept the late bid. The vote would require a 2/3rds majority to succeed.
 - The Delegates voted 29 in favour, 1 against with 1 abstention to accept the late bid.
 - Presentations were then received from Lithuania and then France after the drawing of lots.
 - Mr Vytautas Sabeckis reported that the airfield at Pociunai and adjacent roads had recently been improved with a grant from the European Union.
 - Mr Regis Kuntz reported that the dates for Vinon had changed to Practice 9th – 13th July, Opening (on Bastille Day) on 14th July, Competition 15th – 28th July and Closing 29th July. He also stated that the entry fee had been reduced to 500EUR and aero tows to 35EUR as a result of a subsidy from the Department of Sports.
 - A secret ballot was then taken to decide the venue.
 - The Delegates voted 20 in favour of the French bid and 13 in favour of the Lithuanian bid.
 - The 5th World Class and the 4th Club Class World Gliding Championships, will be held at Vinon, France from 9th to 29th July, 2006.
- 11.6 12th FAI European Gliding Championships, Pociunai, Lithuania, 2004
- Mr Petras Beta reported that the Local Procedures had been submitted to the Annex A Group for review and approval and Bulletin No 2 had been issued. There are 80 beds available at the airfield for competitors. He noted that there were 115 entries including 10 preliminary entries. In 2002 the Plenum approved the number of entries as being "*a limit of 6 pilots per country (NAC) with 2 reserve pilots and a maximum of 2 pilots per class for an NAC*". As a result of the current level of entries the Organisers were formally requesting that the IGC approve a change in the number of entries to **2 per Class per NAC** (which would mean a maximum of 8 entries per NAC).
 - After a short debate the Delegates voted 17 in favour, 8 against with 2 abstentions (with 6 members were recorded as not voting) in favour of accepting a total of 8 entries per NAC.

11.7 European Gliding Championships 2005

- The President reported that a late bid had been received from the Slovak Republic to host the 13th European Gliding Championships in 2005 in the Club, Standard and 18M Classes. He also reported that a letter had been received from the Finnish Aeronautical Association to host the 15M and Open Classes in parallel with the 13th EGC if the Slovak bid was accepted.
- In addition a bid was delivered to the Delegates at the meeting from Poland to host the 13th EGC in the Standard, 15M, 18M and Open Classes in 2005.
- The President questioned why there should be EGC events in consecutive years.
- Mr Vladimir Foltin replied that the reasons were because there was no Club Class at the 2004 EGC and the change in the WGC to 2006 left a large gap from 2004 to 2007 for the EGC.
- The President advised the meeting that a vote would first be taken to determine whether there should be a European Gliding Championships in 2005. This vote would require a 2/3rds majority and he recommended that all Delegates should vote on the principle of accepting late bids.
- The Delegates voted 28 in favour, 2 against with 1 abstention for a 13th EGC in 2005.
- The representatives from Slovak Republic, Finland and Poland were then requested to make brief presentations.
- Mr Vladimir Foltin noted that the dates for the Slovak bid would be the first three weeks of July.
- Mr Visa Matti Leinikki noted that the intention for Finland to hold a parallel event did not yet have approval from the Finnish Aero Club.
- Mr Waldemar Ratajczak reported that the Polish bid arose from the cancellation of the WAG.
- Delegates were concerned that the dates of this EGC should not clash with the dates for the Women's and Juniors' WGC events.
- A secret ballot was then taken to determine whether the venue would be Slovak Republic or Poland.
- The Delegates voted 15 in favour of the Slovak bid and 12 in favour of the Polish bid (with 6 members recorded as not voting).
- The 13th EGC will therefore be held at Nitra, Slovak Republic, in the Club, Standard and 18M Classes in the first three weeks of July, 2005.
- A subsequent vote was taken to decide whether to accept the Finnish proposal to host a parallel event. The Delegates voted 26 in favour, none against with 1 abstention (and 6 not voting) to approve in principle a parallel 13th EGC in the 15M and Open Classes in Räyskälä, Finland in the first week of July 2005.
- A formal bid is required to be submitted to the Bureau for approval.

Agenda Item 12 – Flight Safety

12.1 Discussion of Anti-Collision Device

A team of Swiss glider pilots who had developed a low-cost small-size anti-collision device called FLARM (Flight Alarm) made a short presentation. The small-size, low-cost device broadcasts its position. Intelligent and optimised motion prediction results in a conflict warning. FLARM targets the whole VFR-aviation market, with a special focus on gliders. FLARM delivers an enriched NMEA-0183 stream including conflict data and can also be used as a flight recorder. Marketing has already started in the Alps area. Large-scale production will start in Summer 2004 subject to a local critical mass being ordered by May 2004. FLARM devices regular price is EUR 520. The device is developed and marketed by FLARM technology – a non-profit organization just for the purpose of increasing glider safety. A draft communication standard for such devices is available upon request at info@flarm.com and more information is available on www.flarm.com.

Agenda Item 13 – Reports from Specialists

13.1 Bids for Future Championships

The President reviewed the report from Mr Tapio Savolainen.

13.2 Club Class

Mr Axel Reich presented the report. He commented that the proposed IGC handicap list was derived from a combination of the BGA, DAeC and SSA handicap factors. He stated that the committee had only reviewed the handicaps in the Club Class range and that the proposed list required testing. It was suggested that competitions in Germany or the UK could use the list for handicapping. Following testing of the list adjustments will be made as necessary and a formal list proposed in 2005 for use in World Championships in 2006.

13.3 FAI Environmental Commission

Mr Bernald Smith presented his report. He noted that contest organisers needed to adhere to the environmental code. He suggested that representatives from the Environmental Commission should be asked to talk directly to all NACs to explain the code and its implications.

13.4 Diploma Committee

The President noted that, in Mr Sanderson's absence, no report was available.

13.5 GNSS Committee

- Mr Bernald Smith presented his report. He noted that an ADS-B system with specific coding for gliders and 14 other airports was expected to be available around 2008. He also commented that the IGC needs to recognise that the members of the GFAC Committee are subject matter experts and their opinions should be respected.
- Mr Smith reported that GFAC Committee members Mr Ian Strachan and Mr Angel Casado had completed their current terms of service. He asked for approval of re-appointment of Mr Strachan and Mr Casado for the two vacant seats. The delegates unanimously approved the appointments.

13.5.1 Proposal for GNSS Grandfather Rights and

13.5.2 Proposal for GNSS Grandfather Rights for GR1000 Print Technik FR

- Mr Ian Strachan explained the history of the GFAC intention to be able to manage FRs that had been compromised. He stated that the intention was to reduce four units from an All Flights level to All Badges level with effect from 1 April 2004. The problem for the GFAC was twofold – firstly when there was a demonstrated breach of security and, secondly, when a type of FR no longer met current security requirements. There was a need to be able to suspend FRs in the first case and allow them to be downgraded in the second case.
- Mr Brian Spreckley noted that the approval of a 3rd level of FR in 2003 did not include any protocols for handling the suspension or downgrade of a FR. He commented that the GFAC had the technical experts and the Bureau respected their advice. However, the Bureau had to take a more strategic view of the situation, especially regarding the effect on FR manufacturers. He then presented a draft set of protocols that had been drawn up by the Bureau.
- GFAC members expressed concern that the protocols did not provide an immediate response if the security of a FR was found to have been compromised. They were also concerned that the protocols would require them to attempt to “crack” every FR.
- It was noted that the intention was to provide some protection to the GFAC in the event of a manufacturer resorting to legal action. The protocols also provided the manufacturer with a right of appeal.

- Mr Dick Bradley noted that the FR was only one aspect in the overall integrity of World Record flights and that the whole process, including the role of the Official Observer, should be reviewed.
- Mr Ross Macintyre stated that the proposed protocols should cover any level of FR, not just the All Flights approval level.
- Mr Spreckley undertook to review the draft protocols in light of the comments received.
- The Delegates voted 30 in favour, none against with 1 abstention to adopt the Bureau protocols.
- Mr Åke Pettersson (13.5.1) and Dr Herbert Pirker (13.5.2) subsequently withdrew both their proposals.

13.6 Motor Gliders

Prof Piero Morelli, in a verbal report, noted that integration of motor gliders in competitions continues to be successful. An electrically powered motor glider is expected to compete in Championships in 2004.

13.7 World Class

- Prof Piero Morelli presented a verbal report in which he expressed deep concern that criticism of the World Class and the PW5 by Delegates to the IGC was having a negative impact on the viability of the Class. He noted that pilots were positive about the aircraft and that the IGC has a responsibility, as the “father” of the class, to ensure that it is supported. He also noted that the World Class has strong support outside of Europe.
- Mr François Pin, the President of the World Class Soaring Association (USA) was invited to make a short presentation. Mr Pin advised the Delegates that the World Class was very active in North America with:
 - More than 85 aircraft in the USA and Canada
 - Participation in World Class World Championships and World Records
 - A youth programme with sponsorship to the US Nationals
 - Attendance numbers at the Nationals being equal to or exceeding those for the 18M and Open Classes
 - Demand for competition places being sufficient to require Regional Championships to be held from 2004 for qualification for the Nationals
 - An “America’s Cup” of World Class Soaring being held in years when World Class World Gliding Championships were not held.
 - Sponsorship for foreign entries.
- Mr Pin also commented that the PW5 is seen as a low-cost competitive aircraft that provides opportunities for new pilots to fly in a mono-class at local, regional, national and international level. He also stated that negative comments about the Class and the aircraft affected the whole sport of gliding, not just the PW5. Finally, he noted that potential growth opportunities exist for an aircraft such as the PW5 in the Asian countries.
- Mr Piotr Sierputowski, Associate Director of the Warsaw University of Technology, announced that testing had been completed for a new altitude limit of 35,000ft (11,000m) for the PW5 and PW5b1 aircraft. The Polish authorities were preparing the final certification for the revised limit. Mr Sierputowski noted that oxygen installations would be supplied, as required, to existing PW5 aircraft.

13.8 Media Specialist

Mr Mozer presented his report.

Agenda Item 14 – Barron Hilton Soaring Cup

Mr Hannes Linke presented his report. He noted that the scoring of the Barron Hilton was now being done in conjunction with the German On Line Contest.

Mr Linke also presented the Kees Musters trophies for the fastest speed in the 15M Class at the World Gliding Championships to Mr Antti Lehto, Finland, for Mafikeng, 2001 and Mr John Coutts, New Zealand, for Leszno, 2003. He apologised for the late presentation of the awards and asked that the trophies be delivered to the rightful recipients.

Agenda Item 15 – Awards

15.1 Lilienthal Medal

- Mr Waldemar Ratajczak advised the members that the Board of the Aero Club of Poland had unanimously decided to withdraw the nomination of Mr Janusz Centka in favour of the other nominee, Prof Piero Morelli.
- The President expressed his thanks to the Polish Aero Club for their generous gesture.
- Prof Morelli was awarded the Lilienthal Medal with acclamation.

15.2 Pelagia Majewska Medal

No nominations received.

15.3 Pirat Gehriger Diploma

- The Members unanimously accepted the late nomination of Mr Tapio Savolainen.
- The president advised the Members that, in exceptional circumstances, more than one Pirat Gehriger Diploma could be awarded in one year. The Members agreed unanimously that the award of two Diplomas was justified for 2003.
- Prof Peter Ryder and Mr Tapio Savolainen were awarded Pirat Gehriger Diplomas with acclamation.

Agenda Item 16 – Other Business and Information Items

There was no Other Business

Agenda Item 17 – Election of Officers

President – Mr Henderson and Mr Mozer accepted nomination for the position of President. The Delegates elected Mr Henderson as the new IGC President.

The incoming President, Mr Henderson, then proposed a motion that the Delegates confer the title of President of Honour on Mr Johannessen. This was passed unanimously with acclamation.

First Vice President – Mr Mozer was elected unopposed to the position of First Vice President.

Vice Presidents – Nominations were received for Messer’s Bradley, Cubley, Foltin, Oblak, Reich, Spreckley, and Stuck. The Delegates elected the following persons to serve as Vice Presidents:

Dick Bradley, South Africa, 22 votes
Vladimir Foltin, Slovak Republic, 24 votes
Axel Reich, Germany, 25 votes
Brian Spreckley, United Kingdom, 27 votes
Roland Stuck, France, 28 votes

Secretary – Mr Peter Eriksen was elected unopposed to the position of IGC Secretary.

Agenda Item 18 – Date and Place of Next Meeting, 2004

The President advised delegates that the rules of the IGC require that the meeting be held in Lausanne unless a prior proposal is received. He asked for agreement for Lausanne, Switzerland as the location and the 4th and 5th of March 2005 as the dates. The delegates agreed to the location and dates.

Mr Milos Krivokapic advised the meeting that Serbia and Montenegro intended to lodge a proposal in 2005 to host the IGC Meeting in Belgrade in 2006.

In closing the meeting the outgoing President, Mr Johannessen, said that he had thoroughly enjoyed serving for the past six years as the IGC President. He thanked everyone present for working so well together in a friendly and supportive atmosphere and that it had been a privilege and pleasure to be part of the IGC community and he had enjoyed the company of the fellow glider pilots and enthusiasts.

Appendices

Appendix 1 World Championships Structure

Appendix 2 FAI World Gliding Championships Calendar - 2007 and beyond

Item 7.1 Future Championship Structure (as amended and approved)

1. Entrants per National Aero Club (NAC) per World Gliding Championship

1. Each NAC may enter no more than two pilots per class in all WGC's held after the year 2006, unless that NAC has a reigning World Champion in that class, except that three pilots per class may be entered in the World Gliding Championships for Juniors and two or three pilots per class may be entered in the World Gliding Championships for Women.
2. A reigning World Champion will be an additional pilot for an NAC in that class.
3. The IGC Ranking List may, in future, determine the priority for entries if the number of applications for a WGC exceeds the maximum number specified in the accepted WGC bid.

2. Maximum number of entrants at a World Gliding Championship

The prospective bidder will state in their bid the maximum number of competitors that can be handled at the proposed venue. Annex A will no longer reflect a maximum of 120 entrants or a maximum of 50 pilots per class.

3. IGC Classes for World Gliding Championships

Odd Years Commencing 2007

<u>Junior World Gliding Championships</u>	<u>Number of Entrants</u>
Standard Class	3 pilots per NAC
Club Class	3 pilots per NAC
<u>Women's World Gliding Championships</u>	<u>Number of Entrants*</u>
15 M Class	2 or 3 pilots per NAC
Standard Class	2 or 3 pilots per NAC
Club Class	2 or 3 pilots per NAC

* The number of entrants will depend on the total entry numbers

Even Years Commencing 2008

<u>FAI World Gliding Championships</u>	<u>Number of Entrants</u>
Open Class	2 pilots per NAC
18 M Class	2 pilots per NAC
15M Class	2 pilots per NAC
<u>FAI Club World Gliding Championships</u>	<u>Number of Entrants</u>
Standard Class	2 pilots per NAC
Club Class	2 pilots per NAC
World Class	2 pilots per NAC

FAI World Gliding Championships Calendar - 2007 and beyond

Year	2007	2008	2009	2010
Event	WGC - Juniors Bid selection = 2005* WGC - Women's Bid Selection = 2005* Alternative Events Bid Selection = 2005*	WGC - 15 Meter, 18 Meter, Open Bid selection = 2005 WGC - Standard, Club, World Bid selection = 2005	WGC - Juniors Bid selection = 2006 WGC - Women's Bid Selection = 2006 Alternative Events Bid Selection = 2006	WGC - 15 Meter, 18 Meter, Open Bid selection = 2007 WGC - Standard, Club, World Bid selection = 2007

* Sites for these WGC's will be selected in 2005. After 2005 sites for all WGC's will be selected three years prior to competition.

Year	2011	2012	2013	2014
Event	WGC - Juniors Bid selection = 2008 WGC - Women's Bid Selection = 2008 Alternative Events Bid Selection = 2008	WGC - 15 Meter, 18 Meter, Open Bid selection = 2009 WGC - Standard, Club, World Bid selection = 2009	WGC - Juniors Bid selection = 2010 WGC - Women's Bid Selection = 2010 Alternative Events Bid Selection = 2010	WGC - 15 Meter, 18 Meter, Open Bid selection = 2011 WGC - Standard, Club, World Bid selection = 2011

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