

Discussion Item: Sustainability of CAT-1 Competitions

In recent years, there has been a noticeable decline in the willingness of organizers to host CAT-1 competitions.

Key Reasons Identified:

1. Fewer organizing bodies have access to airfields large enough to host such events.
2. Fewer organizations have the necessary number of staff to organize such competitions.

Upon deeper analysis, it becomes evident that many of the airfields capable of hosting large-scale competitions cannot afford to offer their facilities for free. These airfields often struggle financially and need to compensate for the lost revenue from other activities during the competition. Additionally, smaller competitions require fewer organizers, making them easier to manage.

Potential Long-term Solutions:

1. **Reducing the Number of Competition Classes:**
While this could simplify organization, it would result in significant debates and adversely affect many competitors' interests. This solution would likely be unpopular and is not optimal.
2. **Limiting the Number of Participants per Class:**
This approach would exclude many talented pilots from competing for world championship titles. Alternatively, if a ranking system were used to limit participation, some nations might be left out entirely, creating a vicious cycle where excluded countries struggle to return. This, too, is not an optimal solution.
3. **Holding Separate Competitions for Each Class:**
While this would lead to smaller and more manageable competitions, it would overcrowd the competition calendar and cause scheduling conflicts, which are already an issue. Moreover, such an approach would violate current regulations. This is not an optimal solution.
4. **Hosting Joint Competitions:**
This involves allowing bids for a single competition to be submitted by two or even three organizers, either within one country or across multiple countries. For instance, the Standard, 15m, and Club class World Championships could be co-hosted by two countries, with one organizing the Club class competition and the other managing the Standard and 15m classes. While this would technically involve two competitions, they would occur simultaneously.

Advantages of Joint Competitions:

- Significantly more locations would be eligible to host events, promoting the sport in more regions.
- Each site would require fewer organizers, simplifying logistics.
- The competition calendar would remain free of scheduling conflicts.

- Costs could be reduced by utilizing existing infrastructure, minimizing the need for additional external resources.
- Safety would be improved due to smaller participant numbers at each separate sites.

This solution appears to be the most viable.

Further Enhancements:

Competitions could also be creatively combined with women's or junior events. For instance:

- One organizer could host a general Standard class competition alongside a Women's 18m class event.
- Another organizer could host a general Club class competition alongside a Junior Club class event.
- A third organizer could host a Women's Club class competition alongside a general 15m class event.

These competitions would occur simultaneously, creating a more diverse and appealing program that would showcase the sport to a broader global audience.

Proposal to the IGC:

We propose that the International Gliding Committee considers the possibility of such joint competition model as an option for a sustainable and effective solution for CAT-1 events. This approach could resolve current challenges while enhancing the sport's visibility and accessibility worldwide, however, traditional, multi-category bids would still remain valid and acceptable.