Fédération
Aéronautique
Internationale

Minutes

of the
Annual Meeting
of the
FAI Gliding Commission (IGC)

held in Papendal, Netherlands
Friday 1st and Saturday 2nd March 2013

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Note: The agenda together with all reports, documents and proposals, as well as nominations for people having received awards, can be found on the FAI web:

1. Opening

IGC President Eric Mozer called the meeting to order and requested the observation of a moment of silence in honour of friends and colleagues lost in the previous year.

The President then welcomed the Delegates to the 2013 IGC Plenary meeting and thanked the Dutch hosts, especially Mrs Frouwke Kuipers, for the invitation to Papendal. The president then introduced new Delegates, Alternate Delegates and Observers at the meeting.

1.1 Roll Calls

Rob Hughes, FAI Senior Sports Manager, called the roll. It was determined that 34 votes were present including 4 proxies (from Ireland to the UK, from Latvia to Lithuania, from Portugal to Italy and from Spain to Argentina. A proxy from Norway to Sweden arrived later during the meeting), thus 18 votes would be required for an absolute majority on any ballot, and 24 votes for a 2/3rds majority.

The Senior Sports Manager again called the roll at the beginning of the second day, Saturday 2nd March. Delegates and proxies present totalled 35, an absolute majority required 18 votes, and 2/3rds majority required 24 votes.

1.2 Administrative Matters

A dinner was held Friday evening at the Conference Center. Saturday evening after the meeting, a trip to the nearby gliding club in Malden was organised.

Mr Tor Johannessen, Mr Peter Ryder and Mr Roland Stuck were appointed to oversee the counting of ballot papers during the meeting.

1.3 Conflict of Interest

The President asked the meeting participants to declare any conflicts of interest, which was done.

2. Minutes of previous meeting, Potchefstrom 6th and 7th March 2012

The Secretary presented the minutes of the previous meeting held in Potchefstroom 6th and 7th March 2012.

Mr Terry Cubley, Australia: Under item 8.1.3 Handicap in the Club Class the minutes say that wing loading cannot exceed 38kg/m2. There are some gliders, when you look at the reference weights that may not achieve this and it was agreed to remove that statement from the handicaps.

With the above remark, the minutes were unanimously approved

3. IGC President's report

The IGC President referred to the report circulated before the meeting and added that it had been a rewarding year after Bob Henderson moved out. It had been a delight to work with the delegates and the Bureau. In particular IGC Treasurer Dick Bradley has had a difficult task due to illness of the person in the FAI office responsible for Accounting.

The Bureau fall meeting was held in Frankfurt. Most business was done before the President arrived from Turkey.

The President congratulated the new World champions. Both Competitions were held under extraordinary and hospitable conditions. The challenges in Argentina had been overcome successfully, not at least due to the work of Chief Steward and Jury President.

The President's report was approved unanimously.

4. FAI Matters

4.1 Update from the FAI Senior Sports Manager

On behalf of the FAI President and Secretary General, the FAI Senior Sports Manager Rob Hughes presented an update on FAI activities in the past year.

FAI now counts 112 members in total.

The financial system is in a transition towards an Accrual basis, meaning that expenses will be accounted when they occur, not when the money is paid out. This will give a more accurate picture of the FAI accounts.

For 2011 the total FAI expenses, including Air Sports Commissions (ASC) were CHF168.000 over the income, not a surprise, as the income from sponsorship did not reached the expectations.

The Air Sports Commissions have CHF1.5 million in reserves. These reserves are ring-fenced, and will not be used by the FAI central activities.

The next FAI General Conferences will be in Kuala Lumpur (MAS) in 2013 and Bangkok (THA) in 2014.

A Regional Management System has been put in place in South & East Asia – Tengku ABDILLAH (MAS) and South America – Flavio OLIVA (BRA) are responsible.

New Expert Groups had been formed on Airspace, Navigation, Safety, Regulation, New Technology and IT. As a consequence, CANS had been withdrawn

The future event strategy is based on four levels of events:

1. Prestige (WAG, World Games, multi-sports)
2. Classical events (CAT1, world & continental)
3. Marketing events (series, world tours, etc)
4. ASC Challenges (CAT2)

FAI had established a new sports marketing and events company, FAME in cooperation with Mr. Giancarlo Sergi, who is co-owner and CEO of FAME. FAME was now searching for sponsors and host cities for ASC 'special events'

A new and more reliable email system has been installed in FAI.

The FAI Databases are overhauled. The current situation is complicated and has to be sorted out to allow for FAI to offer new services. The Sporting Licence Verification system is part of this. The current system can be found on the website under "About FAI". A second step – full system, is under development.

Please upload your NAC's Sporting Licence information if you have not already done so and please check country's member status on FAI website.

A new sponsorship deal has been made with Breitling. Breitling has a long history in aviation.

Breitling has initially selected 10 championships where they want to be active. The 32nd FAI World Gliding Championship (ARG) and 7th FAI Women's World Gliding Championships (FRA) are among these championships.

The FAI office is back to full staffing with the appointment of Mr Rob HUGHES as Senior Sports Manager, Mr Visa-Matti LEINIKKI as IT Manager and Mrs Annick HAUSER, Assistant Sports Manager.

In the Anti-doping area, the compliance with the WADA Code has been achieved. "In Competition" testing is already happening, "Out of Competition" testing is being organised.

The Registered Testing Pool (RTP) with 10 FAI competitors across all sports has been created and the "Whereabouts" system has been updated. For the time being, no glider pilots will be selected.

Mr Hughes stressed the importance to have a Therapeutic Use Exemption (TUE) before participation in any competition. More information can be found on www.fai.org

Beta blockers are not any longer on the list of prohibited substances.

For the World Air Games 2015, the bid process is open.

The World Games 2013 will take place in Cali (COL) with parachuting, paragliding, aero modelling.

Asian Beach Games 2014 will be in Phuket (THA) and will include air sports.

The Red Bull Air Race may start again in 2014.

5. Finance

5.1 Treasurers Report and 2012 Financial Statement

The IGC Treasurer Mr Dick Bradley presented the 2012 Finance Report and the 2013 budget and apologised for the very late publication of the figures, caused by illness in the FAI office.

The 2012 result was very close to the budgeted figures and would not lead to any changes of fees.

The income was down due to a shortfall in sanction fees as the Argentina WGC would be in the 2013 exercise.

The Financial Report was unanimously approved.

5.2 2012 Budget and 5 year planning

The Treasurer presented the budget for 2013 and 2014.

The budget also indicated a good financial position

The president observed that we now use a 2 year budget process, as the 5 year budget was too uncertain.

The Budget was unanimously approved.

6. Reports not requiring voting

(All received reports are available for download on the FAI web-site)

6.1 OSTIV report

The OSTIV President, Mr Loek Boermans, presented his report.

There were no further comments to the report.

6.2 Standing Committees

6.2.1 Sporting Code Section 3 Report and 2011 version

Mr Ross Macintyre presented his report and added that the Sporting Code Commission had developed a Discussion Paper on the future development of the Sporting Code. The paper will be made available on the FAI web-site

The report was unanimously accepted.

6.2.2 Sporting Code Section 3, Annex A

Mr Goran Ax noted that the report had not been uploaded before the meeting by mistake. It had been written and sent to the Secretary.

Sporting Code Section 3, Annex A Handicaps

Mr Christof Geissler presented his report and added that he wanted to thank Mr Roland Stuck for his work, making it very easy for the Committee to follow up with handicaps.

There are still gliders that are not in the list. A couple of these pop up at each competition, but the workload to create handicap for these is at a reasonable level.

Mr Brian Spreckley, Chief Steward at the WGC in Argentina, noted that it had been very easy for the organisers down there to manage the handicaps due to the work done by the Handicap Committee and thanked the Committee for this.

The report was unanimously accepted.

6.2.3 Sporting Code Section 3, Annex D Ranking List

Mr Spreckley presented his report and added that this was a transition period from the current system that had been managed by Keith Nicholson to the new management under Paul Crabb's company. Mr Spreckley would talk more about that later during the meeting.

The report was unanimously accepted.

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

Mr Bernald Smith, Chairman of the ANDS Committee, noted that GFAC had received the FAI Group Diploma of Honour at the FAI Conference in Antalya and mentioned the importance of the great work done by this group during many years. This was echoed by the IGC President.

Mr. Smith mentioned the work ongoing on UAS/UAVs which could have an impact on VFR flying. Questions such as what happens in the data communication with the UAV fail were under discussion. He also mentioned the continued airspace problems, particular in Europe.

The report was unanimously accepted

Greetings from former IGC President Bob Henderson

Bob Henderson was unable to be at the meeting and had created a short film, which was shown to those present, where he thanked the Bureau and the Delegates for their support during the 9 years he had served as president for IGC.

Following this, IGC president Eric Mozer informed the meeting that the Bureau would like to nominate Mr Henderson as IGC President of Honour.

The nomination was unanimously adopted by the Plenary.

6.2.5 GNSS Flight Recorder Approval Committee (GFAC) Report

Mr Strachan, commenting on the ANDS report, noted that FLARM units were approved at the lowest level as flight recorders and that the Power FLARM units were undergoing assessment for an IGC approval as a flight recorder. He then gave a power point presentation to update the Delegates on the other developments in GFAC.

6.2.5.a Election of members to the GFAC

Mr Marc Ramsey was unanimously re-elected as member of GFAC for 3 years.

6.2.6 Championship Management Committee Report

Mr Mozer reported that feed-back from the Chief Steward Meeting would be given later during the Plenary and thanked Mrs Marina Vigorito for the job she had been doing on the Steward database.

The report was unanimously accepted.

6.3 Working Groups

6.3.1 Continental Records

Mr Hans Obermeyer was not able to be present. His report was received without comments.

6.3.2 Country Development

Mr Alexander Georgas presented his report and mentioned that a Club Development Group had been formed by the European Gliding Union (EGU). The IGC Country Development Group participated to the EGU work with the intention to integrate the work of the two groups, in particular the inclusion the work done in each country.

A second subject was a request received from Albania that wants to set up gliding operations in 2013. The Group had not yet been able to help, but were looking for ways to do that.

6.3.3 History Committee

Mr Tor Johannessen reported that the level of activity had been quite limited during the past year. Most of the members of the group are of high age, and the group need new members. Mr Johannessen asked for volunteers to join the group.

Eric mentioned that it was very important to capture the history of our sport and urged volunteers to contact Mr Johannessen.

6.3.4 Scoring Software Testing

Mr Rick Sheppe had nothing to add to the written report.

6.3.5 Safety Pays

The report would be presented later during the meeting.

6.4 IGC Representatives

6.4.1 CASI Report (Air Sports Commissions)

There were no comments to the report.

The report was unanimously accepted.

6.4.2 EGU/EASA

Mr Patrick Pauwels reported that the hot item right now is transfer the of licenses from the old systems to the new EASA licenses.

The work to get the Approved Training Organisations set up and approved had been demanding, but was progressing as planned.

EASA had agreed to a complete review of the complete rule set for non-commercial light aviation. This work would be organised by Europe Air Sports with participation of EGU and could potentially lead to a reduced administrative burden for the air sports.

Finally Mr Pauwels regretted that some European countries had decided to leave EGU for economic reasons.

The EGU president encouraged all European countries not currently members of EGU to join.

6.4.3 Environmental Commission Report

Mr Smith presented the report and mentioned that since he is 86 years old he wished to resign as Chairman of the Committee by the end of 2013.

6.4.4 FAI Medical Commission

Dr Jürgen Knüppel presented himself and reported that the FAI Medical Commission represented more than 500.000 pilots, which by itself is a very difficult situation. In particular the fact that we have many old athletes in the air sports made the situation different from other sports.

Dr Knüppel urged all pilots to get their TUE sorted out before participating in competitions.

One of the goals of the Medical Commission was to have the American medical system for sports pilot licenses implemented in Europe.

Dr Knüppel confirmed that the use of Beta Blockers no longer required a TUE.

The next Congress of the Medical Commission will be held in Paris in June 2013. Members were invited to contact the Medical Commission if they had particular issues they would like discussed at the Congress.

The Polish Delegate Mr Artur Rutkowski asked if there was any possibility to avoid the Out of Competition (OoC) testing.

Dr Knüppel responded that at international level there was no way to avoid OoC testing, but reminded the meeting that only 10 pilots in total from all FAI sports had been selected for OoC testing and assured that FAI would be as flexible as possible on this subject.

Mr. Roland Stuck, France, asked if the Medical Commission had considered to lobby ICAO to achieve the lower medical requirements.

Dr Knüppel responded that the aim was to convince the authorities that the risks are not medical but far more related to pilot behaviour and culture. The situation in USA showed that the medical exams did not pay off.

6.4.5 On-Line Contest Report

Mr Christof Geissler presented the OLC report and the new initiatives from OLC.

The MoU between OLC and IGC had been revisited and the Bureau had developed the IGC OLC Triangle Cup speed competition for FAI triangles.

6.4.6 FAI Commission on Airspace and Navigation Systems (CANS)

Mr Strachan added to his report that the Terms of Reference for the new Expert Groups have not yet been laid down and asked if IGC would write a letter to FAI to propose these Terms of Reference.

The IGC president responded that IGC not for the time being would take action.

6.5 IGC Specialists

6.5.1 Membership

The report from Mr John Roake was presented by the President.

It was suggest using the FAI figures in the future in order not to collect the same information twice. The Country Development Group will take contact to FAI to get these figures.

6.5.2 Trophy Management

Mrs Marina Vigorito had nothing to add to the written report.

6.5.3 Web Management

Mr Peter Ryder informed the meeting that he would like to resign from this role. With the new FAI web management system, he did not any longer see a need for this type of work.

Mr Mozer thanked Mr Ryder for all his effort during the last 10 years. It was agreed to look at the future role in light of the new web management system and the initiative related to the new Glider racing portal.

6.5.4 Communication and PR

The report was unanimously accepted.

7. Championships

7.1 Past and future Championships

7.1.1 32nd FAI World Gliding Championships 2012, Uvalde, USA

There were no comments to the reports from the meeting. The IGC President congratulated the organisers with the successful event.

7.1.2 32nd FAI World Gliding Championships 2012, Adolfo Gonzales Chaves, Argentina

Despite the problems to set up the glider import and export procedures, everything had been smooth. The IGC President congratulated the organisers with the successful event.

7.1.3 7th FAI Womens's WGC, Issoudun, 2013, France

There was nothing to report from Issoudun. The preparations were progressing as planned.

7.1.4 8th FAI Juniors WGC 2013, Leszno, Poland

Mr Rutkowski reported that the preparations were slightly delayed, but assured that the Polish organisers would have things ready on time.

7.1.5 17th EGC 2013, Vinon, France (Flapped Classes)

The French Delegate Mr Louis Bouderlique informed the meeting that Mr Christian Lacour would replace Mr Regis Kuntz as Championships Director.

The IGC President took note of the change of Director, but reminded France that a change of Championships Director required approval from the IGC Bureau.

7.1.6 17th EGC 2013, Ostrow, Poland (Un-flapped Classes)

Mr Rutkowski reported that the organisers were well prepared for the event. The last modifications to Local Procedures were under discussion with the Chief Steward. Support had been received from local authorities to improve the infrastructure on the airfield.

The Polish organisers would respect an IGC decision to require FLARM, should this be decided.

7.1.7 33rd FAI World Gliding Championships 2014, Finland

There was nothing to report from the preparation of this event.

7.1.8 33rd FAI World Gliding Championships 2014, Poland

Mr Rutkowski announced that a competition would be organised in Leszno in April. More information is available on the local web-site.

7.2 Approval of Competition Officials

7.2.1 Approval of Officials for 2013 Competitions

7th FAI Women's WGC 2013, Issoudun, France

- Chief Steward – Marina Vigorito
- Steward – Frouwke Kuipers
- Jury President – Gisela Weinreich
- Jury Member – Regis Kuntz (remote)
- Jury Member - Peter Eriksen (remote)

8th FAI Juniors WGC 2013, Leszno, Poland

- Chief Steward – Axel Reich
- Steward – Bob Bickers
- Jury President – Fred Gai
- Jury Member – Brian Spreckley (remote)
- Jury Member – Peter Eriksen (possibly remote)

17th EGC, Vinon, France (Flapped Classes)

- Chief Steward – Patrick Pauwels
- Steward – Bruno Ramseyer
- Jury President – Max Bishop
- Jury member – Brian Spreckley (remote)
- Jury member - Roland Stuck (remote

17th EGC, Ostrow, Poland (Un-flapped Classes)

- Chief Steward – Jaroslav Vach
- Steward – T.b.d.
- Jury President – Bruno Ramseyer
- Jury member – Waldemar Ratajczak
- Jury member - Tadeas Wala (remote)

7.2.2 Approval of Chief Stewards for 2014 and 2015 Competitions

33rd FAI World Gliding Championships 2014, Leszno Poland

- Chief Steward: Robert Danewid

33rd FAI World Gliding Championships 2014, Räyskälä Finland

- Chief Steward: T.b.d.

8th FAI Womens's WGC, 2015, Arnborg, Denmark

- Chief Steward: Robert Danewid

9th FAI Juniors WGC 2015, Narromine, Australia

- Chief Steward: T.b.d.

7.3 Sailplane Grand Prix

7.3.1 2012-2013 Qualifying Sailplane Grand Prix

Stuck presented the status of the current round and the pilots already qualified.

7.3.2 2013 World Sailplane Grand Prix Final, Sisteron, France

Mr Stuck reported that Sisteron, France, was the only bid received by the Bureau. After evaluation, the bid was accepted. It was agreed to postpone the competition to early 2014 to give the organisers more time to find sponsor support.

7.3.3. Sailplane Grand Prix web-site

Mr Spreckley reported on the development of the new Sailplane Grand Prix web-site. The specifications had been made and shared with the FAI. The FAI IT-manager Visa-Matti Leinikki had done a great work within FAI and assured that the new web-site would meet a high standard.

The company has now built the initial version of the site. It is expected that the site will go public in April 2013.

Mr Georgas, who had been involved in the development as well, then showed a demo with the content of the website.

7.3.4. IGC/FAME Grand Prix Company

As explained by Mr Hughes, FAI has set up a commercial operation "FAME". After a meeting between Mr Stuck, Mr Spreckly and the FAME CEO Mr Giancarlo Sergi it was agreed to create a MoU between IGC and FAME.

The Sailplane Grand Prix (SGP) will operate independently within FAME, managed by a group of people appointed by IGC and FAME. The role of FAME will be to find sponsorship and promotion of SGP.

The management group will decide on all sporting matters. Mr Spreckley and Mr Stuck will be appointed by IGC. Two additional persons from outside IGC will be appointed by the IGC Bureau and one other person by FAME.

The agreement is not binding, unless money is found and spent. If the agreement is not leading to any sponsorship, IGC can pull out and continue with the SGP independently.

FAME will retain 30% of the funding they find and 10% of any money we find if FAME assist in the negotiation. Funding from within gliding will all be used for the SGP promotion.

7.4 Presentation of bids for future championships

7.4.1 34th FAI World Gliding Championships 2016

The following bids were presented:

- Pociunai, Lithuania, Standard, Club, 20m 2-seat Classes

- Benalla, Australia, 15m/18m/Open Class

- Lasham, UK, 15m/18m/Open Class

The bid from Wiener Neustadt, Austria, was withdrawn before the meeting

7.4.2 1st FAI 13.5 Meter World Gliding Championships 2015

- Pociunai, Lithuania.

7.4.3 1st FAI North American Continental Gliding Championships 2014, Club Class

A late bid was received from Club class, Chilhowee, Tennessee, USA.

More than 2/3rds of the delegates accepted this proposal to be tabled.

Mr. Rich Sheppe presented the proposal from USA to empower the bureau to work with the organisers to finalise and approve the bid.

7.5 Question to all bid presenters

Mr Vladimir Foltin, Delegate from the Slovak Republic: Why is the UK bid in UK Pounds, normally we receive prices in Euros?

Mr Spreckley: We preferred to have the bid in UK Pounds to keep the prices stable.

Mr Bradley: To Bennalla and Lasham: Will there be other operations during the WGC?

Mr Terry Cubleu, Australian Delegate: No, Benalla's normal operations will be moved away during the competition period.

Mr Spreckley: Lasham will operate some training outside the competition hours.

Mr Boermans: For Lithuania, will there be room for the OSTIV conference.

Mr Vytautas Sabeckis, Lithuanian Delegate: Yes, there will be conference facilities for 50 persons.

8. Nominations for President

Four delegates were nominated as candidate for president, but only Mr Eric Mozer, USA accepted the nomination and was elected by acclamation.

8.1

A vote was carried out to determine if two late bids to host the 2014 IGC Plenary could be tabled. More than 2/3rds of the delegates accepted the proposals to be tabled.

Mrs Marina Vigorito presented the Italian bid to hold the 2014 IGC Plenary in Varese.

Mr Rick Sheppe presented the bid from SSA to hold the 2014 IGC Plenary in Reno

9. Reports and proposals requiring voting

9.1 Year-2 Proposals

9.1.1 Implementation of guiding principles for safety (Colombia/Safety Pays Working Group)

Bid proposals and Local Procedures shall detail the Safety Devices and Training required to pass through the scrutinising process. These are:

- *Training for evacuation of the cockpit.*
- *Flarm or equivalent if its use is authorised within the contest are.*
- *To select two (2) of the following Safety Devices (OSTIV + pilots feed back):*
    - *Energy absorbing foam seat cushions*
    - *Emergency locator beacon or similar (Spot)*
    - *Improved conspicuity by appropriate markings*
    - *Improved conspicuity by strobe lights*
    - *Oxygen*
    - *Fixed rear view mirror*
    - *Spinal protection device*
    - *Increased shock absorbing landing gear*
    - *Emergency egress help*
    - *Side string angle of attack indicator*
    - *Acoustical stall warning system*
    - *Anti submarining safety harness with 5th belt*
    - *Glider parachute recovery system (GPRS)*
    - *Pilot rescue system*
    - *Energy absorbing nose*

Mr Joerg Stieber, Canadian Delegate: The principle is good but the proposal is too detailed for us.

Mr Aleander Georgas, Greece: We have the future Safety Working Group and should give them the freedom to work on this.

Mr Bouderlique, France: The proposal is from the Safety Pays Working Group, so it is the final proposal.

Mr Vidal, Chile: The Safety Pays Working Group proposes this based on the Colombian Year-1 proposal.

Mr Cubley, Australia: We support the proposal, when will it come into force?

Mr Sabeckis, Lithuania: It is good to have this, but too much depends on the glider manufactures. We should not have rules where we depend on manufacturers.

Mr Ross Macintyre, New Zealand: We should be cautious to mandate things that are very expensive, and if it is a Year-2 proposal, it is too complicated.

Mr Artur Rutkowski: Who will assess if the landing gear is shock absorbing?

Mr Bouderlique: Do we agree that we allow the local procedures to require the two on top (of the list) and the pilot shall select two other items.

Mr Macintyre: To me it is not clear what is meant in the proposal.

Mr Dick Bradley, South Africa: It should also be understood that Local Procedures are approved by the Bureau.

Mr Foltin: This is a combination of OSTIV, pilot surveys and the Safety Pays Working Group. I agree with Mr Spreckley, the 2 top and then two additional items selected by the pilot.

The proposal was then amended to read:

Bid proposals and Local Procedures shall detail the Safety Devices and Training required to pass through the scrutinising process. These are:

1. Training for evacuation of the cockpit.

2. Flarm or equivalent if its use is authorised within the contest are.

3. To select two (2) of the following Safety Devices (OSTIV + pilots feedback):

Energy absorbing foam seat cushions, Emergency locator beacon or similar (Spot), Improved conspicuity by appropriate markings, Improved conspicuity by strobe lights, Oxygen, Fixed rear view mirror,

Spinal protection device, Increased shock absorbing landing gear, Emergency egress help, Side string angle of attack indicator, Acoustical stall warning system, Anti submarining safety harness with 5th belt, Glider parachute recovery system (GPRS), Pilot rescue system, Energy absorbing nose.

The amendment passed with 1 vote against.

The amended proposal was adopted with 27 votes for, 4 votes against and 4 abstentions.

9.1.2. Team Cup (France and Poland)

The proposal was amended to read as below (1, 2 and 3), the Bureau to write text for Annex A

1. Number of the Team Cups

a) one per single event

b) one per year (championship cycle)

2. Scoring system:

a) Total relative score system (points)

b) Place based system

3. Number of Pilots

a) Limited to 4

b) All pilots in the team

Mr Mozer: We asked the proposers to reformulate their proposal to extract the fundamental differences in the two proposals we had received. The Bureau will then write the final text based on the outcome of today's meeting.

Number of team Cups:

Mr Rutkowski: One clarification, the Year-1 proposal did not mention junior and woman competitions. But considering the problems we have had in the past, it is easier to have one Team Cup per event.

Mr Russell Cheetham, UK: One Tem Cup per event will add value as it allows all pilots embrace. It is hard to relate to something that happens 6 months earlier or later.

Mr Bouderlique, France: We prefer one Team Cup per year to give more value to the medals. Only one country will receive the award per year.

The vote was then carried out on the proposal to have only one Team Cup per year.

The proposal was lost with 1 vote for, 33 votes against and 1 abstention.

Scoring system:

Mr Rutkowski: We prefer to count day per day the pilots score with the winner of the day in the class.

Mr Bouderlique: I have compared previous results. There is no difference between the two principles.

21 voted for the Total relative Scoring system, 11 voted against, 3 abstentions. The proposal was supported.

Number of pilots:

Mr Sabeckis: In other sports you most choose your team before the competition. Will that also be the case here?

Mr Georgas: If we limit to 4 pilots, we discriminate the small countries.

Mrs Vigorito: Who decides the 4 pilots?

Mr Mozer: We will have to decide on the best 4 or the selected 4.

Mr Rutkowski: The team score is the 4 best results on the team.

Mr Bradley: Taken a team of 4 is very complex to calculate and would change during the competition, I support all team.

Mr Cheetham: I support all pilots. Limiting to 4, the larger team will select the best 4, the small teams will have to use all pilots.

Mr Spreckley: This is very important. Look from outside. A team is a team. It will change the concept of the best performing team.

Proposal 3A to limit the team to four pilots was then voted on.

The proposal was lost with 4 votes for, 28 votes opposed and 3 abstentions.

9.1.3 Free distance records (Sporting Code Committee)

In Para 1.4.7 add a new sentence at the end of the paragraph:

If a free distance record is claimed for the same flight as a declared distance record, the free distance claimed must exceed the declared distance claimed by at least 5% up to a maximum of 25 kilometres."

Mr Macintyre: We had two proposals, restrict the number of distance records to either free or declared for one flight. We now allow for two distance records on one flight. We ended up with a proposal that the free record will be at least 5 per cent or 25 km longer to allow for the second free records for one flight.

The Sporting Code Commission recommends that you pass the proposal.

Mr Rutkowski: We must know what the record is. Either we accept we have many records, or we reduce the number of records.

Mr Bouderlique: Why is it a problem to have two records for the same flight?

Mr Stieber: Should a record the best flight or a particular performance? I believe the last.

In favour of the proposal: 3 votes, opposed 32 votes. The proposal was lost.

9.1.4 Changes to FR approval levels (GFAC)

The proposal was withdrawn. This was already changed in 2012

9.1.5 Ranking List, two-seaters (Italy)

Mr Bouderlique: I see a problem when two very good pilots fly together. They will have too many ranking points.

The proposal was defeated: 16 votes for, 14 against and 4 abstentions.

9.2 Year-1 proposals

9.2.1 Delete the Finish Line option from Annex A. (Bureau)

It is proposed to delete the Finish Line as a finish option and to always use the Finish Ring.

Mr Göran Ax: Although the finish ring has proven safe, we should not remove the option to use the Finish Ring.

Mr Cubley: I assume that this not will change the rules for the Sailplane Grand Prix.

Mr Sabeckis: At small airfields this may be correct, but at bigger fields, the Finish Ring could make the situation bad.

Mr Bouderlique: There are risks and advantages with the two procedures.

Mrs Kuipers: I understand why you prefer the Finish Ring. Could you not make the ring first option and the line optional?

Denis Guerin, Alternate Delegate France: For me we must leave the choice up to the competition organiser.

Mr Spreckley: We have to be careful when new pilots participate. A Finish Ring provides better and safer procedures. Szeged is an example, a line over the road and fence. Next year the same problem and we had an accident. The ring does not eliminate all risks, but it makes it safer.

Mr Bouderlique: You talk about fields where the ring is not safer. If there is an altitude limit, the pilot will look inside the cockpit.

Mr Rutkowski: Lines can also be safe, e.g. on the top of the mountain and it is more spectacular. We should keep the Finish Line as optional.

Mr Christof Geissler, Germany: We have discussed this a lot, and we know that there a positive sides of the Ring. Maybe the philosophy is not clear and well understood?

The proposal was lost with 8 votes in favour, 24 votes against and 3 abstention.

9.2.2 Delete the Start Altitude option from Annex A. (Annex A Comm)

It is proposed to delete any imposed altitude limit (Sporting Limit) at the opening of the start.

Mr Ax: My experience is that rule always creates discussion and the procedure is taken away.

Mr Bouderlique: The current rule is fair but very difficult to apply.

Mr Spreckley: I like the option, not sure if we should not keep it.

Mr Sheppe: This is an energy issue. I do not like the proposal, but I do support it as a Year-1 proposal.

Mr Voltin: If the current rule is used appropriately it works fine.

Mrs Kuipers: We need some rule in case of wave conditions.

Mr Bradley: We actually have two different limits in our rules. A sporting limit, e.g. in case of wave conditions and a limit in for airspace restrictions or base of clouds. The limit related to cloud base create other problems.

The proposal was adopted with 23 votes in favour, 8 votes against and 4 abstentions.

9.2.3 Delete requirement to communicate Start Times.(Annex A Comm)

It is proposed to delete the requirement to report start times to the Organisers.

Mr Ax: This rule was meant to facilitate preliminary scores. We can't really use that anymore, the use of Assigned Area Tasks and Finish Ring makes it difficult to make preliminary scores anyway.

Mr Cheatham: We have this rule today but are not using it. It is valuable for spectators, so why have we decided not to make preliminary scores anymore?

Mr Bradley: I also support maintaining the rule. It removes a point of interest for public and other participants.

Mrs Kuipers: I agree with the two speakers before, personally I need that for my blogging which is a way to promote our sport.

Mr Foltin: There may be good reasons for organisers to have departure times being available on request for SAR or similar purposes and we may require just to collect all those times by the teams and not to report them to the organisers unless requested for a particular reason.

Mr Geissler: It is a burden for the Team Captains and for the organisers as well, who have to check the time and possibly give penalties.

Mr Ax: I agree with Mr Geissler, we give penalties to pilots for things they cannot master themselves.

Mr Rutkowski: We could make it an option. If trackers are used in the competition, we don't need to provide Start Times otherwise we do.

Mr Johannessen: I remember when we introduced this rule, before tracking existed. The contest was boring, not only for the public but also for crews. This made it a little more interesting.

The proposal was supported with 21 votes in favour, 12 opposed and 2 abstentions.

9.2.4 Increase of intervals of FR calibration (Denmark)

It was proposed to extend the calibration period for Flight Recorders from 2 years to 5 years.

Mr Frank, Danish Alternate Delegate, presented material from 5 years of calibration of FRs from Denmark, which showed hardly any variance over a 5 year period.

Mr Bernald Smith agreed to the proposal and felt that this could have been done several years ago.

Mr Bradley also supported the proposal that also would reduce cost.

The proposal was adopted with 34 votes for and 1 abstention.

An amendment to the proposal was then tabled, proposing that the above 5 year rule could go straight into the version of the Sporting Code from October 2013, and would be applicable for IGC sanctioned competitions from the 31st March 2013.

The amendment was unanimously adopted.

9.2.5 Change of Observation zone (France)

It was proposed, for Annex A of the Sporting Code, to replace "in a vertical cylinder of 500m radius centered on a Turnpoint" by "composed by the addition of 2 airspaces : a vertical cylinder of 500m radius centered on a Turnpoint + a FAI 90° sector limited to a distance to be determined (Year 2)"

Mr Bouderlique: This is a joint proposal from France, UK and Germany. The rule has been applied in UK and Germany since 10 years and in France since 2012.

Mr Macintyre: Is this intended only for Annex A or the Sporting Code General Section

Mr Bouderlique: The proposal is for Annex A only.

Mr Sheppe: This addresses a real problem and is one of a few possible ways to deal with this. I am not sure I like the idea though. There are maybe other ways of doing this.

Mr Smith: What is then the distance to be determined.

Mr Bouderlique: The distance to the turn point is not unlimited, 10km in Germany, 20km in UK and France. This is to be defined in the Year-2 proposal. The distance flown is calculated to the turn point and not like in an AAT task.

Mr Stuck: I would suggest not having this in the Grand Prix rules.

Mr Geissler: We want the possibility to avoid the storm and fly behind. Whether or not this is a 90 degree sector is to be discussed in year 2.

Mr Georgas: Are there no other options? Why not just use an area?

The proposal was adopted with 24 votes for, 10 against and 1 abstention.

9.2.6 Mandatory use of FLARM (France)

The proposal was withdrawn as it had been treated under item 9.1.1.

9.2.7 13.5M Class Definition, ballast (France)

The proposal was to change the definition of the 13.5 Meter Class BALLAST from: Disposable ballast is permitted." To "only non-disposable ballast is permitted in order to reach the maximum wing loading"

Mr Foltin: In the current definition it was intended that all glider should be loaded to 35 kg/m.

Mr Bouderlique: The intention is to avoid the Club Class problem.

Mr Geissler: I understand the argument, but it is the first time I hear that this is a motor glider class and we are making rules that fit motor gliders.

Mr Stuck: The intention was to create a room for these gliders being a mix of motor and pure gliders. If we mix the two types you give disadvantage to motor gliders. If we accept to make ballast disposable we will not be able to integrate motor gliders.

Mr Cubley: Will the weight be fixed for the event or on a daily basis?

Mr Mozer: This is to be studied for the Year-2 proposal.

Mr Macintyre: I have the feeling that the class will be unfair if we don't do this.

The proposal was lost with 11 votes for, 12 votes against and 12 abstentions.

9.2.8 13.5M Class Definition, handicap (France)

It was proposed to change the Championship scoring formulas to include handicap factors

Mr Bouderlique presented the proposal and stated that the use of handicaps would allow for use of existing gliders.

Mr Geissler stated that there already were too many classes, something we should address. In addition we would have a very big and difficult task to establish these handicaps with the existing data.

Mr Boermans was afraid that handicaps would kill the class and stop the need for further development.

The proposal was lost with 5 votes for, 18 votes against and 12 abstentions.

9.2.9 Suppression of tie pilots in the IGC Ranking List (France)

Pilots are ranked upon decreasing Pilot Scores. Ties are broken by the highest single pilot rating score. It is proposed that: If tie still exists, the ranking of pilots at the end of preceding year will sort the pilots.

Mr Bouderlique: The current list is not in accordance with the rules.

Mr Reno Filla, Sweden: I think it is incorrect to use previous year's performance as a tie-breaker because it disfavours the newcomer. Why should the ranking of the current year be determined by the ranking of last year? If so then it actually should be the other way around: the newcomer should be awarded the higher rank because he/she showed a larger improvement.

Mr Spreckley: As chairman of the Annex D Committee, I support the proposal.

The proposal was adopted with 20 votes for, 3 votes against and 12 abstentions.

9.2.10 Cancellation of the day (Germany)

It is proposed that the Championships Director must cancel a contest day as soon as possible in one or more classes where an accident happened and pilot/s of that class and/or other class pilot/s being witness have stopped contest flying in order to assist and inform Search And Rescue activities. This applies to accidents where one or more pilots have been involved and by circumstances of the accident the witnesses of such an accident have to assume that one or more pilots might have been injured and needing help by SAR.

Mr Geissler: The pilot should not be in doubt as to his responsibilities if he is witness to an accident.

Mr Sheppe: The motivation for this proposal is valid, but this should not be a rule.

Mr Ax: This should not be in Annex A. The director will make the appropriate decision.

Mrs Vigorito: I of course agree with the principle, but I don't see a need for a rule.

Mr Bradley: There is no need to legislate, the Director and the Stewards are in a good position to make the right decision with the current rules.

Mr Geissler: Yes in IGC sanctioned this works, but what about other competitions. There have been cases where competing pilots where hindering the SAR operations.

Mr Rutkowski: This rule could be used as a pretext to get a day cancelled, let's leave it to the Championships Director.

Mr Spreckley: I don't think we have had this problem.

The proposal was lost with 4 votes for, 26 votes against and 5 abstentions.

9.2.11 Emergency Plan (Germany)

It is proposed that the organiser has to provide an emergency plan that explains how to react in case of accidents near the contest site but also at far remote positions during contest flying.

It needs at least a phone number which is shown on each task sheet, where to call in case of an emergency situation; and it must be a person on the other end (no answering machine); in addition the emergency plan should show the radio frequency that should be available for transmission of emergency information.

The task sheet must include a phone number for emergency situations as well as the radio frequency for emergency. It is Important that data is available for TCs and pilots

Mr Macintyre: This should not be an Annex A rule, but in Local Procedures.

Mr Cubley: Does this not already exist?

Mr Spreckley: There is a document, but I agree that Annex A should require this. I may not fully agree with the proposal, but I do agree with the principles.

Mr Pauwels: This is already in the current organiser check list. Let us not be prescriptive.

Mr Jügen Knüppel: It is clear that we need something. In Germany we have the national legislation, we must respect, but we need to strike the right balance. There should of course be an Emergency Plan.

The proposal was supported with 33 votes for, 1 vote against and 1 abstention.

9.2.12 Bid for WGC, import/export of gliders

NAC´s and countries not being member of ATA-regulation for simplified import and export of gliders have to show in the bid how the procedure for import and export of gliders work and at what cost (when bidding for WGCs)

Mr Foltin: I would like to extend this to a general review of the bid requirement, also also including things like FLARM and safety in general.

Mr Georgas: This is important, but maybe such a rule would discriminate some countries, I find the proposal too strict.

Mr Hansen: The bid is presented 4 years before the contest. You may approach authorities at that time and get a deal, but this may very well change after the bid has been accepted. Will we then cancel the competition as the bid has changed?

Mr Macintyre: We seem to get into a situation where we react to one off cases and always make a new rule.

Mr Foltin: I would like to propose an amendment to a general review of the bid document.

Mr Spreckley: This would be more appropriate to do later when we discuss the UK proposal.

Mr Foltin then withdrew his proposed amendment.

The proposal was lost with 11 votes for, 20 votes against and 4 abstentions.

9.2.13 Start times (Germany)

The proposal was withdrawn as it already has been discussed under Item 9.2.3.

9.2.14 Validity of finishes (Germany)

It was proposed that a sailplane having crossed the finish ring but landing outside the contest site boundary shall be penalized by plus five minutes (or more depending on the radius of finish ring) after the glider crossed the finish ring or no speed points, only full distance point (penalties still needs to be thought about to be adequate)

Mr Bouderlique: It will be a mistake to make this change. The finish ring is there to separate the finish from the landing. When the pilot has finished he has to land safely on the airfield or elsewhere.

Mr Ax: The minimum altitude should make it possible for the pilot to reach the airfield, or land safely elsewhere.

Mr Stieber: I fully support Mr Ax.

Mr Foltin: The current rules do not require this change. We just have to set the height correctly.

The proposal was lost with 3 votes for, 31 votes against and 2 abstention.

9.2.15 Consideration of cost of proposals (UK)

The following amended proposal was tabled by the UK:

That the IGC request an assessment of the economic impact of any proposal presented to the IGC Plenum where this may be relevant.

That the IGC strategic plan includes an objective to maintain an affordable level of costs for participation in Cat 1 events.

That adequate safeguards are formulated to ensure competition organisers comply with the conditions of their bid.

Mr Stieber: It is good to save money, but what is expensive for one group is cheap for other countries.

Mr Vidal: I agree, the overall cost may be higher if we want to be fair. We should not always only look at the cost.

Mr Georgas: I agree, but I do support the spirit of the proposal.

Mr Cubley: I reiterate what was said earlier. It would be unfortunate and we should not always go for the cheapest proposal. There are some good parts of this and we do support the monitoring of cost.

Mr Spreckley: It is not the intention that we go to the cheapest, but we need to be careful with cost in all that we do. Some years we agreed that we go outside Europe every 4 years, this we will not change.

Mr Mozer: What is good for one site is not good for others. It is impossible for bidders to evaluate the cost for other countries. There are actually 3 different issues here, but it is a Year-1 proposal only. Maybe next year we will break these out into pieces.

Mr Macintyre: Is this meant to be part of the Sporting Code? We support the concept, but the formulation could be better.

Mr Sabeckis: As you know, when we are outside Europe, only one country has low cost. In Europe many countries profit.

The proposal passed 20 votes for; 12 votes against and 3 abstentions.

9.2.16 Deletion of Handicaps for Winglets (Handicap Comm, Late proposal)

The proposal was withdrawn

9.2.17 Soaring Skills guidelines (Australia)

It was proposed that the IGC develop a set of guidelines which define core soaring skills and that the sporting code committee review the rules for C certificate, Silver C and Gold C to ensure that they ensure compliance with these

Mr Macintyre: IGC has no control what so ever over this. Can I suggest we withdraw this proposal this year and work with Australia for a new proposal next year?

Mr Ax: Who will determine this, we can't.

Mr Hansen: I have sympathy for the philosophy, but we can't verify this. In line with the discussion paper from the Sporting Code Committee, we should ask Australia to work with Committee.

Mr Cubley: Looking at the Silver Badge, you don't need navigation skills today. Our badges should reflect these skills. We need the guidelines before the Sporting Committee people can write the rules.

Mr Dennis Guerin, Alternate Delegate from France: A badge is related to performance, here we address education.

The proposal was defeated with 10 votes for, 12 votes against and 13 abstentions.

10. Vote on bids

10.1 34th FAI World Gliding Championships 2016

Standard, Club and 20-Meter Two Seater Classes was unanimously awarded to Pociunai, Lithuania.

15-Meter, 18-Meter and open Classes was awarded to Benalla, Australia with 18 votes against 17 votes for Lasham, UK.

10.2 1st FAI 13.5 Meter Class World Gliding Championship 2015

Awarded to Pociunai, Lithuania with 32 votes

10.3 1st North American Gliding Championships in 2014.

The Bureau was mandated to work with the bidders from USA to organise the 1st North American Gliding Championships in 2014 with 34 votes for and 1 abstention.

10.4 2014 IGC meeting

Two late bids were received. The meeting accepted the bidders to present their proposals.

The organisation of the 2014 Plenary was awarded to Varese with 26 Votes.

11. IGC Strategy (Eric Mozer)

11.1 Update on the IGCs strategic Plan

The new Bureau will work on an updated plan and present it at the 2014 Plenary

12. IGC awards

According to the FAI by-laws, proxy voting is not allowed for awards. There were 30 votes present, thus 16 votes required for a majority.

12.1 Lilienthal Medal

The Lilienthal was awarded to Bob Henderson, New Zealand.

12.2 Pirat Gehriger Diploma

The Pirat Gehriger was awarded to Jaroslaw Vach, Czech Republic.

12.3 Pelagia Majewska Medal

The Palagia Majewska Medal was awarded to Maria Bolla, Hungary.

13. Elections of Officers

Officers were elected for two years

13.1 Election of President

Eric Mozer, USA was elected new President of the IGC.

13.2 Election of 1st Vice President

Mr Brian Spreckley, UK, was elected new 1st Vice President for IGC.

13.3 Election of 5 other Vice Presidents

The following 5 delegates were elected IGC Vice-presidents

Mr Terry Cubley, Australia

Mr Christof Geissler, Germany

Mr Artur Rutkowski, Poland

Mr René Vidal, Argentina

Mrs Marina Vigorito, Italy

13.4 Election of Secretary

Mr Peter Eriksen, Denmark was re-elected IGC secretary.

13.5 Confirmation of Committees and Committee Chairmen

See Annex to these minutes.

14. Announcement of date for the 2014 IGC Plenary Meeting (Eric Mozer)

14.1 Useful dates and other practical information (Peter Eriksen)

The 2014 IGC meeting will be held in Varese Italy the 7th and 8th March.

Notification of proposals must reach the Bureau by Tuesday 1st October 2013;

Bids to the Bid Specialist by Tuesday 1st October 2013;

Proposals, nominations and reports requiring voting Tuesday 31st December 2013;

Reports not requiring voting Thursday 16th January 2014;

All material will be made available for delegates by Thursday 23rd January 2014.

15. Closure

The IGC President Mr Eric Mozer thanked the KvNL and especially Mrs Frouwke Kuipers for organising a very successful meeting in Papendal, which was endorsed by the Delegates with acclamation.

The President also thanked the Delegates and the Bureau for their active participation in the debates and their contributions to the sport over the past year. He then wished all the meeting participants a safe journey home.

Peter Eriksen

Secretary, IGC

Appendices:

A IGC Committees and Working Groups, Representatives and Specialists

Appendix A

IGC Committees and Working Groups

March 2013

*Updates in **bold***

Standing Committees	Chairman	Members	Committee Scope
ANDS	Bernald Smith	Angel Casado; Bruno Ramseyer	Oversight of technical developments in navigation and airspace management
Championship Management	**Dick Bradley**	Brian Spreckley, Goran Ax, ???	Bids; Organisational support; Competition Development and QA
GFAC	Ian Strachan	Angel Casado; Marc Ramsey; Tim Shirley; Hans Trautenberg	Flight Recorder approvals
Handicaps	Christof Geissler	Stefan Ronig (Germany) Tobias Geiger (Australia) Russell Cheetham (UK) Denis Guerin (France) Sam Giltner (USA)	Evaluation, review, and publication of handicaps for the IGC Club Class and 20m Class
Sporting Code 3 D, Annex A	Rick Sheppe	Axel Reich; Jiri Cihlar; Terry Cubley	Rules; Scoring; Procedures
Sporting Code 3 D, Annex B	Ian Strachan & Bernald Smith		Documentation
Sporting Code 3 D, Annex D	Brian Spreckley	T.b.d.	Ranking List
Sporting Code 3 D, Main Section and Annex C	Ross Macintyre	Tony Burton; Tor Johannessen; Axel Reich; Judy Ruprecht	Documentation

Working Groups	Chairman	Members	Objectives
Continental Records	Hans Obermeyer	Goran Ax; Klaus Ohlmann; Beryl Hartley; Dick Bradley; Judy Ruprecht; Nina Shalneva	Development of protocols and procedures for Continental Records
Country Development	Alexander Georgas	Rene Vidal; Terry Cubley; Markus Graeber	Creation of support for emerging gliding nations
GP Development	Roland Stuck	Brian Spreckley; Visa-Matti Leinikki; Rene Vidal	GP Management and development
History Committee	Tor Johannessen	Angela Sheard, Peter Selinger, John Roake, Frauke Elber, Manfred Reinhardt	Collation of IGC history
Scoring Software Testing	Rick Sheppe	Peter Platzer; Tim Shirley; Hans Trautenberg; Peter Ryder; Angel Casado	Set procedures for IGC software
	Rene Vidal	Vladimir Foltin; Louis Bouderlique; Marina Vigorito (Corresponding members: Helmut Fundt; Brian Spreckley; Roland Stuck; Rick Sheppe; Markus Graeber)	Implementation of the OSTIV SDP Safety Pays recommendations

IGC Representatives

CASI (Air Sport Commissions)	Tor Johannessen
EGU/ EASA	Patrick Pauwels
Environmental Commission	Bernald Smith
CIMP (FAI Medical Commission)	Jürgen Knüppel
OLC	Reiner Rose
OSTIV	Loek Boermans

IGC Specialists

IGC Treasurer	Dick Bradley
Membership	Will be part of Country Development
Sailplane Grand Prix	Roland Stuck
Simulated Gliding	Vacant
IGC Trophy Management	Marina Vigorito
Webmaster	Will be part of Country Development
Communications and PR	Will be part of Country Development
Ranking List	Brian Spreckley
IGC Journalists	Angela Sheard Marina Vigorito Jill McCaw