



17th November 2025

Notes from IGC Bureau meeting, Saturday 11th October and Sunday 12th October 2025

In Aéroport de Paris premises, Le Bourget Airport

Participants

- Peter Eriksen, president (PE)
- Rick Sheppe, 1st vice-president (RS)
- Sylvain Gerbaud, vice-president (SG)
- Reno Filla, vice president, (RF)
- Frouwke Kuijpers, vice-president (FK)
- Brian Spreckley, vice-president (BS)
- Mandy Temple, vice-president (MT)
- Patrick Pauwels, treasurer (PP)
- Vladimir Foltin, secretary (VF)

1. Welcome

The President welcomed the members of the Bureau to the meeting and thanked Aéroport de Paris-Le Bourget for providing IGC with meeting facilities.

2. Bureau Action List

The list has been updated, with almost all actions completed.

3. Finance

a. Status 2025

PP provided an update on the state of finances in 2025. There were no unexpected expenses or income. There are no outstanding invoices and the IGC is in sound financial situation.

b. Draft budget 2026 and 2027

The draft budget has been submitted to the FAI in advance of the FAI GC, in accordance with the budget that was adopted by the 2025 IGC Plenary meeting.

4. Championship Management (MT)

MT introduced the topic and referred to the written report provided before the meeting. She added that IGC surveys are getting good response (usually 2/3 of all participants) and corrected that contrary to the CMC's report the stewards report from WGC in Tabor was received.

a. Actions from Steward and Jury reports

- CMC recommended that the NAC's/Gliding federations should be aware that it is their responsibility to select the participating pilots who must have the necessary experience and training towards the level of the event and the event location. The Bureau discussed ways to



address the lack of competence and skills by some pilots. The Bureau concluded this is a safety relevant matter that needs to be looked at.

Action: CMC to put a question in the bid form about whether any special skills or experience are required to fly the Championships.

Action: The issue of lack of competence of some pilots for flying championships in certain locations to be passed on to the safety committee for discussion and finding a solution.

- Compliance of competition IDs with the rules – Bureau concluded that the existing rules are sufficient, and more effort need to be put in awareness and implementation.

Action: CMC to develop a guideline for organisers on how to deal with the evaluation of competition ID before and during the technical check.

- Processing of documents provided for registration. There is a concern with the high number of documents to be provided in advance as copies (e.g. weight and balance for a ballasted glider) and what happens with those documents after the Championships. Inappropriate handling of some of this information may result in data breach implications.

Action: PE to bring the issue of processing and handling of registration data collected at the championships to the attention of CASI.

Action: CMC to incorporate question in the bid form about what information other than in the rules will be required at registration and how this information will be processed and disposed after the Championships.

- Role and status of Team Captain meetings in the rules

Action: CMC to provide proposal on how to document the role and status of team captains meetings so that this information could be use by the organisers.

b. Bids received for the 2026 Plenary

2028/9	42nd	WGC	18m, 20m, Open	Saturday 22nd July - Saturday 5th August	FRA	Coulommiers
	25th	EGC	Club, Std, 15m	Bids from LTU, FRA and SVN		
	15th	JWGC	Club, Std	Saturday 5th January - Saturday 19th January	AUS	Lake Keepit
2029	43rd	WGC	Club, Std, 15m	Bids from FRA and POL		
	15th	WWGC	Club, Std., 15 or 18m	Bids from GER and POL		
	9th	JEGC	Club, Std, 15m	EUROPEAN	BIDS DUE 9/26	
	25th	EGC	18m, 20m, Open	EUROPEAN		
	8th	PAGC	Club, Std, Handicapped	AMERICAN		

The conditional bid by FRA with priority for WGC, which will be resolved by bids voting sequence at the 2026 IGC Plenary meeting (vote on WGC bids first followed by vote on EGC bids).



The Bureau received a progress report about preparation of the WGC in Rieti, Italy and noted good progress achieved on number of key administrative, interinstitutional and facility matters necessary for successful organisation.

c. 2026 official's training

To be update based on the recent inputs and organized similarly as this year.

d. How to ensure that gliding championships become more visible on the FAI channels

A dedicated session about the IGC communication requirements for Championships organisers will be added to the annual training session for CDs and officials. This may include a video tutorial for organisers on how to cross reference social media posts with the FAI communications. IGC will also try to recruit additional media personnel to become part of the SGP media team to help with the communication during all CAT 1 IGC events.

Action: The Bureau agreed to integrate two additional media officers into the SGP team and to give them responsibility for the other CAT 1 Championships communication.

5. Update from Annex A and approval of 2026 version

- Minor penalties for hazardous flying

Based on outcome of situation at WGC 2025 in Tabor. Strong support by team for IGC to take action to introduce minor penalty for this situation.

Action: Annex A committee to draft a safety related proposal to introduce proportionate and gradually increasing penalty for hazardous flying to be immediately applicable.

Action: CMC to develop a list of examples of hazardous flying that are to be considered as minor offences of hazardous flying by the organisers.

- Time between change of task and launch/gate opening

- Task B
- New Task

The Annex A rule in 5.2.d. needs to be clarified so that any change of the task already announced at the briefing = 15 minutes, any new task 30 minutes. The objective should be to encourage publication of task variants in consideration during the daily briefing.

Action: Annex A committee to clarify (not change) the rule in Annex A 5.2.d.

- Use of secondary log file

To be clarified in 5.4 that secondary to be used to complement missing data from primary to provide evidence of correct completion of the task as claimed by the pilot. Pilot has the right to submit secondary file and to be scored best result based on both. The provision in 5.4.g. for organisers to ask for any that this means primary and secondary only.

Action: CMC to draft a proposal from the Bureau for new wording of 5.4g.

- Daily airspace file



Recommendation if the penalty airspace is subject to change organisers should publish daily penalty airspace file.

Action: Annex A committee to draft a proposal to require (if the penalty airspace is subject to change) that the organisers must publish daily penalty airspace file.

6. Maintenance of Scoring Software

The Bureau discussed how to ensure that the access to scoring software service, currently provided by the industry for free, is sustainable in the long term.

If we wish the new cylinder starting method into the existing scoring software, IGC will have to fund the software update. This matter has prompted the IGC to consider the long-term future of competition scoring software. The IGC will first discuss the possible options with Naviter. Depending on the outcome, the IGC may consult the wider industry to determine the best way to achieve its long-term goal of owning and controlling the competition management portal and the scoring software, both of which would be integrated with the IGC ranking portal.

Action: PE, RF and BS, together with the Scoring Software Working Group Chairman, will discuss the possible options for integrating the new cylinder starting method with the existing scoring software with Naviter, as well as the long-term goal of integrating the IGC ranking portal with the IGC-owned scoring software and competition management portal.

7. Sporting Code Sect. 3 Main Section

Tracked version requested from Tony.

Decision: SC3 update approved

8. Report from the Safety WG

- Make the use of a Personal Location Indicator mandatory

The recommendation was supported by the Bureau with a comment that it should consider all possible technical solutions that would work within the competition area (including mobile phone-based solutions as a minimum). The organisers will be asked to indicate eligible solutions in the bid and Local Procedures.

Action: The Bureau to draft a technology neutral proposal for the use of a Personal Location Indicator during the IGC Championships.

- Consider reducing the total length of the Championships to maximum two weeks including training.

Action: CMC to develop a detailed proposal for reducing the total length of the Championships to maximum two weeks including 3 days of training and a dedicated non-flying day for opening ceremony.

- Y2 proposals
 - o Number of participants in 20m class – no remarks if number of participants is not increased.



- FLARM in towplanes – recommendation to have headset audio alarm capability as well – agreed by the Bureau.

Action: VF to draft the Bureau's Y2 proposal for the use of FLARM in towplanes including the need for an audio alarm capability properly integrated into the aircraft's audio system.

- Computer based training – no remarks
- External antenna – draft to be prepared by VF together with AC + clarification if vertical fin antenna is considered as external.

Action: VF + AC to draft the Y2 proposal on external antenna

9. Establishment of a common IGC/OSTIV body that will monitor technical development

PE informed about the background behind this initiative.

Action: RS to take responsibility for finding one or two representatives to serve on the future IGC/OSTIV body that will monitor technical developments.

10. Modernisation of competition documentation (Annexes, Local Procedure template, Self-briefing, etc.

Local procedures – the information from main body (based on template) to be available 120 days before opening ceremony so that it could be approved and published 90 days before.

Predefined information that is usually available only shortly before the competition (like frequencies, crisis and emergency plan etc.) should be added into the LPs in a form of Appendixes to LPs after approval by the Stewards.

Bulletins – The required information will need to be provided based on the timeline that will define information elements and when these should be published. E.g., Contest coordinates and dates, preliminary entries accommodation etc 12 months before, the final entries and financial 9 months before, etc.

Self-briefings – purely informative – no legal basis.

Action: RS to prepare proposal that will entail changes based on the abovementioned outline

11. Sailplane Grand Prix

A request has been made for a "SGP Masters" event to be held in Varese in 2027. The media and promotional aspects would be supported and financed by a sponsor. The event may be organized as a CAT2 event with no entry or towing fees for participants. It should be by invitation only, primarily targeting world or continental champions.

Decision: The Bureau supported the idea of "SGP Masters" event in 2027 in Varese and tasked the SGP team with having further discussions with the potential organisers to confirm the details and demonstrate the project's operational and financial feasibility.

The Bureau discussed the creation of a corporate structure to operate and promote the FAI/SGP series. There was agreement within the Bureau that putting the SGP organisation into a company is possible when there is a potential partner to work with and it becomes advantageous to the development of the series.



12. FAI activities

PE briefed about the FAI initiative on membership. Progression in number of votes per NAC. Payments. Membership per capita differs significantly from about 5 CHF per pilot for small countries to 0,5 CHF per pilot for large countries.

13. FAI General Conference

<https://www.fai.org/gc2025-programme>

PE will report about IGC's safety work on Thursday morning during the FAI Forum Session F: Innovation in Air Sports: Success Stories. This Session will showcase recent technological developments.

14. Proposals and nominations received for 2026 Plenary

Y2 already discussed on Saturday.

FRA – no comments (four Y1 proposals - a standard PEV windows times, reduce WWGC classes to two, remove the need for FR calibration for all badge performances, errors in the pilot name or glider type or registration must not invalidate the performance claim)

HUN

- Dangerous and hazardous flying – there will be a slightly different proposal by the Bureau (ref. the first part of agenda item 5).
- Penalty description in results - no comment
- Team Captains – the Bureau recommends considering the Main Section of the SC 3.
- Daily airspace file – no comment (ref. the last part of agenda item 5).
- OGN – no comment

DEN – no comment (one Y1 proposal – change of the MoP control procedures).

IGC expects nominations for all awards.

15. Planning of the 2026 Plenary

PE and VF will meet Kamila from the FAI office next week at the FAI GC to discuss the preparation of the plenary. The F2F Bureau meeting will take place on Wednesday at 14:00 in the FAI office and will last until 12:00 on Thursday. The afternoon will be reserved for dedicated technical meetings.

The plenary will start on Friday at 9:00 and is expected to last until Saturday 16:00.

Other items: FLARM presentation, SGP video and discussion on the future, task setting session vs safety gagging and following.

Action: VF to invite FLARM

16. Next Bureau meeting

2 December Tuesday 11:00 UTC

17. AOB

- RS: Annex A will be ready in about to 10 – 15 days



- RS: European SDR liability is not available for overseas gliders (USA, Canada)

Action: PE to contact FAI office for advice and raise the issue at the ASC presidents meeting.

- Local flights during Championships – common sense, look for safety and collect all files for potential analysis in case of any complaints.
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Following the Bureau meeting, The SGP Working Group will meet from 13:00 to 15:00. Bureau members are welcome to attend.
