

Minutes of the 2024 IGC Plenary Meeting

FAI Gliding Commission (IGC)

Held on 1-2 March 2024

Novotel Toulouse Centre Compans Caffarelli Hotel, Toulouse, France

1. Opening and General Matters

1.1 Welcome and Roll Call

The meeting was opened by IGC President Peter Eriksen at 09:00 on 1 March 2024. A roll call was conducted by Vladimir Foltin. A total of 31 delegates, including 2 proxies, were present. The required majority was 17 votes, with a two-thirds majority requiring 21 votes. Proxies were noted from South Africa to France, Iceland to Denmark, Bosnia & Herzegovina to Slovenia. The New Zealand to Australia was not considered as valid based on the feedback from the FAI. Another roll call has been conducted in the beginning of the second meeting day on 2 March 2024. A total of 32 delegates, including 3 proxies, were present. The required majority was 17 votes, with a two-thirds majority requiring 22 votes. One country left the meeting after agenda item 12 on the second day. As a consequence, the total number of votes present changed to 31, including 3 proxies. The required majority was thereafter 17 votes, with a two-thirds majority requiring 21 votes.

1.2 Administrative Matters

Vladimir Foltin provided information about meeting logistics, cloud access for documents, dinner arrangements, and informal sessions.

1.3 Declaration of Conflicts of Interest

The following conflicts of interest were declared:

- Peter Szabo (Hungary) and Toni Sibanc (Slovenia) – LXNAV representative/partner
- Pilar Munoz Lopez (Spain) - Schempp-Hirth dealer
- Mandy Temple (Australia) - IGC Bid Manager
- Vladimir Foltin (Slovakia) – EASA staff

1.4 Remembering Lost Friends

A symbolic minute of silence was held in memory of members of the gliding community who passed away during the past year, including Nina Shalneva, a long-term IGC delegate and World Championship pilot who passed away in early 2024.

2. Approval of the 2023 IGC Plenary Minutes

The minutes of the 2023 IGC Plenary meeting were reviewed. Delegates were given until 15 March 2024 to submit comments.

Post meeting note: No further comments were received.

3. IGC President's Report

Peter Eriksen presented the IGC President's report, expressing gratitude to the Bureau, experts, and volunteers. He referenced the President's report document and highlighted key achievements and challenges of the past year.

3.1 Bureau Decisions

The Bureau decisions taken since the last plenary requiring Plenary approval were presented. The Bureau was then discharged of responsibility for decisions made since the 2023 Plenary.

4. FAI Matters

4.1 FAI Report

FAI Representative Mr. Visa-Matti Leinikki presented the FAI's report, referring to the supporting documents and a PowerPoint presentation available in the cloud. His presentation provides an overview of the FAI's activities and key developments and summarized major competitions and records set in various air sports disciplines over the past year. He outlined ongoing projects aimed at promoting air sports globally, enhancing safety protocols, and integrating technological advancements into competitions and provided a calendar of major FAI-sanctioned events scheduled for the upcoming year, including world championships and international meets. He highlighted efforts to expand FAI membership and initiatives to engage with the broader air sports community, including educational programs and partnerships and concluded by discussing recent changes in FAI's governance structure, financial health, and administrative processes to improve efficiency and transparency.

More details can be found in full presentation in the cloud.

5. Finance

5.1 Treasurer's Report and 5.2 2023 Financial Statement and 2024 Budget

Peter Eriksen (on behalf of Patrick Pauwels, IGC Treasurer) presented the financial report. He confirmed that budgeted amounts in CHF closely matched actual expenditures. The financial statement for 2023 and the 2024 budget were reviewed.

5.3 Sanction Fees

PE presented the proposal for a 3% annual increase in IGC sanction fees was presented. The proposed increase was supported without objections.

6. Proposals Requiring Voting

6.1 Year-2 Proposals

6.1.1 Sailplane Strobe Light Requirement (IGC)

PE introduced the proposal, noting the requirement for aviation white and aviation red strobe lights on sailplanes. The proposal references legal requirements and the safety benefits of the lights.

RV raised concerns about the cost of retrofitting, estimating it at around €300.

RF asked whether there are specific installation requirements, such as whether the strobe light should be centrally located.

PE clarified that there was no intention to prescribe specific installation details, allowing flexibility for operators.

The discussion led to the proposal being approved with no further amendments

6.1.2 New Starting Method (Poland)

The proposal was discussed after item 6.1.3.

AR introduced the new starting method, highlighting that pilots would press PEV to trigger their start, leading to different start times for each pilot. There were concerns raised regarding fairness.

AC expressed concerns about fairness, as pilots would have different start times.

AR initially against the proposal, but now recognizes that the differences in start times have minimal impact on fairness and offer significant safety improvements. Everyone has the same opportunity to use the procedure to their advantage.

LRB proposed a 50-point penalty for pilots missing the PEV buffer zone.

CG sought clarification on the 15% altitude loss limit (compared to the winner's altitude). Expressed concerns about the impact of pressing PEV during the cycling process, which could lead to miscalculations of speed.

AR explained that the 15% limit helps reduce excessive altitude discrepancies and ensures fairness. The speed concerns were addressed in consultations, noting that while ground speed and actual speed differ, any significant use of high-speed maneuvers would be noticeable and easily observed by others.

VF reiterated the 50-point penalty for exceeding the PEV buffer.

OF acknowledged that Poland's introduction of the proposal at EGC last summer received overall positive feedback. While details need refinement, the proposal is seen as a positive step forward.

VM mentioned that pilots view this as more of an AAT (Assigned Area Task) than a speed task. In weak conditions, pilots might land in the same area but at varying distances from the start. Emphasized that the new procedure is safer and that post-PEV implementation has reduced issues at the start, as pilots no longer focus on displays.

RV apologized for missing last year's discussion and sought clarification about all gliders being in competition mode after the start, with concerns about crowding due to the 10km radius mixing starting and racing pilots.

AR acknowledged the concern but noted that pilots will spread out more, reducing the likelihood of encounters compared to the existing procedure.

AC (on behalf of SSWG) raised concerns about the complexity and labor intensity of the scoring system, which could be a challenge for smaller competitions. Suggested the rule be applicable only if the software is ready and widely available by October 1, 2024.

AR clarified that the method has already been successfully used in a 50-pilot contest without fully developed software. While the workload is increased, it is manageable, and delaying until the software is ready could lead to further delays.

PE suggested that organizers should have the option to decide whether or not to implement the new method.

KR expressed concerns about weak weather conditions leading to pilots being in the same location but with varying start altitudes, which could create risks.

AR stated that the 15% buffer is designed to mitigate this concern. The issue of varying start altitudes is already present in the current system, where pilots are spread out across the start area, which reduces the risks.

FK highlighted the benefits of the new method, which reduces the need for pilots to stay close to cloud bases for extended periods. Suggested applying the buffer zone penalty to simplify the procedure and reduce workload. Asked Lithuania (LTU) for feedback, as they are already using a similar procedure in AAT.

AR received positive feedback (70% support) with only a few against the proposal.

RF cautioned about potential glitches in the implementation of the rule, citing historical issues with similar rule changes. However, noted that the method has already been tested successfully in Poland. Raised concerns about the method being optional and not widely adopted.

AR the proposal supplements the existing start procedure with an alternative that can be used at the discretion of the competition organizers. An evaluation process will be initiated by the IGC to assess its effectiveness.

BS expressed support for the proposal and emphasized the need to make it work. Suggested that the Bureau and experts address any remaining details before its use in championships.

Romania shared positive experiences from Poland but noted a minor issue where DC did not set a minimum altitude, which caused small problems.

DRT expressed support for the proposal with minor concerns about pilots missing the PEV, but overall regarded it as a good proposal.

SG supported the individual race concept but raised concerns about the potential for convergence in multi-class events. Suggested the contest director (CD) should be prepared to address this.

AR disagreed with the necessity for separate start circles for each class, noting that the issue depends on the geometry of the start area and weather conditions.

RF referenced the successful use of four separate classes during the 2016 WGC in Eskilstuna, and while the issue is not seen as significant, acknowledged that it depends on the circumstances.

SG emphasized that three start circles could lead to pilots clustering in one spot, which could lead to crossings and collisions. This would need to be closely monitored.

PE noted that the decision to use one large or several smaller circles will be up to the contest director. The method will be in the rules from October 1, 2024, and applicable in 2025. The Bureau and other stakeholders may make amendments based on evaluations in 2025.

The proposal passed with large majority of votes

The new starting method will be implemented starting from October 1, 2024, with an evaluation process and potential refinements to follow in 2025.

6.1.3 Modification of PEV Penalties (Netherlands)

The proposal was discussed before item 6.1.2.

FK introduced the proposal to modify PEV penalties. It was noted that many supported this proposal in 2023 (more than 2/3), and FK requested immediate implementation as a late proposal.

BS mentioned a case in Australia where a pilot was penalized under the current system.

KR stated that pilots are against watering down the rules by introducing this buffer. Pilots believe that by waiting so long, they may feel compelled to follow the earlier pilots, and the problem lies in the rule itself, not in the penalties.

BEL sought clarification regarding the scale of the penalty, specifically questioning the 100 points.

FK responded that the 100-point scale was removed in an effort to simplify the penalties.

BS reaffirmed to KR that the penalty for EV is always 3 minutes. The main concern is the workload, which poses a safety issue. The idea is to reduce the workload.

FK confirmed that reducing the workload was the intention behind the proposal.

The timely proposal was adopted by a large majority.

The late proposal for implementation by 1 April 2024 was also adopted by a large majority.

6.2 Yezer-1 Proposals

6.2.1 GNSS Flight Recorder ID Check (Germany)

CG introduced the proposal, emphasizing its importance, particularly for PEV start.

AC (SSWWG) expressed strong support for the proposal, highlighting that in future it would make it more difficult to falsify data, thus enhancing the credibility of the scoring.

HM (SC3) clarified the wording for the proposal.

The proposal unanimously passed without objections.

6.2.2 Handicap Calculation Formula (Denmark)

OF explained the reasoning behind the proposal, stating that there were instances where individuals were modifying their sailplanes to gain an unfair advantage in competitions. Den had previously indicated an intention to file a proposal regarding this issue last year. However, the proposal was not submitted at that time due to the committee's plan to first review the principles behind the calculation formula. DEN confirmed that the principles have now been reviewed and are available for consideration. As a result, DEN decided to withdraw their proposal.

6.2.3 Change of Earth Model for Scoring (IGC)

PP (GFAC) introduced the proposal for the change of the Earth Model used in scoring. The proposal focuses on updating the model for more accurate and consistent scoring, particularly in relation to the WGC84 model.

LRB asked how the proposed change could be incorporated into the rules within the given timeframe.

PP clarified that the implementation of the change is planned for October 2025, and the dates in the initial version of the proposal were outdated due to earlier internal reviews by the IGC and relevant parties.

PE emphasized that while the IGC is leaning towards adopting the WGC84 model, significant technical work is still required to ensure its successful and problem-free implementation.

PP confirmed that the proposal specifically calls for addressing these technical requirements before full implementation.

AC highlighted that it took 311 emails to reach a consensus on this proposal, indicating the substantial amount of effort and collaboration that has gone into it.

PE stated that this discussion indicates that the IGC now has the mandate to begin working on a proposal for Y2, following the consensus on the initial proposal.

The proposal was unanimously approved.

6.3 Other Proposals

The sequence of discussion and votes was the following:: 6.3.7 to 6.3.9 then followed by 6.3.1.

6.3.1 Indexation of Sanction Fees for the period 2025-2029 (IGC)

PE (Chair) introduced the proposal, emphasizing the importance of planning ahead due to the need to reflect it well in advance in Organizers Agreements (OAs) and other relevant documents. The proposal suggests a 3% increase for the budget, along with a 2-4% adjustment to be determined by the Bureau based on circumstances for the period from 2025-2029.

UM (SWI) raised a point about the inflation of the Swiss Franc (CHF) and suggested that the differences in currency fluctuations should be taken into account when considering the sanction fees.

PE responded by explaining that the adjustment would be capped at a 4% maximum, as all financial transactions within the FAI are conducted in CHF, given that the FAI is based in Switzerland. Furthermore, PE noted that there have been regular requests for higher fees, and these requests often involve verifying the proposed fees against national statistics. The bid templates, which now include these figures, require that proposed fees consider assumptions, and these will be checked in the future to ensure consistency. While this approach might not resolve all potential issues, it provides the IGC with more leverage to manage requests for fee increases.

The proposal was put to a vote and passed unanimously.

6.3.2 Establishment of Championship Management Committee (IGC)

PE highlighted that the Bureau had already established the Championship Management Working Group (CMWG), which had proven to be highly effective. Given its importance to IGC

operations, there was a proposal to transition this working group into a standing committee. Additionally, it was decided that the Steward Working Group would be discontinued, with its chair becoming an integral part of the new committee.

The proposal was unanimously approved.

A vote was then conducted for the chair of the new committee, and MT was elected unanimously.

6.3.3 Accreditation of Championship Directors (IGC) - relates to 10.3.1

PE emphasized that the quality and management of competitions vary, and the Sporting Director (SD) plays a crucial role in ensuring success. IGC aims to implement an accreditation system for SDs, requiring them to undergo training focused on real championship scenarios. A syllabus is already being developed. The participation will be mandatory in the future. Training will be available multiple times per year. IGC will directly invite experienced individuals to join the initiative.

FK noted that this will help less experienced countries in Category 1 (CAT1) competitions by allowing them to hire accredited SDs.

VM clarified that the Competition Director (CD) holds ultimate responsibility, while the SD focuses on sporting matters.

PE confirmed that SDs will report to the CD.

AR asked if this was a new position, and PE confirmed it is specifically responsible for sporting aspects.

VF clarified that the SD is not the scorer.

BS mentioned that while the term “contest manager” is often used, the goal is to ensure that the person responsible for sporting matters is competent.

RS and MV (FAI) highlighted the need to align with the FAI Sporting Code General Section (SC) and CASI, since currently only the Championship Director can apply penalties.

PE assured that there is no intention to conflict with CASI rules, and naming conventions will be clarified to align with gliding regulations.

The proposal for accrediting Sporting Directors was supported almost unanimously.

6.3.4 IGC Championships Calendar (IGC)

The proposal has been withdrawn following the adoption of proposal under agenda item 6.3.7.

6.3.5 IGC Championships bidding schedule (IGC)

The proposal has been withdrawn following the adoption of proposal under agenda item 6.3.7.

6.3.6 Contests held outside of Europe (IGC)

The proposal has been withdrawn following the adoption of proposal under agenda item 6.3.7.

The following proposals under 6.3 had been processed before agenda item 6.3.1 (following the principle that NAC proposals to be discussed ahead of the proposals by IGC).

6.3.7 Cancellation of the preferred allocation of Junior WGC outside Europe (Germany)

CG introduced the proposal, noting that two similar proposals from DEU addressed concerns related to the prioritization of hosting the FAI Junior World Gliding Championships outside Europe. The motivation behind these proposals was the financial and logistical burden created by multiple consecutive events being held outside Europe, some of which were prioritized while others were not. Given that the IGC expects to withdraw its own similar proposals, DEU decided to withdraw both of theirs in anticipation of working toward a more comprehensive solution.

MT highlighted that due to the impact of COVID-19, three out of the last four Junior WGCs were held outside Europe. She also noted inconsistencies in how allocation rules apply to unrestricted, women's, and junior competitions. She stressed the need for a comprehensive, structured approach to allow National Aero Clubs (NACs) to better plan their resources. She indicated that a proposal addressing these issues would be submitted in the following year and encouraged all stakeholders to contribute feedback in the meantime.

PE expressed strong support for global participation in gliding competitions but emphasized that it should be approached in a way that ensures the sustainability of the sport. He invited all interested parties to take part in the discussions to develop a balanced solution.

Outcome: The proposal was withdrawn, and further discussions will take place to develop a more holistic approach to event allocation.

6.3.8 Cancellation of the preferred allocation of Woman WGC outside Europe (Germany)

The proposal has been withdrawn following the adoption of proposal under agenda item 6.3.7.

6.3.9 Authorization to make changes to the Alternative Scoring rules (USA)

RS (USA) explained that the current alternative scoring rules are not fully compatible with the existing rules and require updates. The proposal seeks a mandate to align the alternative scoring system with the classic rules as adopted by the Plenary.

DG (France) inquired whether these changes would have any impact on the 2024 World Gliding Championships (WGC) in Uvalde.

RS clarified that the alternative scoring system cannot be used at a WGC until it has been tested at the Continental Gliding Championships (CGC).

BS asked if there was a possibility of finding a better name for the alternative scoring system.

RS did not provide any comment on renaming the system.

Rob Lyon (observer speaking for Australia holding a proxy from New Zealand) shared a positive experience with the alternative scoring system, noting its successful implementation at national competitions. While there were initial concerns, pilots understood that the system encourages completing tasks. Once this was clarified, it gained popularity and was well-received. The system is considered a worthy scoring method, particularly for events with a diverse range of pilot performances.

PE encouraged CGC organizers to adopt the alternative scoring system, even if only in one competition class, to allow further evaluation.

The proposal was unanimously approved.

7. Bids

7.1 Bids for Future Championships

MT moderated the session. Each presenter was given up to 10 minutes for the presentation of their bid. All presentations are available in the Cloud.

7.1.1 14th FAI Junior World Gliding Championship 2026 (Club, Std.)

Australia amended their bid so that they would organize the 15th FAI Junior World Gliding Championship 2028 (Club, Std.) instead of 2026. PE explained this change by referring to the postponed decision from the IGC Plenary meeting in 2023. The proposed change of Australian bid was accepted unanimously and Australia presented their amended bid for 2028.

Germany and Slovakia presented their bids for the Championships 2026

7.1.2 24th FAI European Gliding Championship 2026 (Club, Std. and 15m)

Poland presented their bid.

7.1.3 41st WGC 2027 – France (14 votes) vs. Italy (18 votes). Italy awarded.

France and Italy presented their bids.

7.1.4 14th WWGC 2027 – Germany (7 votes) vs. Slovenia (25 votes). Slovenia awarded.

Germany and Slovenia presented their bids.

The presentation session was followed by Q&A session:

MT informed that prices are included in the bids, and oxygen is not required for any competition.

FK questioned about training and instructors in Slovakia.

VF confirmed that training on site of both smaller and large groups at agreed times are possible.

DRT asked about glider hire in Australia.

MT responded that there are no major issues, especially for the club class, if arrangements are made early.

The first day concluded by Informal Session where:

Etienne Ceretto (FANS4ALL project) presented the project to enable Hearing or Speaking Impaired (HSI) pilots to fly in controlled airspace using new communication systems and tools.

Peter Eriksen & Dr. Rolf Radespiel presented results of a joint IGC-OSTIV project on improving safety in gliding competitions.

Angel Casado presented the enhanced Proximity Analysis Tool for use during future IGC Championships.

All presentations are available in the cloud.

The second day of the meeting, on 2 March 2024, began with the roll call (see item 1.1) and the administrative update (see item 1.2), and continued with the discussion of the following agenda items.

9. Votes on Bids

9.1 14th FAI Junior World Gliding Championship 2026 (Club, Std.)

Note: The decision regarding the venue has been postponed until the 2024 Plenary. In 2023, the IGC received three bids, but Australia had priority in accordance with the IGC's decision on priorities for non-European bids made in 2010. The other bidders were only informed of this at a very late stage. Australia has agreed to reconsider their bid.

This year, there are again three bids from Australia, Slovakia, and Germany. Australia later amended their offer and proposed to Bid for the FAI JWGC in 2028 instead see (7.1.1). If accepted by the IGC Plenary, Australia will withdraw their bid for 2026.

The following sequence of votes was used, considering the 2010 decision on priorities:

Vote on the amended bid from Australia for the 15th FAI Junior WGC in 2028. The amended bid was accepted for discussion on Day 1 (see 7.1.1). The Australian bid was accepted by acclamation.

The vote on the other two bids for 14th FAI Junior WGC 2026 followed. The Championship was awarded to Germany.

9.2 24th FAI European Gliding Championship 2026 (Club, Std. and 15m)

The Championship was awarded to Poland by acclamation.

9.3 41st FAI World Gliding Championships 2027 (Club, Std. and 15m)

The Championship was awarded to Italy in the second round of voting by an absolute majority of votes (in accordance with FAI By-Laws para 3.3.5).

10. Reports from Committees and Working Groups

10.1 OSTIV report

Dr Rolf Radespiel made reference to the written report and emphasised the work of the definition of sailplane, which has been prompted by the most recent technical developments.

10.2 Standing Committees

10.2.1 Sporting Code Section 3D Report

Howard Mills referred to the written report and emphasized the importance of ensuring that all aspects of gliding are adequately represented in the Sporting Code. He added that a major rework of the Official Observers training video has been completed. The updated 25-minute video is available on the FAI Air Sports Channel on YouTube. He informed about two new members have joined the committee: Luke Walker from the UK and Jean-Michel Horrenberger from France, both serving as Claims Officers for their respective NACs. He concluded by expressing concern over the loss of contact with member Judy Ruprecht who possesses the claim analysis tool crucial for evaluating badge and record claims. Efforts are underway to re-establish communication with her.

10.2.2 a. Sporting Code Section 3D, Annex A

Rick Sheppe informed that he has nothing to add to the written report and expressed his thanks to the members for their valuable work in the committee.

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

Christof Geissler presented the review of handicap factors, referencing the document 10_2_2_b_Review of Handicap Factors for IGC Club Class 2024 (particularly Slide 4). It is proposed after extensive discussion to increase the spread factor by 0.5 – 0.6 to compensate for better climbing performance of flapped gliders (Slide 7).

OF questioned the basis of the spread factor adjustment from 0.5 to 0.6.

CG explained that 0.5 was set in 2016 based on common understanding and experience, and the 0.6 adjustment is based on further experience, including with flapped gliders. The change represents a compromise by the Handicap Sub-Committee.

KR questioned the motivation for the adjustment, given the 2021 changes to introduce newer gliders. He asked what recommendations should be made to Club Class pilots and if sufficient data exists on older gliders.

Denis Guerin (Committee Member) cited a 2017 case where adjusting the list led to an ASW20 winner instead of Std. Cirrus winning previously. The goal is to prevent a single dominant glider type.

PE clarified that the list applies only to IGC Championships, not national competitions.

CG emphasized that adjustments aim to ensure fair competition rather than influence glider market values.

RCh acknowledged concerns that any handicap adjustment raises questions. The spread has remained for six years, but revisiting it now is necessary, particularly considering flapped gliders.

VM suggested considering flexible handicaps based on actual conditions, referencing ARG nationals.

CG stated that there has been no discussion on this yet, but the possibility is acknowledged.

KR noted that pilots tend to choose gliders with performance close to competitors. Over time, high-performing gliders will dominate, sidelining those with lower handicaps. He questioned the purpose of the adjustments.

PE reiterated that the committee was tasked in 2016 to review and adjust handicaps every five years, making this review necessary.

FK asked whether new gliders on the list would affect the spread factor.

CG clarified that the spread factor will not be modified based on ASW20 new versions, and adding new gliders requires a separate proposal.

PE confirmed that, if adopted, the new handicap list will take effect on 1 October 2024. The new handicap was voted as Year-1 proposal. Additionally, an indicative vote about publication by 1 October 2024 was held, pending Bureau's approval.

BEL questioned why implementation could not be immediate for testing.

PE clarified that the decision aims to avoid impacting pilots who have already chosen their gliders for the current season, but national competitions can adopt the changes immediately if they wish.

The proposed approach was supported unanimously.

10.2.3 Sporting Code Section 3D, Annex D

Reno Filla acknowledged the committee's effort in transitioning to the new website. A temporary web link is available (as per the report). He added that currently, new contests cannot be added due to ongoing migration to FAI servers and that automatic calendar updates are also affected and will be resolved post-migration. Regarding event categorization and registration, he mentioned that this was previously not enforced, but following the FAI GC decision, events must now be registered in advance. He noted that late submissions remain an issue; 58 out of 350+ events were late and were consequently rejected with no ranking awarded.

MV (FAI) emphasized that FAI GC members voted in favor of the change.

VML clarified that the decision was made by CASI.

RF reiterated the importance of registering well in advance to avoid rejection.

AC stated that an event must be a true CAT2 event (approved by the NAC).

RF noted that the Ranking List (RL) process assumes approval implicitly.

VF suggested sending an email to delegates, considering events approved if there is no response within a few days.

VML confirmed that NACs are prepared to process registrations, which will be smoother once FAI server migration is complete.

BS questioned the necessity for an event to be CAT2 to be included in the RL and suggested raising this with the FAI.

LRB asked whether this was the appropriate forum for this decision.

PE agreed to bring the matter to Air Sport Commission presidents for review and emphasized the need for uniform rules across air sports to maintain RL integrity. He stressed that rankings should be determined before the event takes place and encouraged timely registration to facilitate smooth transitions.

RF clarified that ranking quality is determined by pilot participation and ranking, not by bureaucratic procedures. He highlighted that inclusion in the global list benefits local pilots and promotes gliding.

Rob Lyon (observer from New Zealand) pointed out the contrast between CAT2 events and local contests with only three pilots.

PE noted that minimum participation size determines relevance and added that there is no FAI fee for ranking; only RL fee per pilot applies.

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

Rick Sheppe referred to the written report and conveyed greetings from Bernald Smith, Chair Emeritus. He added that the new ANDS committee aims to expand its scope beyond traditional topics to include applied research and scientific advisory roles for the IGC and that the mission now includes reporting and advising on the science of mathematics. He made a call for volunteers, encouraging interested individuals to come forward and contact the committee. He also clarified that ANDS is a technical committee and does not take positions on policy matters.

10.2.4 b. GNSS Flight Recorder Approval Sub-Committee Report

Peter Purdie referred to the written report and added that he took over as Chair after retirement of Ian Strachan. He recalled the need for new members and welcomed member Andrej Fijavz from Slovenia and John Warrington from Australia (seen as valuable for southern hemisphere representation). He encouraged further nominations, including a potential new UK member in 2024. The Committee has addressed new technology, including electric propulsion and other Means of Propulsion (MoPs). When doing so the UK-based calibration facility was made available, offering convenience for the team. He informed that GFAC documents, previously managed by Ian Strachan, are now stored on the FAI server and new contact email is: GFAC@FAI.org. He concluded by mentioning the work on pressure calibration proposal where an extensive analysis of over 200 flight recorders was conducted. The proposal is being developed for a pressure check method as an alternative to full calibration, yielding the same results. The aim to present this proposal at the next IGC plenary.

OF acknowledged missing an important email.

RS confirmed that ANDS is now responsible for implementing the 2023 agreements.

10.3 Working Groups

10.3.1 Championship Management

Mandy Temple reported that the system is working efficiently, with rapid decision-making and regular reports to the Bureau. She invited organizers to contact her directly for guidance on handling processes. She informed that a spreadsheet with all relevant information is available and that templates should be used for approvals of Local Procedures (LPs), which allows approval in as little as in two weeks. The latest versions of all relevant documents are now published on the FAI website: Documents>Other IGC documents>Contest documents. She added that OAs (Organizer Agreements) were revised last year, providing an opportunity to update bid documents. As a consequence the new system requires a generic organizer's information form from FAI, along with a two-page IGC identification form. The completed form serves as the foundation for the new OAs. The newly required organizational structure, in response to the Sporting Director proposal, is not yet included in the bid document, but that will be corrected soon. She pointed out that there is often a disconnect between National Aero Clubs (NAC) and local organizers. To address this, the contest director will always be kept in the loop. Finally, she referred to an exit survey from the Narromine competition that has been published ahead of the Plenary meeting. The event received a score of 10 for scoring and friendliness, with other aspects rated above average. She concluded that this feedback and similar will be valuable for future competition organisers.

MV reminded that Final Organizing Agreement (OA) should also be sent to the Jury President.

BS requested the location of the exit survey.

MT confirmed the survey is available on the cloud.

PE clarified that any changes to the OA must be communicated to MT as soon as possible and emphasized that updates must follow the formal process to ensure accuracy, including the correct names and details, as discrepancies could cause issues for the Jury or IGC.

10.3.2 Safety

Rene Vidal RV referred to statistics in Annex 1 of the written report. He provided a brief history of the Working Group (WG) and the OSTIV proposal and noted that mandatory safety features were ultimately accepted as a voluntary shopping list. He highlighted the benefits of these features, particularly in promoting safety and aiding in cockpit evacuation. He emphasized that while accidents are documented, incidents (near misses) are often unreported. Therefore the presented report contains hard data on accidents, but incident data remains scarce.

AR pointed out that a lot of near-miss data is missing and suggested using the PEV tool to analyze available data and uncover patterns. He encouraged incorporating the tool into ongoing safety efforts.

RV agreed that PEV is the right tool for capturing near-miss data and mentioned that past attempts, including digital and physical reporting boxes, had limited success due to low feedback. He noted that pilots may be hesitant to report incidents due to various personal concerns. Key Challenge is that even with tools like PEV, it remains difficult to understand pilots' thought processes in critical moments. Rene shared a personal accident experience and recounted the challenge of realizing the severity of the situation while in it. He concluded by acknowledging that some accident causes remain unclear even after the fact.

10.3.3 Scoring Software

Angel Casado informed that he has nothing to add to the written report and expressed the group was very busy over the last three months evaluating software to be used for scoring of the Championships.

10.3.4 History

Christof Geissler referred to the recent email, regarding the event history application by model flying commission. In that regard he highlighted the importance of integrating the Team Cup winners into the FAI event history and mentioned that a closer look at SC3, Chapter 5, is required to ensure these results are included. He confirmed that the proposal from 2023 asking for such event history information is aligned with this effort. He outlined the next steps for FAI Event History Integration: FAI to investigate the FAI archives to determine which event history data is already available in a usable IT format and IGC will collect any older or missing data not available at FAI, organizing it into an XLS spreadsheet template for uploading to the FAI system. He expressed his thanks to Gisela Weinreich for collaboration on this data collection effort. He concluded that that in reference to the last plenary, all results are now available on the FAI servers. The ongoing work includes a test website, with FAI managing the project for all. The historical data goes back to 1937, and it will become an almost automatic process in the future.

Visa-Matti Leinikki confirmed that there is a designated place for event information. Initially, the focus will be on the top three results, with plans to include more events later. He added that data collection is being done through XLS files, which are easy to incorporate into the database. The data will be protected, and access will require credentials. However, many results are still

missing, and IGC needs to begin collecting and uploading the data to the database. Once uploaded, the data will be reusable for various websites and will be part of a statistical website inspired by the Olympic Committee.

PE highlighted that the main drivers for this initiative were the Model Commission and IGC, aiming for an advanced search feature in the long term. The key to success will be ensuring that the data is comprehensive and available.

10.3.6 FAI Virtual Gliding

Peter Eriksen referred to the written report and provided a brief update, emphasizing that progress is being made with the virtual gliding initiative. The project is gaining momentum and is aiming to expand into regions where gliding has not previously been established. The current goal is to reach CAT 2 certification by 2024, though CAT 1 certification is not yet feasible. The focus seems to be on laying a solid foundation before pushing for higher levels of certification.

MV reminded the delegates of the Executive Board's (EB) keen interest in the virtual gliding initiative and highlighted her role as the Focal Point for the project. She also pointed out that other commissions are considering launching similar initiatives, indicating a broader interest and potential for expansion of virtual gliding programs across various commissions.

10.3.7 IGC Media

Brian Spreckley apologized for not providing a written report due to time constraints. He informed about the redesign of the webpage which is underway, with SGP being the first to be updated. He mentioned that the primary issue is not technical but related to content and invited the Delegates to share ready-to-use content with the group. He concluded that plans are in place to include articles about the accepted proposals by the Plenary.

10.3.8 Country Development

Mandy Temple referred to the written report and presented the most recent activities of the group. She concluded by outlining the future work on continued support to existing initiatives, sharing resources amongst participants and collecting data during 2024.

10.3.9 Sailplane Grand Prix Management

Brian Spreckley referred to the written report and informed that additional update on this topic will be covered by presentation under the agenda item 11.3.

10.3.10 E-Gliding Low emission

Peter Eriksen shared the ambition to gather people and knowledge for advancing E-Gliding. However, due to a lack of resources, the initiative will be most likely discontinued. Support for E-Glide, including possible participation in the event in Varese (may be already the 6th edition), will continue. The focus will shift towards monitoring developments in E-Gliding, rather than leading the charge.

RR (OSTIV) expressed that there is significant interest in electric gliding among pilots and questioned the lack of interest in organizing specific electric competitions.

PE responded that while manufacturers acknowledge the large interest in electric gliders, there is currently no sufficient interest in organizing competitive events.

Benjamin Neglais shared his experience at an event in S. Aubain, where he flew for one day with a combustion engine (due to missing insurance) and was unable to keep up with the electric gliders. He also noted that the event calendar is already quite full.

Brian Spreckley explained that while there is a willingness to support electric gliding, it requires greater backing from the community. He also drew a parallel to virtual gliding, which saw little interest despite the intention to organize events.

RR suggested that NACs should play a role in promoting electric gliding competitions.

FK mentioned that Euroglide had organized electric gliding events in the past, with good formats for such competitions. She noted that organizing electric gliding events would be different from current practices and would present challenges, especially in terms of selecting appropriate locations.

VF echoed the previous comment, emphasizing that timing, among other factors, plays a significant role. He stated the need to encourage others to pilot electric gliders and suggested that the IGC should step in at the right moment to support the initiative.

10.4 IGC Specialists

10.4.1 Bid Manager

Mandy Temple informed that the topic was covered under the agenda item 10.3.1.

10.4.2 Trophy Management

Gisel Weinreich referred to the written report.

PE added that the IGC Champion pilot award of the year is reflected in now in FAI By-Laws, but the consequence is the award ceremony will be at FAI GC.

10.4.3 Decentralized Competitions

Christof Geissler informed that there is nothing to be reported.

10.5 IGC Representatives

10.5.1 FAI Air Sport General Commission - CASI (Peter Eriksen)

PE informed about online training organised by CASI on 23-24 March and encouraged all officials and organisers to participate.

10.5.2 European Gliding Union - EGU

Patrick Pauwels referred to the written report and added that Arild Solbakken (EGU president) is the new IGC focal point.

10.5.3 FAI Medico-physiological Commission - CIMP

There was nothing reported under this agenda item.

11. Championships (Mandy Temple)

11.1 Reports from Past Championships

Mandy Temple introduced the agenda item and recalled that for previous championships, the reports were submitted to the relevant IGC bodies. The reports will not be presented, but they will be available to delegates on request.

There were no questions from meeting participants about the past Championships listed here below.

11.1.1 37th FAI World Gliding Championships 2023, Narromine, Australia (Club, Std., 15m)

11.1.2 12th FAI Women's World Gliding Championship 2023, Soria-Garray (LEGY), Spain (Club, 18m)

11.1.3 21st FAI European Gliding Championships 2023, Leszno, Poland (18m, 20m, Open)

11.1.4 6th FAI Junior European Gliding Championships 2023, Arnborg, Denmark (Std., Club)

11.2 Reports about Future Championships

Mandy Temple introduced the item, reminding that for future Championships, general information will be available through the Bulletins; only items requiring action or special attention from the meeting should be presented.

The following was presented in relation to the future championships listed below.

PK informed about the change of dates for the EGC 2024 and the WGC 2025 to be held in Tabor, Czech Republic. The original dates were the best for gliding, but had to be changed due to large military exercises (mostly affecting training weeks).

AR asked all delegates to promote the FAI 13.5 metre WGC as there is only 1 pilot registered so far. He added that the organisers hope that there are still some pilots who might be interested in taking part.

11.2.1 38th FAI World Gliding Championships 2024, Uvalde, Texas, USA (18m, 20m, Open)

11.2.2 4th FAI 13.5 Meter World Gliding Championship 2024 (13.5 meter), Ostrów Wielkopolski, Poland

11.2.3 13th FAI Junior World Gliding Championships 2024, Ostrow Wielkopolski, Poland (Club, Std.)

11.2.4 22nd FAI European Gliding Championship 2024 (Club, Standard and 15m), Tabor (LKTA), Czechia

11.2.5 4th FAI Pan-American Gliding Championship 2024, Hutchinson, Kansas, USA (Club, Handicapped)

11.2.6 39th FAI World Gliding Championships 2025 (Club, Standard and 15m), Tabor (LKTA), Czechia

11.2.7 13th FAI Women World Gliding Championships 2025 (Club, Standard and 18m), Zbraslavice (LKZB), Czechia

11.2.8 21st FAI European Gliding Championships 2025, Békéscsaba, Hungary (18m, 20m, Open)

11.2.9 7th FAI Junior European Gliding Championships 2025, Prievidza, Slovakia (Std., Club)

11.2.10 5th FAI Pan-American Gliding Championship 2025, SWNB, Brazil (Club, Handicapped)

11.2.11 40th FAI World Gliding Championships 2026 (18m, 20m, Open), Czestochowa, Poland

11.3 FAI World Sailplane Grand Prix Championships

Brian Spreckley reported on the US venue change for the 12th Series - the FAI World Sailplane Grand Prix has been moved from Estrella, Arizona to Seminole Lake, Florida for March 2025 and an additional national event will be added in Nowy Targ, Poland for April 2025. The current competition series is seeing excellent participation with strong entries and live coverage at all events with real-time scoring. A wing loading limit is applied to the events in a consistent manner (evolution over time has been presented).

RF, with regard to the application of the wing loading (per glider type), suggested not to go below 50 kg per square metre in order to include the latest electric gliders such as the AS33Me, which may still be above this limit.

BS introduced Benjamin Neglais as the person who will have more influence within the management team in the near future as a new team is being built. He invited delegates to follow SGP.aero for the latest updates.

Guest Speaker

Angel Casado (representing Open Glider Network) presented the Search and Rescue (SAR) tool and how it could be made available to the organisers of the IGC Championships.

12. IGC Officials (Peter Eriksen)

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

Peter Eriksen proposed the updated the membership approved by the Bureau to be attached to the minutes and published on the FAI website.

Post-meeting note: The list of members of the IGC committees and working groups, representatives and experts is annexed to the minutes.

12.2 Confirmation of 2025 Competition Officials

Frouwke Kuijpers presented the following nomination of officials for the 2024 Championships for information. This had already been approved by the Bureau and the decision had already been reported under agenda item 3.1. There were no objections to the nominations.

13th FAI Junior WGC (Club, Std.) Ostrow, Poland and 6th FAI WGC in 13,5m Ostrow, Poland

Chief Steward: Ojvind Frank (DEN)

Steward: Lasse Virtanen (FIN)

Jury President: Marina Vigorito (ITA)

Jurors: Mandy Temple (AUS), Bob Henderson (NZL)

22nd FAI EGC (Club, Std, 15). Tabor, Czech Republic

Chief Steward: Robin van Maarschalkerweerd (NED)

Steward: Enrique Lippi (ARG)

Jury President: Christof Geisler (GER)

Jurors: Reno Filla (SWE), Barbora Moravkova (CZE)

38th FAI WGC (18m, 20m, Open) Uvalde, USA

Chief Steward: Frouwke Kuijpers (NED)

Steward: Andras Gyongyosi (HUN)

Jury President: Angel Casado (ESP)

Juror: Peter Eriksen (DEN), Brian Spreckley (GBR)

4th FAI Pan-American GC (Club, Handicapped) Hutchinson, USA

Chief Steward: tba

Jury President: Renato Tsukamoto (BRA)

Note: One delegate left the meeting (for more details see agenda item 1.1).

13. IGC Awards

13.1 Lilienthal Medal was awarded to Tadeas Wala.

13.2 Pirat Gehriger Diploma was awarded to John Warrington.

13.3 Pelagia Majewska Medal was not awarded.

13.4 IGC Champion Pilot of the Year 2023 was awarded to Alena Netusilova.

14. 2024 IGC Plenary Meeting

14.1 Announcement of the dates and place of the 2025 IGC Plenary meeting

PE reported that the Bureau had received some indicative offers, but no firm offer as yet. He asked delegates to authorise the Bureau to decide on the venue for the 2025 IGC Plenary, taking into account possible offers received from delegates before June 2024. The Bureau will try to avoid any conflict with the dates of the EGU meeting (the EGU Congress is scheduled for Saturday 1 March 2025 in Malmö, Sweden). The tentative dates for the 2025 IGC Plenary are 7-8 March.

14.2 Useful dates and other practical information

Vladimir Foltin informed the Delegates about the following important deadlines for the next IGC Plenary meeting:

Deadline for notification of proposals and bids: 30 September 2024

Deadline for final bids, final proposals, and reports: 31 December 2024

Deadline for nominations for awards:	31 December 2024
Award nominations by NACs:	60 days before the next IGC Plenary
All material available for delegates:	45 days before the next IGC Plenary
Notification of amendments to IGC:	30 days before the next IGC Plenary
Publication of amendments to Delegates: before the next IGC Plenary	ASAP but not later than 15 days

15. Any Other Business (AOB)

15.1 Change of towing fees for WGC 2024 EGC 2025 WWGC 2025 - Late proposal

The proposal was accepted for discussion with a 2/3 majority vote.

Petr Koutny presented the proposal by referring to a letter sent by the NAC on behalf of the organisers, justifying the proposed increase in towing fees.

VF inquired whether there might be any further increases in 2025.

RS asked if self-launching fees would be affected.

Petr Koutny responded negatively to both questions.

LRB questioned whether the organisers would allow pilots to leave the competition in 2024 due to the increased costs. This was answered positively.

The proposal passed unanimously.

15.2 Change of Base Quality Factor for Cat1 events (France) – Late Year 2 proposal (not submitted in time)

The proposal was accepted for discussion with a 2/3 majority vote.

SG presented the rationale behind the proposal, which could be summarised: The base quality factor is a TIME quality factor. It should be used to value more recent competitions, so that the international ranking reflects TODAY's ranking and not last year's ranking.

RF stated that this proposal is well reasoned, fact based and fully supported by the Annex D Committee.

The proposal passed unanimously.

15.3 Extension of Minimum Loss of Height applicability (Poland) - Late Year 1 proposal

AR informed about the withdrawal of the proposal based on comments and feedback from collaborating countries on the Polish proposal for a new starting method discussed at this meeting.

15.4 Increase of entry fee, aerotow and camping costs at JWGC 2024 and 13.5 m WGC 2024 in Poland

The proposal was accepted for discussion with a 2/3 majority vote.

AR presented the proposal by referring to a letter sent to the Bureau, justifying the proposed increase in towing fees.

PS recommended that Poland increase only aerotow and camping costs and not raise the junior entry fee from €670 to €850.

Mandy Temple informed the meeting that the bid for the FAI Junior WGC submitted in 2019 set the entry fee at €670 and the towing fee at €60. The bid for the FAI WGC in the 13.5-meter class in 2022 set the entry fee at €850 and the towing fee at €65.

RS suggested deferring the analysis and decision to the Bureau.

VM noted that budgets for juniors were already allocated and highlighted that even after the increase, the prices in the Czech Republic were still lower than the initial prices in Poland.

An amendment was proposed to vote only on aerotow and camping costs.

PE provided an explanation of how the Bureau would proceed process-wise, including considerations of official inflation rates.

MT explained that the new bid template accounts for such changes.

BS questioned the justification for the increase in aerotow prices, noting that a recently approved competition in the Czech Republic had much lower prices.

DG (FRA) expressed concern that the requested aerotow increase was high and made participation more expensive.

RF noted that the initial costs were already high and that the increase in towing fees seemed logical.

AR stated that they were unable to decide on possible concessions and agreed that the matter should be deferred to the Bureau for further analysis and decision.

A motion was made for the Bureau to analyze the proposal as a whole and make the final decision. The motion passed with a clear majority of votes.

16. Meeting Wrap-up and Closure

MV conveyed greetings from the FAI President, who was attending a rotorcraft event in the USA. He expressed his appreciation for being accepted as an FAI observer, highlighting his strong connection to the gliding community. He also congratulated the organizers on a well-run and well-organized meeting.

PE extended gratitude to FFVP for their outstanding support and excellent hosting of the meeting. He thanked all participants for attending in person and expressed appreciation to the bureau, commissions, experts, and representatives for their contributions.

References:

- All meeting materials, presentations, and reports are available either on the meeting website or in the IGC Cloud.

Annex to the minutes of the 2024 IGC Plenary meeting

Committees	Membership 2024
Sporting Code Section 3D (SC3D) (Main Section and Annex C)	Howard Mills (Chair) Tony Burton Beryl Hartley Jean Michel Horrenberger Judy Ruprecht Luke Walker Wojciech Scigala
SC3D, Annex A	Rick Sheppe (Chair) Axel Reich Aldo Cernezzi Reno Filla Øjvind Frank
Handicap Sub-Committee (SC3D, Annex A - Index Lists)	Christof Geissler (Chair) Kai Rohde-Brandenburger Russell Cheetham Denis Guerin Tobias Geiger
Air Traffic, Navigation, Display Systems (ANDS)	Rick Sheppe (Chair) Angel Casado Bruno Ramseyer Bernald Smith Ian Strachan
GNSS Flight Recorder Approval Committee (SC3D, Annex B)	Peter Purdie (Chair) Angel Casado Miguel Madinabeita Ian Strachan Hans Trautenberg John Warrington Dickie Feakes Tim Newport-Peace
IGC Ranking List (SC3D, Annex D)	Reno Filla (Chair) Brian Spreckley Keith Nicholson Lars Rune Bjørnevik
Championship Management	<i>Work Group previously</i>

Work Groups	Membership 2024
Championship Management	Mandy Temple (Chair) Frouwke Kuipers Peter Eriksen Rick Sheppe
Safety	Peter Eriksen (Chair) Rene Vidal Erik Borgman Frouwke Kuipers Henrik Svensson Karol Staryszak Mandy Temple Richard Carlson Robert Danewid Rolf Radespiel Russell Cheetham Wolfgang Janowitsch
Scoring Software	Angel Casado (Chair) Lars Rune Bjernevik Reno Fila Alexander Georgas Peter Ryder Rick Sheppe Tim Shirley Hans Trautenberg
History	Peter Selinger (Chair) Frauke Elber Stefanie Gester Dr. Jürgen Knüppel Roland Stuck Gisela Weinreich Wolfgang Weinreich Dr. Evelyn Crellin Peter Purdie
FAI Virtual Gliding	Peter Eriksen (Chair) Antoine Havet Brian Spreckley
IGC Media	Brian Spreckley (Chair) Rick Sheppe Alexander Georgas Sean Young
Country Development	Mandy Temple (Chair) Sushil Bajpal Valeria Maria Caselato Eduardo Toselli

Work Groups	Membership 2024
Sailplane Grand Prix Management	Brian Spreckley (Chair) Alexander Georgas Rene Vidal Angel Casado Claire Heliot Benjamin Neglais Antoine Havet Sebastien Chaumontet Issabelle Jodin
E-Gliding	Brian Spreckley (Chair) Peter Eriksen Sebastien Chaumontet Luka Zindarsic Matthew Scutter Benjamin Neglais, Morten Hugo Bennick Andrej Kolar
Specialists	
Bids Manager	Mandy Temple
Trophy Manager	Gisela Weinreich
Decentralized Competitions	Christof Geissler
Representatives	
FAI General Section (CASI)	Peter Eriksen
European Gliding Union (EGU)	Arild Solbakken
FAI Medico-physiological Commission (CIMP)	Jurgen Knuppel MD AvMed
OSTIV	Dr. Rolf Radespiel