25.4.3. During the 2018 and 2019 IGC Plenary meetings IGC Delegates discussed at length the use of real time tracking by ground crews to aid pilots during their task in connection. Several proposals:

25.4.3.1. "IGC rules (incl. penalties) for proper visibility of all gliders of the Championship" (GER) advocating for mandatory visibility of all gliders on OGN. Approved as Year 1 proposal 8.2.10 in 2018 and withdrawn as Year 2 proposal 8.1.7 by Germany in 2019.

25.4.3.2. "Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking" (GER) advocating for separating the function of proximity awareness (Flarm) from live tracking (dedicated IGC Trackers to be developed). Approved as Year 1 proposal 8.2.11 in 2018 and approved as Year 2 proposal 8.1.8 in 2019.

25.4.3.3. "External aid to competitors as part of the rules" (GER) advocating for expressly allowing external aid by the ground crew. Approved as Year 1 proposal 8.2.12 in 2018 and disapproved as Year 2 proposal 8.1.9 in 2019.

25.4.3.4. "Delayed Time Tracking" (GBR) advocating for "*any live tracking display of Cat 1 events published by the organiser to be supplied from a secure data source controlled by the organiser and/or IGC. That a time delay be added to any public transmission. The time delay may vary according to the status of the race.*" Approved as Other proposal 8.3.3 in 2019 and applicable immediately.

25.4.3.5. "External Aid to competitors" (GBR) advocating for the competition to be directly between the individual competitors, neither controlled nor helped by external aid, to consider the following as cheating: the use of mobile devices and competing pilots using data not being available in public domain. Approved as Year 1 proposal 8.2.2.3.b in 2019.

25.4.3.6. "External Aid to competitors" (BEL) advocating for adequate measures to be taken to ensure enforcement of rules against external aid. Introduced as Year 1 proposal 8.2.2.3.a in 2019 but withdrawn after discussion and approval of 8.2.2.3.b (see above).

Not relevant: None of these proposals were approved for the rules used at WWGC 2020 and the AUS team did not contravene any of these proposed rules. In addition, it is not expected that teams be familiar with discussions and proposals that are not approved.
Suggest that 25.4.3 be removed in its entirety.

IAT response: See above.

Decision: no change.

26.1. During the WWGC at Lake Keepit the public information from OGN was accessible for everyone via different web sites, including "*live.glidernet.org*" and "*gliderradar.com*".

Omission: The Lake Keepit OGN provided real time tracking information with a display of glider location and altitude and climb rates, available to all teams. All teams had access to undelayed live tracking of some type.
Suggest that this paragraph be added to 26.1

IAT response: This is how OGN tracking site work. Again, this IAT notes that the appellant wants to make this case about OGN and live tracking in general. However, this case is really about whether the use of non-time delayed data from the official tracking system G-Track Live by the AUS team, obtained as described in this document, is to be considered unsporting and if so whether the penalty imposed by the International Jury was correct.

Decision: no change.

26.4. At Lake Keepit the OGN did not cover all the competition area (figure provided by OGN):

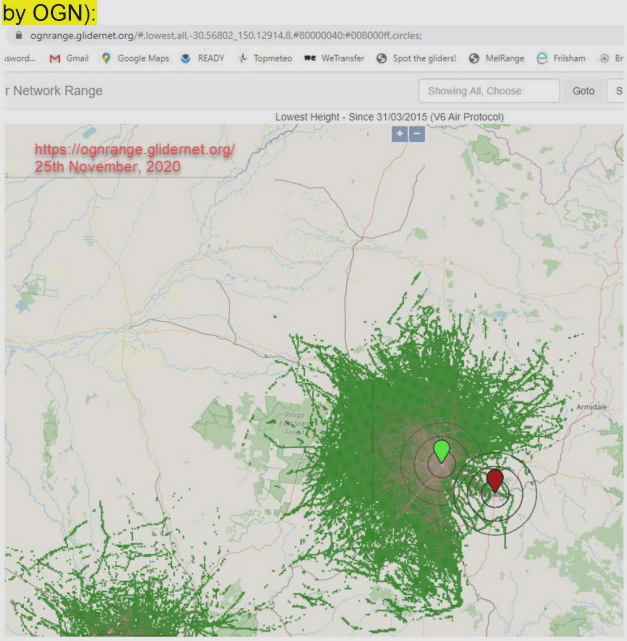


Figure 2

26.4.1. OGN data "faded" for some gliders very quickly as they moved away from Lake Keepit depending of the quality of their FLARM installation (red: flight traces from all IGC files recorded during the WWGC, green hues: overlayed data from OGN, provided by Melissa Jenkin)

Factually incorrect: Without mention that pilots' access to information was limited by radio coverage, it is implied that the AUS pilots had access to data for an area that is much greater than the public OGN coverage, which is untrue. This applies to Figures 2 and 3.

"Pilots' access to information was limited by radio coverage, which is confined to line of sight and reduced by terrain, usually reaching a maximum of 90 km."
Suggest that this statement is added to 26.4.

IAT response: Improper use of the term "factually incorrect". As replied previously, the fact that voice radio did not cover the whole competition area is at best irrelevant, more likely misleading as radio messages can also be relayed from glider to glider. In any case, this limitation applied to all pilots equally.

Decision: no change.

27.6. The AUS TPs knew at some time during the competition that G-Track Live data was one of the sources of information used by ground crew to build a current picture of the competition and advise/direct the pilots.

Factually incorrect: Ground crew did not direct pilots. They provided information for which each pilot could base their own decision upon. This was permitted within the rules.
Suggest that the word 'direct' be removed.

IAT response: Improper use of the term "factually incorrect". The combined term "advise/direct" implies that the meaning. It is agreed that advising/directing pilots over voice radio was allowed according to the rules.

Decision: no change.

27.6.1. According to one witness this matter was raised in one of the first AUS team briefings in the beginning of the WWGC. G-Track Live as a data source was explicitly mentioned.

Factually incorrect and not relevant: The matter was not raised at an AUS team briefing until there was a concern expressed by the organisation at the end of the competition.
Suggest that this statement be removed.

IAT response: The testimony of this witness says otherwise.

Decision: no change.

27.6.3.1. AUS TC confirmed and according to his own statement: "in the discussion I wasn't really all that enthusiastic about having long winded discussions about one bit of data versus another data. We just reinforced that it's within the rules".

Out of context: The inclusion of this statement out of context implies that the AUS TC was trying to hide information from the pilots. The AUS TC was in fact completely open and willing to provide TPs with any information they wanted.
Suggest that this statement be removed.

IAT response: This is not out of context. Refer to the transcript of the IAT hearing on the AUS appeal, starting at time mark 01:49:17.

Decision: no change.

27.6.4.2. During the WGC 2018 at Hosin, CZE, the AUS TP Scott PERCIVAL was suspended from the AUS team for two days, quote: "for not following team orders" and thus grounded. He later got reinstated into the AUS team and was allowed to compete again. AUS TC was also Terry CUBLEY. The specific details of this incident are not within the scope of this IAT but the incident as such is known among AUS pilots.

Not relevant: The points listed under 27.6 bear no relevance to the question being addressed by the tribunal of whether the penalty was valid - in particular the statement relating to the competition at Hosin 27.6.4.2. If this point remains in this document, it should be worded to be factually correct and include the relevant contextual details noted below.

IAT response: During the hearing on the AUS appeal the IAT asked AUS TC whether there was any ground for any AUS TP feeling they would be chastised for asking too many questions around the source of the live tracking data, as documented in a report commissioned by the AUS Gliding Federation following the events of the WWGC. AUS TC denied that there was any ground. The IAT asked specifically if there has been any historic precedence that any AUS TP could refer to in their fear. AUS TC denied any such precedence. However, the likely well-known case of AUS TP Scott PERCIVAL can be seen as such. It is relevant to have this background information in order to gain a better understanding of the AUS TPs situation.

Decision: no change.

Factually incorrect: The implication of these out of context unrelated points that there was some sort of bullying or intimidation by the AUS TC is not a fact.

IAT response: See above.

Decision: no change.

Factually incorrect: "The pilot was grounded for not complying with the requirements of his pilot Code of Conduct, which was agreed to in order to be selected and receive funding. This decision was approved by the GFA President and Chair of Sports. Once he attended team meetings he was reinstated."
Suggest that 27.6.4.2 be removed or the statement above added

IAT response: This IAT is not tasked to look into the events that led to the punishment of this previous AUS TP. See above.

Decision: Above statement added in section 27.6.4.3.

28. Both TC LUX and TC JPN asked to be allowed operate on the AUS radio channel, which TC AUS approved

28.1. Both LUX TP and JPN TP are based in Australia, thus there is an established personal relationship.

28.2. TC LUX states that the reason for asking to operate on the AUS frequency was safety

28.3. TC AUS states to the IAT that both team LUX and team JPN "*team had access to the same information that we were transmitting to our pilots*" and therefore "*they were also involved*".

28.3.1. TC LUX denies that they were provided with access to the system of team AUS (see 27) or even having been shown how the system looked like.

28.3.2. TC LUX is also confident in that team JPN was not given access, either.

28.4. During the second contest week TC LUX asked one AUS crew member about the source of their detailed data and was told it was all legal and publicly available.

28.5. TC LUX witnessed the continuous coaching of AUS TPs with detailed information, also for areas where OGN coverage was zero (see 26.4 and 26.4.1).

28.5.1. Most information was given relative to the known position of AUS pilots,

Factually incorrect: These are statements made by individuals with no evidential support. This section implies that information given by coaches is somehow related to alleged intimidation and bullying by the AUS TC (points 26.4 and 26.4.1) which is not fact and is denied by the AUS TC and TPs. It also implies that pilots were directed rather than offered information which is not true. In any event, it is not against the rules for a coach to provide information to a pilot in flight.
28.3.2 is pure speculation and should be removed.
Suggest that 28 be removed in its entirety.

IAT response: The witness testimony has been provided to all appellants (see APPENDIX E).

Decision: Section 28.3.2 updated with statement by TC JPN, see also newly inserted section 28.4.

Omissions:
The use of Live tracking information from OGN, G-Track Live and Private OGN was permitted, so using that information cannot be considered as providing an unfair advantage. Other teams were allowed to use whatever live tracking they could access.

The G-Track Live data was available through the G-Track Live web site and was not protected, so it was legal to access and use. Access was not illicit.

Suggest that these two points be added to the statement of facts.

IAT response: Yet again it is noted that the appellant wants to make this case about OGN and live tracking in general while it is really about whether the use of non-time delayed data from the official tracking system G-Track Live by the AUS team, obtained as described in this document, is to be considered unsporting and if so whether the penalty imposed was correct.

Decision: no change.

APPENDIX C

GBR response to Summary of Facts version 1.0

Received by IAT on 17 July 2021 at ca. 21:45 UTC

Dear Reno and IAT

I'm sure you don't want to get stuck in an endless loop where an SOF is issued, we comment on it and then a revised version is issued. I can assure you we don't want to either, however in this first official version there are both new errors and some errors which have been highlighted before but have crept back in.

However, our biggest reservation, with this first Official Version is that we feel this document entirely fails to reflect the sporting principles and precedent which should underpin the decision on an appropriate penalty.

- The document spends a lot of time detailing events that could been seen as mitigation of the Australian team, many of which are not related to the contest at all, for example 27.6.4.2, 25.4.3.
- The evidence we presented in the appeal document of many examples of precedent that sports people are ultimately responsible for their teams' behaviour do not appear in the SOF. This is just as relevant as, for example, 27.6.4.2 and 25.4.3
- The document details the Australian defence but it does not detail our presentation (GBR – Summary Argument for IAT oral hearing and GER Oral presentation, transcript around 00:12:01) of why the issues are so important to our sport.

I know that you believe the SOF should be "a summary of all facts the IAT deems relevant to the case, in a "what happened?" sense. However, the rules of the tribunal (in the section "Facts") state "the Tribunal will make a written summary of all the facts presented." The wider sporting precedent is certainly relevant and it was presented as part of the appeal so it should be reflected in the SOF.

We believe the statement of fact should include:

- A summary of why GER/GBR appealed.
    - Any reader, whether a pilot, competitor or IGC/ FAI official needs first to understand the reason for our appeal and why we believe this is such an important issue for our sport, before reviewing "what happened". This should include the sporting precedent of the athlete or pilot being responsible for the actions of their teams and being penalised for transgression of rules.

      The basis of our appeal is neatly summarised in:
      GBR – Summary Argument for IAT oral hearing
      (Sent in email thread "RE: 26 Nov as Hearing date re: Appeal to FAI re: WWGC January 2020" Tue 24/11/2020 20:24 (UK timezone))

      If it would help you for me to supply a summary in similar style to the SOF – I can and will do so.

- A summary of why GBR/GER and LUX protested on the 17th of January 2020
    - Compare 22.1 with 21.1 "the actions of the AUS team were not unsporting and that the AUS TPs did not gain an unfair benefit." There is no explanation in 22.1 why the other teams protested.
    - Nor in 22 is the other teams view that that AUS TPs pilot did gain an unfair benefit presented.

- Consider 22.1.1 why is it more relevant to mention how the protests were created than state what the grounds for protest were?

Unless presented as evidence in the Australian appeal or Australian Oral hearing, and you accept the SOF should be a "written summary of all the facts presented", then sections:

25.4.3 - Should be removed as the long list of events were not relevant during the competition. None of this was presented by the Australian TC during the competition and we doubt that any of the Australian pilots knew this history and factored it into their actions at the competition.

24.4.2 also seems unnecessary and was not really ""what happened" at the competition

If section **25.4.3** is relevant it could be moved to an appendix of the IAT's final document, or if you believe it's appropriate to be part of the Statement of Fact, then we believe a presentation of the rules that form the basis for our appeal is just as, or indeed more, relevant.

Errors or Omissions in V1.0

7.3 states "Ground team GBR monitored the AUS radio channel throughout the whole event"
This is not correct (we did not monitor for the whole event)

It would be more accurate to say:
"Ground team GBR monitored the AUS radio channel from time to time throughout the whole event"

7.3.2 I believe my raising the unknown source for live tracking data (Oral Hearing 00:32:52) was during the first week of the competition, around Thursday, not "some days before" the end of the competition which would be the second week (and if you look at the results, there was no flying at the end of the second week.)

Do you disagree? I only ask as this was mentioned previously. (23S in email "RE: IAT WWGC 2019: new draft of SoF" Fri 04/06/2021 15:26)
"I believe my comments were made to the steward in the "first half" of the competition not the "latter half"

It is an error to state as fact in **28.3** that team LUX and JPN had access to the same information as team AUS by using their frequency. Is there any evidence that AUS TC or Coach directed TP for LUX or JPN to a climb? Hearing that there is a climb an AUS pilot should go to, or knowing that a competitor is X km behind or in front of an Australian pilot, does not mean these pilots were involved.

21.6 This paragraph is about the meeting between JP and TC AUS. However, it talks about the TCs' (minus TC AUS) debrief of the TC meeting and this paragraph does not reflect what actually happened. The sequence of events was:
- TC meeting where TC AUS spoke of using live tracking. The TC meeting was cut short to enable everyone to go to the competition briefing, then after the competition briefing this meeting happened

- I believe ALL team captains except TC AUS were present at this meeting, JP asked to and attended as a silent witness

- This meeting agreed to write a joint complaint from all TCs (except TC AUS). This is the complaint in your paragraph 16

- This meeting was only the initial reaction of the TCs.

- Subsequently there were many other 1:1 discussions on the grid, WhatsApp messages. TCs that wrote protests would have also considered the matter much further.

We propose 21.6 to read:

21.6 According to JP, at this meeting with TC AUS she stated that she had attended the meeting held earlier in the day (attended by all TCs except TC AUS. The CS, CD or DCD were also not present at this meeting) which enabled her to see their initial view of the incident. The meeting agreed that a complaint about the lack of penalty would be sent to the CD signed by all the TCs.

23.7 The replies of the Jury were received on the 20th of January (not the 19th)

The opening remark in the SOF is that all times are local to Lake Keepit

This message about the reply from the Jury was sent in the TC WhatsApp group on the 19th at 22:21 GMT or similar.

"[19/01/2020, 22:21:17] +49 172 6776077: Good Morning"

The reply to the Protest submitted by TCs GBR, LUX and GER was sent 19th Jan to CD to be forwarded to the TCs

Gisela

22:21 is around 9:21am local on the 20th of January

See email "RE: IAT WWGC 2019: new draft of SoF" Fri 04/06/2021 15:26 point 15c

24.3 G-Track only used 3G and not 3 and/or 4G as stated see email from Jacques 10Nov2020 "RE: Coverage Data for G-Track?

Additional Comments

17.4 – paragraph 17 records a meeting of multiple people. The views of the Australian team and CD are documented. For completeness and to allow the reader to make their own opinion the DCD's recollection of events should also be included.

22.2.2 - As the Statement of Fact V1.0 narrates the events of the 17th January in detail why is there no explanation of why the CD thought 25pts an appropriate penalty? Our previous submissions (Initial GBR/GER appeal page 4 and Oral hearing Summary Argument (point 16)) highlights that there is no 25pt penalty in the rules and this has not been addressed anywhere in the jury or appeals process.

Would you consider a small change to **26.5.2**? From:
"At the time of the WWGC, use of such a private and possibly rogue system was not forbidden in the IGC Sporting Code Rules."

"At the time of the WWGC, use of such a private and possibly rogue system was not forbidden in the IGC Sporting Code Rules explicitly."
(ie the addition of the word "explicitly").

Minor Points

5 We suggest a change from:

On 30 December 2019 the first Team Captains' Meeting was held at 7 pm

On 30 December 2019 the first Team Captains' Meeting was held at 7 pm, with all TCs present

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APPENDIX C2

IAT response to GBR response to Summary of Facts version 1.0

However, our biggest reservation, with this first Official Version is that we feel this document entirely fails to reflect the sporting principles and precedent which should underpin the decision on an appropriate penalty.

- The document spends a lot of time detailing events that could been seen as mitigation of the Australian team, many of which are not related to the contest at all, for example 27.6.4.2, 25.4.3.

IAT response: This IAT is fully aware of the sporting principles. There is no need to duplicate elsewhere published rules in this document. Likewise, there is no need to duplicate examples of precedent here. Sections 27.6.4.2 and 25.4.3 are deemed to be relevant background.

Decision: no change.

- The evidence we presented in the appeal document of many examples of precedent that sports people are ultimately responsible for their teams' behaviour do not appear in the SOF. This is just as relevant as, for example, 27.6.4.2 and 25.4.3

IAT response: See above. Likewise, there is no need to duplicate the arguments of the appeals. This will all be considered in the IAT's deliberations.

Decision: no change.

- The document details the Australian defence but it does not detail our presentation (GBR – Summary Argument for IAT oral hearing and GER Oral presentation, transcript around 00:12:01) of why the issues are so important to our sport.

IAT response: See above. This will be considered in the IAT's deliberations.

Decision: no change.

I know that you believe the SOF should be "a summary of all facts the IAT deems relevant to the case, in a "what happened?" sense. However, the rules of the tribunal (in the section "Facts") state "the Tribunal will make a written summary of all the facts presented." The wider sporting precedent is certainly relevant and it was presented as part of the appeal so it should be reflected in the SOF.

We believe the statement of fact should include:

- A summary of why GER/GBR appealed.
    - Any reader, whether a pilot, competitor or IGC/ FAI official needs first to understand the reason for our appeal and why we believe this is such an important issue for our sport, before reviewing "what happened". This should include the sporting precedent of the athlete or pilot being responsible for the actions of their teams and being penalised for transgression of rules.

      The basis of our appeal is neatly summarised in:
      GBR – Summary Argument for IAT oral hearing
      (Sent in email thread "RE: 26 Nov as Hearing date re: Appeal to FAI re: WWGC January 2020" Tue 24/11/2020 20:24 (UK timezone))

IAT response: See above. Out of scope for this specific document. This will be part of the IAT's deliberations and the communication of the decision.

Decision: no change.

- A summary of why GBR/GER and LUX protested on the 17th of January 2020
    - Compare 22.1 with 21.1 "the actions of the AUS team were not unsporting and that the AUS TPs did not gain an unfair benefit." There is no explanation in 22.1 why the other teams protested.
    - Nor in 22 is the other teams view that that AUS TPs pilot did gain an unfair benefit presented.

IAT response: Section 22.1 has been updated accordingly and section 22.1.2 has been added.

- Consider 22.1.1 why is it more relevant to mention how the protests were created than state what the grounds for protest were?

IAT response: See above. Now addressed.

Unless presented as evidence in the Australian appeal or Australian Oral hearing, and you accept the SOF should be a "written summary of all the facts presented", then sections:

25.4.3 - Should be removed as the long list of events were not relevant during the competition. None of this was presented by the Australian TC during the competition and we doubt that any of the Australian pilots knew this history and factored it into their actions at the competition.

24.4.2 also seems unnecessary and was not really ""what happened" at the competition

If section **25.4.3** is relevant it could be moved to an appendix of the IAT's final document, or if you believe it's appropriate to be part of the Statement of Fact, then we believe a presentation of the rules that form the basis for our appeal is just as, or indeed more, relevant.

IAT response: We agree that neither 25.4.3 or 25.4.2 (which presumably is what the appellant in error refers to as 24.4.2) contain "what happened at the competition" facts. Nevertheless, they are relevant background information and with the possibility of the eventual decision of this IAT being further appealed to CAS as the highest instance of sporting arbitration we want to document these facts which might not be known to everyone, even though they are arguably less well placed in this specific document.

Decision: no change.

Errors or Omissions in V1.0

7.3 states "Ground team GBR monitored the AUS radio channel throughout the whole event"
This is not correct (we did not monitor for the whole event)

It would be more accurate to say:
"Ground team GBR monitored the AUS radio channel from time to time throughout the whole event"

IAT response: Section 7.3 has been updated accordingly.

7.3.2 I believe my raising the unknown source for live tracking data (Oral Hearing 00:32:52) was during the first week of the competition, around Thursday, not "some days before" the end of the competition which would be the second week (and if you look at the results, there was no flying at the end of the second week.)

Do you disagree? I only ask as this was mentioned previously. (23S in email "RE: IAT WWGC 2019: new draft of SoF" Fri 04/06/2021 15:26)
"I believe my comments were made to the steward in the "first half" of the competition not the "latter half"

IAT response: The CS recollects this differently. Section 7.3.2 has been updated accordingly, subsections 7.3.2.1 and 7.3.2.2 have been added.

It is an error to state as fact in **28.3** that team LUX and JPN had access to the same information as team AUS by using their frequency. Is there any evidence that AUS TC or Coach directed TP for LUX or JPN to a climb? Hearing that there is a climb an AUS pilot should go to, or knowing that a competitor is X km behind or in front of an Australian pilot, does not mean these pilots were involved.

IAT response: Section 28.3 actually reads that **TC AUS states that** both team LUX and team JPN had access to the same information. It is a fact that TC AUS did make that statement. It is also a fact

that both TC LUX and TC JPN deny this, as can be read in sections 28.3.1 and 28.3.2.

Decision: no change.

21.6 This paragraph is about the meeting between JP and TC AUS. However, it talks about the TCs' (minus TC AUS) debrief of the TC meeting and this paragraph does not reflect what actually happened. The sequence of events was:
- TC meeting where TC AUS spoke of using live tracking. The TC meeting was cut short to enable everyone to go to the competition briefing, then after the competition briefing this meeting happened

IAT response: Thank you for this clarification. Sections 13.2 and 21.6 updated accordingly.

- I believe ALL team captains except TC AUS were present at this meeting, JP asked to and attended as a silent witness

IAT response: Section 13.3 added.

- This meeting agreed to write a joint complaint from all TCs (except TC AUS). This is the complaint in your paragraph 16

IAT response: Section 13.3.1 added.

- This meeting was only the initial reaction of the TCs.

- Subsequently there were many other 1:1 discussions on the grid, WhatsApp messages. TCs that wrote protests would have also considered the matter much further.

IAT response: Noted.

We propose 21.6 to read:

21.6 According to JP, at this meeting with TC AUS she stated that she had attended the meeting held earlier in the day (attended by all TCs except TC AUS. The CS, CD or DCD were also not present at this meeting) which enabled her to see their initial view of the incident. The meeting agreed that a complaint about the lack of penalty would be sent to the CD signed by all the TCs.

IAT response: Section 21.6 updated.

23.7 The replies of the Jury were received on the 20th of January (not the 19th)

The opening remark in the SOF is that all times are local to Lake Keepit

This message about the reply from the Jury was sent in the TC WhatsApp group on the 19th at 22:21 GMT or similar.

"[19/01/2020, 22:21:17] +49 172 6776077: Good Morning"

The reply to the Protest submitted by TCs GBR, LUX and GER was sent 19th Jan to CD to be forwarded to the TCs

Gisela

22:21 is around 9:21am local on the 20th of January

See email "RE: IAT WWGC 2019: new draft of SoF" Fri 04/06/2021 15:26 point 15c

IAT response: Section 23.7 updated.

24.3 G-Track only used 3G and not 3 and/or 4G as stated see email from Jacques 10Nov2020 "RE: Coverage Data for G-Track?

IAT response: According to Jacques GRAELLS, G-Track Live developer and SysAd during the WWGC, there were, in fact, trackers utilizing 3G and trackers utilizing 4G. Stated in an oral interview with this IAT on 10 February 2021 and again confirmed in writing on 22 July 2021.

Decision: no change.

Additional Comments

17.4 – paragraph 17 records a meeting of multiple people. The views of the Australian team and CD are documented. For completeness and to allow the reader to make their own opinion the DCD's recollection of events should also be included.

IAT response: Agreed. Section 17 has been updated accordingly.

22.2.2 - As the Statement of Fact V1.0 narrates the events of the 17th January in detail why is there no explanation of why the CD thought 25pts an appropriate penalty? Our previous submissions (Initial GBR/GER appeal page 4 and Oral hearing Summary Argument (point 16)) highlights that there is no 25pt penalty in the rules and this has not been addressed anywhere in the jury or appeals process.

IAT response: Agreed. Section 18.2 added and sections 21.8.2 + 22.2.2 updated.

Would you consider a small change to **26.5.2**? From:
"At the time of the WWGC, use of such a private and possibly rogue system was not forbidden in the IGC Sporting Code Rules."

"At the time of the WWGC, use of such a private and possibly rogue system was not forbidden in the IGC Sporting Code Rules explicitly."
(ie the addition of the word "explicitly").

IAT response: Using the term "not explicitly" would imply that such systems were **implicitly** forbidden. There is no support for that conclusion in the rules at the time.

Decision: no change.

Minor Points

5 We suggest a change from:

On 30 December 2019 the first Team Captains' Meeting was held at 7 pm

On 30 December 2019 the first Team Captains' Meeting was held at 7 pm, with all TCs present

IAT response: Section 5 updated accordingly.

APPENDIX D

Timeline of shared draft versions of the Summary of Facts document

In order to facilitate a smooth collection and verification of facts as well as keeping all relevant and interested parties updated the IAT regularly shared draft versions of the Summary of Facts ("SoF") document together with the invitation to comment and propose additions or modifications while making clear that there is no obligation to do so.

In an attempt to jump-start the process and in order to better prepare for the oral hearings the IAT created a "pre-SoF" which was called "Compilation of Facts" ("CoF"). Also this document was shared with all parties.

List of shared CoF/SoF versions (note: "responded" means a response with detailed input, not a mere acknowledgement of receipt):

CoF v201021

- shared 20 October 2020 at ca 22:15 UTC
- GBR responded 03 November 2020 at ca 22:50 UTC
- AUS responded 13 November 2020 at ca 11:15 UTC

SoF v0.a

- shared 28 March 2021 at ca 20:45 UTC
- GBR responded 29 March 2021 at ca 11:30 UTC

SoF v0.b

- shared 29 March 2021 at ca 21:45 UTC
- GBR responded 09 April 2021 at ca 08:45 UTC
- AUS responded 20 April 2021 at ca 08:40 UTC

SoF v0.i

- shared 02 May 2021 at ca 21:30 UTC
- AUS responded 12 May 2021 at ca 12:20 UTC with an email lamenting a lack of control over the content of the SoF and as a consequence a lack of credibility
- AUS responded 17 May 2021 at ca 04:55 UTC with comments on the document

SoF v0.m

- shared 31 May 2021 at ca 20:05 UTC

SoF v0.o

- shared 19 June 2021 at ca 22:55 UTC
- GBR responded 01 July 2021 at ca 16:05 UTC

The first official version of the SoF was shared on 11 July 2021 at ca 21:30 UTC.

The transcripts of the oral hearing were also shared with the respective party for review and additional input.

APPENDIX E

Statements and evidence shared with all appellants

The files below have been made available as “evidence_shared_with_appellants.zip” to all appellants on 10 August 2021 at 21:10 UTC via WeTransfer:

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NOTICE OF APPEAL

Arising from a penalty imposed on the Australian Team Pilots at the

10TH FAI WWGC, Lake Keepit, Australia, January 2020

AUSTRALIAN TEAM PILOTS

3 April 2020



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1. Definitions

Annex A	Annex A to Section 3 – Gliding, RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS, CLASS D (gliders) Including Class DM (motorgliders), 2019 Edition, valid from 7 October 2019 (Appendix 15)
Appeal Tribunal	The CASI tribunal deciding this appeal
ASAC	Air Sport Australia Confederation
Australian Coach	Mr Matt Gage
Australian Team Pilots	The 9 Australian female pilots Jo Davis, Jenny Ganderton, Kerrie Claffey, Lisa Trotter, Claire Scutter, Catherine Conway, Ailsa McMillian, Lisa Turner and Jenny Thompson
Australian Team	Broader collective – Captain, Coaches Crew & Pilots
Australian Team Captain	Mr Terry Cubley
CASI	FAI Air Sport General Commission
The Championship	10th Women's World Gliding Championship
Championship Director	Mrs Mandy Temple
Chief Steward	Ms Frouwke Kuijpers
Deputy Director	Mrs Anita Taylor
FAI	Federation Aeronautique International
FLARM	Device fitted into a glider to provide traffic awareness and collision avoidance technology
General Section	FAI SPORTING CODE, GENERAL SECTION, 2020 Edition, Effective 1st January 2020, Approved by the Air Sport General Commission, December 6, 2019, Ver. 1.1 (Appendix 14)
G-Track Live	The Australian-developed live tracking program used by the competition organisation
G-Track Live Administrator	Mr Jacques Graells
IGC	International Gliding Commission
Jury President	Ms Gisela Weinreich (Germany)
Jury Members	Mr Max Stevens (New Zealand) & Mr Wojciech Scigala (Poland)
Local Procedures	Local Procedures WWGC 2019 V9.1 (Appendix 16)
NAC	National Airsport Control
Organisers	The Competition Organisation
Public OGN	An Open Glider Network
Private OGN	An Open Glider Network with restricted access by the Network owner
OGN	Both public and private Open Glider Network (OGN)
Scorer	Mr Peter Temple
Task Setter	Mr Bruce Taylor
WhatsApp	An alternative to the smartphone's built-in SMS application that uses the Internet to connect to anyone whose phone number is registered in your phone's address book.
Weather person	Mr David Shorter
WGC	World Gliding Championship
WWGC	Women's World Gliding Championship

2. The event under question

10th FAI WWGC (Women's World Gliding Championship) held at Lake Keepit Soaring Club, New South Wales, Australia from 4 – 17 January 2020.

3. Decision appealed upon

This appeal relates to the decision of the Championship Director and subsequently the International Jury to impose a 225 point penalty upon each pilot within the Australian Team at the 10th FAI WWGC.

The pilots who received the penalty are Jo Davis, Jenny Ganderton, Kerrie Claffey, Lisa Trotter, Claire Scutter, Catherine Conway, Ailsa McMillian, Lisa Turner and Jenny Thompson (Australian Team Pilots).

4. The Appellant

The Appellant to this appeal is the Australian National Airsport Control (NAC) which is the Australian representative to the FAI, being the Air Sport Australia Confederation (ASAC). The appeal is made on behalf of the Australian Team Pilots at the 10th FAI WWGC.

In support of this Appeal, each Australian Team Pilot and the Australian Team Captain has signed a statutory declaration regarding the statements made in this Appeal. (Appendix 2)

5. The timeframe to make an appeal

The Appellant is appealing the Jury's decision made on 17 January 2020. This appeal will be received at FAI headquarters before 16 April 2020, which is within the 90 days requirement for Appeals time limits, as per Section 6.5.3 of the Sporting Code General Section.

6. Executive Summary

On the final day of the Championship the Championship Director imposed a penalty upon the Australian Team for "unsporting behaviour" for "illicitly hacking" the competition's data tracking system *G-Track Live*. The initial penalty applied required the Team Captain to issue an apology to the other Team Captains for this infringement.

This decision was the subject of a complaint by other competing teams and as a result a second decision was made by the Championship Director to issue a 250 point penalty to each Australian Team Pilot. This decision was supported by a faulty Jury process which issued a 225 point penalty to each of the nine Australian Team Pilots competing. This penalty had a significant effect on the final placing and the medals and the prizes awarded. The penalty was issued for "unsporting behaviour" due to an alleged breach of FAI Sporting Code General rules and Annex A.

Decision sought

The first contention of this appeal is that no rules were broken, nor were the actions of the Australian team "unsporting", and therefore the initial penalty (and consequently any subsequent penalty) should not have been issued. The second contention is that no additional advantage was gained by the Australian Team Pilots because all competitors could use tracking data of equivalent advantage if they chose, and therefore the revised penalty should not have been issued.

The Australian Team Pilots are seeking due process to be followed regarding the penalty imposed and the protest lodged with due consideration of the facts of the case which has not occurred to date. Consequently, the Australian Team Pilots are seeking to have the penalty withdrawn and the championship medals awarded correctly.

The details of what occurred
These are set out in this appeal document however the background is briefly as follows:

The dispute is entirely related to the use of tracking device data which shows the location and height of competing gliders during a race and the way in which that information is accessed and used. The technology relating to these devices has developed rapidly over the last five years and the International Gliding Commission which sets and controls the rules by which all world gliding championships are conducted has yet to introduce any rule to deal with the use of information from such devices despite lengthy debate on the subject over some years.

The alleged breach of the Rules
The Australian Team did not have access to a Private OGN device (described in detail later) which is very costly to buy and which was used by some other teams. It therefore accessed the organisers "real time" information on its *G-Track Live* system which in turn led to the penalty by the International Jury.

In addition, Public OGN data was available to all teams and provided real time data within a limited area of 50-90 kms radius from the event airfield and Private OGN systems could also be used by any team with such resources which covered a wider area if not the entire task. These other devices track the FLARM device in each glider and provided the same if not better information than the organiser's *G-Track Live* device. The use of real time data from both the public and private OGN devices did not breach any rule.

Argument against the ruling
It is generally accepted that Private OGN gives an advantage and their use is accepted at world championships and statements from the Chief Steward and Jury President confirm that it was accepted at this competition. The tracking data used by the Australian Team was of equivalent usefulness to Private OGN.

The initial penalty against the Australian Team was for how the data was accessed which led to the first penalty decision for the Australian Team Captain to apologise. The revised penalty imposed on the Australian Team Pilots was for the supposed advantage of being given that information.

The Australian Team used *G-Track Live* data to gain a comparable outcome to Private OGN, not an additional advantage. *G-Track Live* tracking data was used because the Australian Team did not have the resources to have Private OGN and it was expected that other Teams would be using Private OGN as has been done at past world championships.

Regardless of how the tracking data was accessed, the Pilots had no more advantage than the use of Private OGN real time tracking data which is accepted.

Therefore, a penalty for individual Pilots is not appropriate.

There was no "illicit hacking of any data". It was freely available. And there was no advantage compared to other tracking data that was accepted. As a result, it was inappropriate to define these actions as constituting "unsporting behaviour". Therefore, the Australian Team Pilots are making this appeal.

7. Overview of a World Gliding Championships

International gliding competitions are held every two years, rotated and hosted by various countries.
The competition duration is generally held over 14 days. Daily task courses are set by the organisers (depending on the weather) ranging from around 300 kilometres to 600 kilometres or more.

There are different classes of competition and gliders. The number of gliders at an international competition range from around 50 to 100, sometimes more. Each competitor has a crew of one or more, and the teams have a team captain and other supporting crew, depending on resources.

Each Day

Each day, the organisers of the competition set a task depending on weather, then a Team Captain briefing is held, then a pilots' briefing is held. All gliders are placed on the airfield in readiness for launching.

The gliders are launched by many tow planes, with the aim of having all gliders airborne within an hour. A start time is announced on the radio once all gliders in a class have established climbs (generally 20 minutes after the last glider has launched).

Unlike motor sport where a common start time is used, in glider racing each pilot chooses when is the optimum time to start after the start gate is declared open. Therefore, the time to start is the most strategically important part of the race. The information about the optimum start time is gained from observing other competitors' locations, and guidance from the team on the ground. Pilots generally try to start with other gliders because observing other gliders in the vicinity indicates whether they are in rising or sinking air or in a thermal.

Pilots fly the task individually but with communication and assistance from team members and the team captain and crew. Teams in a class often fly in close proximity for the whole task.

Instruments and Support

All gliders are mandatorily fitted with FLARM devices for collision avoidance. The (now) secondary use of FLARM is to give location information and integrate into Open Glider Network (OGN) programs. (Appendix 11, page 2)

Some competitions (e.g. Australian National competitions and WWGC) provide dedicated tracking devices that use the cellular network. This is how the organiser's *G-Track Live* system works. The trackers do not provide 100% availability of data due to signal limitations, shielding in cockpits, and battery failures.

All gliders are fitted with advanced GPS moving map instruments. The GPS devices produce a file (IGC FILE) that produces a trace of the flight using 1-4 second interval data points, evidence of rounding race turnpoints, heights, airspace compliance, start line and start time, and finish time. These instruments can display other valuable information such as weather, FLARM information and team locations, etc.

Tracking data

Tracking data is information about the location and climb rates of gliders. Tactical use can be made of real time tracking data. This is an accepted part of gliding competitions. The most common source of tracking data is FLARM and all pilots have instruments in the cockpit that display FLARM tracking information. The limitation on FLARM display is the range which is about 30km. The other common form of tracking data is OGN. Public OGNs also provide real time information but have a greater range than FLARM display. The Lake Keepit range was 50-90 km. Private OGN provides the same real time data but can cover the whole task area. Private OGN is equivalent in the type and range of information to that provided by *G-Track Live* real time data provided the latter's trackers are working. Each day several were not working for a variety of reasons.

Scoring

The IGC files are submitted to the scorer within (generally) 30 minutes of landing and loaded into the scoring program. The scoring program calculates all flight traces and allocates 1000 points to the fastest pilot. All other pilots are awarded a proportion of 1000 points, depending on their speed relative to the winner's speed. When most of the pilots in a class fly most of the task together, the spread of points between winner and next places is often very close.

Communications

Each team is allocated a team radio frequency. Communications between the support team on the ground and competitors is allowed, as is competitor-to-competitor information and communication.

8. Background of the events

8.1. The Penalty

The following is a list of sequential events around the investigation of the use of tactical tracking data and subsequent penalty imposed upon the Australian Team Pilots:

Time	Summary Action	Detail
Thursday 16 January 2020		
3:03pm	The Competition Director sent the following message to all Team Captains via WhatsApp alerting to a rule breach.	"We have just become aware that someone has accessed live tracking data from the official tracking system - during the tasks. If we discover that it was a competition team we will consider it unsporting behaviour per Section 6 of FAI Sporting Code General Section. We will continue our investigations and advise once we have identified those involved. CD" (Appendix 29)
7.04pm	The Australian Team Captain met with the Chief Steward, Championship Director and Deputy Director. They asked how the Australian Team crew had been getting the information they had been sending to the pilots.	The Australian Team Captain advised that the Australian Coach had access to the G-Track Live Tracking data. The Australian Team Captain explained the Australian Coach had found the live data freely available, without password protection, on the competition tracking web site and as there were no rules against using such freely available data, the Australian Coach decided to use it. In the meeting, the Chief Steward was extremely angry, and the Deputy Director said the Australian team had illicitly accessed the data. It was alleged the Australian Team had hacked the data. The Australian Team Captain objected to the ***assumption*** of hacking and illicit use of data and reinforced that Australia had legal access to the data and no competition rules were broken. The contest organisers said the Australian Team Captain would need to explain to the other Team Captains in the morning, which the Australian Team Captain agreed to.
Friday 17 January 2020		
7.25am	The Championship Director advised the Team Captains there would be a Team Captains meeting at	see Appendix 29, page 26

Time	Summary Action	Detail
	9am, via WhatsApp message.	
9:00am	The Team Captains' meeting took place in the competition office. The Deputy Director announced an initial penalty which stated that *"The use of the data gained illicitly is considered by us to be unsporting behaviour"*.	Attendees were Team Captains from USA, GBR, France, Germany, Czech Republic, Poland, Japan, Luxembourg, Italy, Australia, Chief Steward, Championship Director and Deputy Director. At the meeting the Deputy Director commenced by saying that Australia had illicitly accessed and used the live tracking data. The Competition Director explained that the organisation had been advised that someone had *hacked* the data in Estonia. The Australian Team Captain was then asked to explain what they had done. The Australian Team Captain apologised to the other Team Captains and stated that Australia had not hacked or accessed the data illicitly and then attempted to explain the actions taken. Given the manner of the meeting introduction which had introduced misinformation regarding the nature of data access, it was a very emotional environment. It seemed that by that stage, no-one was prepared to listen to the facts of the matter.
9:57am	The Deputy Director sent the following message to all Team Captains via WhatsApp notifying of Unsporting Behaviour.	"The Decision: The use of the data gained illicitly is considered by us to be unsporting behaviour. We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioning the Australian Pilots. The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the Team Captains and the IGC. Further to refer the matter to the IGC and GFA. As discussed, you have until 2pm to appeal/protest this decision." (Appendix 29)
9:49am	The British Team Captain called a team Captains' meeting for 10:30am without the Australian Team Captain. The Jury President and Deputy Director also attended this meeting.	WhatsApp Message stated: "17/1/20, 9:49 am - +44 7813 788614: Unofficial TCs meeting 10:30 flight office" (Appendix 29)

Time	Summary Action	Detail
10:30am	The Australian Coach and one of the Australian Team Pilots (Lisa Turner) met with the Championship Director, Deputy Director, Chief Steward and *G-Track Live* Administrator. The Scorer, Peter Temple, was also observing.	Meeting was held to demonstrate how the data was legally accessed through the web page. The immediate response of the Deputy Director was that the organisation had been naïve [presumably as to how easily the data was accessed].
11:27am	The USA team Captain lodged a complaint on behalf of the other Team Captains at 11:47am demanding a penalty for the Australian Team Pilots.	WhatsApp Message: 17/1/20, 11:27 am – John Good. USA TC. +1 (814) 207-9014: "To: Mandy Temple, WWGC Championship Director. From: Team Captains for USA, Germany, Poland, Italy, Luxembourg, Japan, UK, France, Czech Republic. Subject: Complaint regarding your decision of 17 Jan 2020 at 09:57, regarding the matter of the Australian team using GFA tracking data. We concur with your decision that the use of data gained illicitly is unsporting behavior [sic]. We disagree that the pilots who benefited from this information should escape sanction. The reason given for this is that you believe the pilots were not aware of the illicit nature of the data. We believe the pilots must necessarily have known that they were receiving real-time tracking data of considerable tactical value, information almost certainly not available to other teams. We further believe that a lack of knowledge of the exact sources of this data is not sufficient to avoid sanction for its use. The use of the competition's own data by the home team in a manner and with knowledge that was not available to other teams is both unsporting behavior [sic] (as you have stated) and unquestionably brings the FAI into disrepute (reference Sporting Code General Section 6.2.2), therefore the penalties given do not reflect the gravity and scale of the offence, and the damage this has done to our sport." (Appendix 29)
12pm	The Championship Director and Deputy Director (and possibly the Chief Steward) invited the Australian Team Captain	They explained that there was pressure to impose a points penalty. They suggested that the penalty could be disqualification of the whole team to avoid multiple protests and then the decision could be left to the Jury. The Australian Team Captain did not agree to this offer and the meeting ended.

Time	Summary Action	Detail
	to meet in their car on the launch grid.	
12:42pm	The Championship Director convened a Team Captains' meeting (without the Australian Team Captain) on the launch grid and then announced a change to the penalty	The penalty was announced to all Team Captains (including Australia) via the following Whatsapp message: "We have considered the complaint received and new information this morning and reviewed our decision. We issue a penalty of 250pts to each Australian team pilot. CD" (Appendix 29)
Intervening period	Protests lodged by other Team Captains	Three Team Captains lodged subsequent protests in an attempt to change the penalty to "disqualification of the Australian Team". (see protests included in Jury Presidents report in Appendix 10)
2.30pm (prior to protest period closing)	The Australian Team Captain submitted a written protest in person, requesting the penalty be removed as the Australian Team Pilots were not unsporting and did not gain an unfair benefit	See Appendix 28 for a copy of the Australian Team protest.
5.50pm	The Australian Team Captain prepared to address the International Jury	A Jury meeting in accordance with the Rules did not occur. Only the Jury President attended hence there was no quorum (3 required). Any attempt by the Australian Team Captain to discuss the rules and show that none were broken, or explain how the data was legally obtained was ignored. The Jury President stated that she had attended the Team Captains meeting and was convinced that their claims were correct. At this time, the Jury President told the Australian Team Captain that the Australians had "broken the 15 minute requirement in Local Procedure rule 4.1.1".

Time	Summary Action	Detail
		The Jury President referred to an email from the *G-Track Live* Administrator, which had not been provided to the Australian Team (Appendix 30). This email contained incorrect information and made assumptions regarding the actions of the Australian Team. The Australian Team Captain corrected those statements which he became aware of but it was obvious the Australian position was not given due consideration and the Jury President made no attempt to investigate and consider the detailed points raised. The Jury President stated that Private OGN is not allowed[1], demonstrating her lack of understanding of the rules applying to the competition. The Australian Team Captain corrected this statement by saying that private and public OGN was permitted under the current rules and was sure other teams were using Private OGN at the competition. The detailed explanations of the differences and similarities of various forms of tracking appeared to be beyond the technical understanding of the Jury President. The overall impression was the Jury President determined the matter on the uninformed opinion of others rather than technical understanding of the case and the rules. The Australian Team believes an opportunity to have addressed and presented its case to the International Jury panel of three would have resulted in a clearer understanding of what occurred and a different outcome in response to the Australian protest with reinstatement of the Australian Team Pilots' competition points.
	Jury process	The Australian Team was advised subsequent to the event via the Jury President's report (Appendix 10) that Jury Member Max Stevens only made contact with the President via email and believed that the Australian Protest was valid. Jury Member Wojciech Scigala only spoke to the *G-Track Live* Administrator and then supported the President's position. It is clear from the Jury President's report the decision was based on many assumptions and not clear facts. This is discussed in more detail later in this appeal.

[1] This statement is also in contravention to the Chief Steward's view, as reported in the final Steward's Report Appendix 1 that private OGN is permitted

Time	Summary Action	Detail
9:45pm		A revised penalty of 225 points was issued to each Australian pilot following the Jury determination. No official response to the Australian Team protest was given at this time and no explanation was provided. There was no opportunity to investigate or understand the reasoning before the Closing Ceremony.
10:00pm	Closing Ceremony brought forward and held	Weather in the latter days of the competition was unsuitable for tasks. In the days leading up to the end of the competition, the Closing ceremony was rescheduled to the night of Friday 17 January to allow early arrangements for teams to leave. The scheduled Closing Ceremony was to be at 10:00am on 18 January. The consequence of this was that there was insufficient time for the Jury investigation and meeting; The two other Jury members were located overseas and not easily available.

8.2. Events and Actions following the Competition

Date	Detail
20 January	Email from the Championship Director to each Australian Team Pilot directly (not through the Team Captain but copied to the Chief Steward and Deputy Director) providing context for the penalty imposed. (Appendix 5)
20 January	Email from Jury President to the Australian Team Captain providing the Jury report in relation to the protest lodged by the Australian Team. (Appendix 8)
21 January	Email from the Championship Director to each Australian Team Pilot directly (not through the Team Captain but copied to the Chief Steward and Deputy Director) providing an alternate explanation of the regulatory context for the penalty imposed. (Appendix 5)

	The reasoning provided in this letter was different to that which was conveyed during the course of events on the last competition day (17 January) and also different to that contained within the Jury President's Report. (Appendix 10) The mixed messages further demonstrate that no one could identify a rule which was broken by the Australian Team
21 January	Email from Australian Team Captain to the International Jury requesting they reconsider the protest and follow due process. (Appendix 4)
22 January	Email from Jury President to Australian Team Captain advising they do not consider it necessary to re-consider the decision. The Jury President admits proper process was not followed in considering the matter and accepts responsibility in this. The Jury President advises she was present when the other Team Captains were reacting to the matter (which is contrary to the Jury guidelines) and considers the actions of the Australian Team a breach of the rules, was unfair and a tactical advantage whilst not clearly stating which rules were breached. (Appendix 7)
28 January	Email from the Chief Steward to the members of the Board of the Australian Gliding Federation warning the Australians not to appeal the decision of the penalty at the championship, suggesting consequences for future Australian events. See Section 10.4 for more information on this. (Appendix 17)

8.3. Summary of key events

- Friday 17 Jan 9:00am - A Team Captains' meeting took place in the competition office and the Deputy Director announced a penalty which stated that "The use of the data gained illicitly is considered by us to be unsporting behaviour";
- Friday 17 Jan 9:57am - The decision for a penalty which explained that the Australian Team Pilots would not be sanctioned and the Australian Team Captain was required to make apologies;
- Friday 17 Jan 11:47am - The USA Team Captain lodged a complaint on behalf of the other Team Captains demanding a penalty for the Australian Pilots;
- Friday 17 Jan 12:42pm - The Championship Director convened a Team Captains' meeting (without the Australian Team Captain) on the launch grid and then announced a change to the penalty to issue a 250 points penalty to each Australian Team Pilot;
- Friday 17 Jan 2.30pm - The Australian Team Captain submitted a protest via email in order to have the penalty removed as the Australian Team Pilots did not obtain an unfair benefit, were not unsporting and did not breach any rules of the championship;
- Friday 17 Jan 9:45pm - A revised penalty of 225 points was issued to each Australian pilot following the Jury determination;
- Friday 17 Jan 10:00pm – Closing Ceremony brought forward and held. Championship medals were awarded after the International Jury failed to follow proper process and failed to consider the merits of the Australian Team protest;
- Tuesday 21 Jan - Email from Australian Team Captain to the International Jury requesting they follow proper process and reconsider the protest;
- Wednesday 22 Jan – Email from the Jury President to the Australian Team Captain admitting proper process was not followed by the Jury, the Jury President did not remove herself from preliminary matters leading to the penalty and failing to articulate which rules were broken by the Australian Team; and
- Tuesday 28 Jan - Email from the Chief Steward to the members of the Board of the Australian Gliding Federation warning the Australians not to appeal the decision of the penalty at the championship, suggesting consequences for future Australian events.

9. Competition Rules

9.1. Rules that Applied to this Championship

The rules that applied to this championship are listed below in descending order of hierarchy:

- FAI SPORTING CODE, GENERAL SECTION, 2020 Edition, Effective 1st January 2020, Approved by the Air Sport General Commission, December 6, 2019, Ver. 1.1 (Appendix 14);
- Annex A to Section 3 – Gliding, RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS, CLASS D (gliders) Including Class DM (motorgliders), 2019 Edition, valid from 7 October 2019 (Appendix 15); and
- Local Procedures WWGC 2019 V9.1 (Appendix 16).

9.2. Background IGC considerations of rules regarding tracking

Since the introduction of FLARM as a safety warning device in 2004, pilots have been using it to gather data on their competitors. With the introduction of the Open Glider Network (OGN) which collects FLARM data, and then makes the information available for others to use, such as displaying on a website, ground crew have been monitoring progress of all competitors and passing on information to their pilots. There are settings in FLARM that permit pilots to select “no tracking” so that their information is not displayed on the web site, which is respected by Public OGN. To overcome this teams installed their own Private OGN stations which ignore this privacy setting protocol allowing the owner of the Private OGN stations to see all gliders irrespective of the pilot settings used. Consequently, pilots started to switch off their FLARMs when they didn’t want to be tracked which also removed the safety/anti-collision benefit. Rules were then introduced to require pilots to have their FLARM on at all times for safety purposes.

The wealthy teams have previously invested many Euro in building Private OGN stations and have used these regularly, giving them an advantage over the less well-resourced teams. Subsequent development and extension of the public OGN has made this previous investment less relevant in some European countries. Even so, Private OGN continues to have tactical value because it bypasses the “no tracking” mode on Public OGN and in so doing makes all gliders visible.

Questions were asked at IGC meetings over many years to encourage some action on this issue, but no agreement could be made and the practice of using OGN continued.

2016 Annex A

The first time a rule regarding FLARM was inserted into Annex A was in 2016 where rule 5.4.2 (see below) was included in an attempt to stop pilots from turning off their FLARMs or blocking the antenna so as to avoid being tracked, which in turn rendered the FLARM ineffective as a safety device – its primary purpose. These rules were used in 2017 (Appendix 25) and 2018 with no changes regarding tracking and still exist in 2019. Historically any breach of this rule of tampering with FLARM reception or other in cockpit equipment has typically only been a warning. The impact of these rules was to encourage real time tracking of pilots and the ground-based teams were providing information from the public or private OGN to their pilots.

> "Rule 5.4.2 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment"

2018 IGC Plenary

The February 2018 IGC plenary meeting had an agenda item – "Strategic Discussion on use of real time tracking", See page 12/13 of the 2018 IGC meeting (Appendix 21). The discussion did not resolve the issue but identified that IGC has to either stop the use of real time tracking (which is almost impossible) or accept it cannot be policed effectively and change the rules to adapt to the use of tracking (i.e. by changing the rules of the race such that the tactical benefit of tracking is reduced). It was already evident wealthy teams with the funds to develop OGN equipment had an advantage over those which did not have OGN equipment.

2018 WGC rules

The July 2018 world championships in Poland and Czech Republic had Local Procedures 4.1.1c that required teams to register their FLARM on the OGN which supported the practice of real time tracking as they could no longer hide their signal. This enabled all teams to use real time tracking

> "4.1.1c, d. Mandatory additional equipment:
>
> e) FLARM: Pilots must have their FLARM registered on the OGN with the name and contest number being the same as the pilot and CN in the championships. Pilots must not turn off or in any other way restrict the performance of their FLARM."

2019 IGC Plenary

The 2019 IGC plenary meeting saw a number of rules proposed and discussed, some attempting to limit the use of real time tracking and others to remove the benefit of tracking by changing the start rules.

Rules specific to tracking were proposed in rule 8.1.8 from Germany that proposed to prohibit Private OGN that do not honour the no track setting, and proposed rule 8.3.4 from GBR that requires organisers to provide a secure data source to enable live tracking with time delay. See Summary decisions from 2019 Plenary meeting (Appendix 18) and the actual proposals 8.1.8 and 8.3.4 in Appendix 22. Both of these rules were adopted with immediate effect, but as advised by Mr Rick Sheppe Chair of the Annex A committee, both rules were removed from the 2019 edition of the rules by the IGC Bureau prior to the 10th WWGC.

See proposed tracking rule (withdrawn). (Appendix 24) Note that Brian Spreckley is the 1st VP of IGC and this was an IGC bureau response. The statement that "I can't see which proposal leads to a rule banning use of tracking for tactical purposes" indicates an IGC bureau decision not to limit tactical tracking. This is reinforced by the Chief Steward (also an IGC Bureau member) who in her final report states "the thought was, the AUS TC admits he has a Private OGN network and the competition could go on without a further discussion" which reinforces the IGC bureau view that real time tactical tracking is allowed. The statement also shows the acceptance that Private OGNs are in use and that access to that real time data, including data which the glider has set to "no tracking" is permitted. The only logical conclusion from all of this is that pilot use of real time tracking data is permissible.

2019 Local Procedures

> "4.1.1.c Carriage of GNSS data transmitters for public displays
>
> The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish."

This rule is a requirement on pilots to carry the trackers and for the organisers to provide a public display with a time delay. The 2019 Local Procedures did not include any rule banning pilots from using real time tracking data, from any source.

The penalties available are outlined in section 11.4 of this appeal. It is important to highlight that at this and previous championships other forms of real time tracking data have been available to teams (such as FLARM, Flight radar 24, transponder tracking and other forms of GPS tracking) without penalty. Further, the rate of adoption, and access of this technology and data, has been staggered and variable between competing teams. Again, without penalty.

9.3. Summary of background IGC considerations of rules regarding tracking

- Since the introduction of FLARM as a safety warning device in 2004, pilots have been using it to gather data on their competitors. With the introduction of the Open Glider Network which collects FLARM data, and then makes the information available for others to use, such as displaying on a web site, ground crew have been monitoring progress of all competitors and passing on information to their pilots;
- Questions were asked at IGC meetings over many years to encourage some action on this issue, but no agreement could be made and the practice continued;
- The February 2018 IGC plenary meeting discussed the use of real time tracking and did not resolve the issue;
- The July 2018 world championships in Poland and Czech Republic had Local Procedures that required teams to register their FLARM on the OGN which supported the practice of real time tracking as they could no longer hide their signal. This enabled all teams to use real time tracking;
- The 2019 IGC plenary meeting saw a number of rules discussed, some attempting to limit the use of real time tracking and others to remove the benefit of tracking by changing the start rules. Two rules were adopted with immediate effect, but both rules were removed from the 2019 draft edition of the rules by the IGC Bureau prior to the 10th WWGC;
- It is reasonable to believe that pilot use of real time tracking data is permissible given statements by organisation officials that Private OGN is acceptable and IGC deliberations not resulting in prohibiting the use of tracking data;
- A rule in the Local Procedures referred to the requirement for the organisers to display the gliders with a 15 minute delay, but did not prohibit the use by pilots of real time data; and
- It must be concluded that given the history of the rules in place in previous championships, which are the same as the 10th WWGC regarding tracking, the same level of acceptance of use of real time tracking data at those previous championships must be applied at the 10th WWGC. That is, real time tracking data is accepted regardless of the source.

9.4. Rules in place at the time of the WWGC

In 2019, Annex A (Appendix 15) was issued as a latest revision and there was no change made in regard to tracking or its data. Also, section 5.4.2 remained un-changed.

The current rules regarding penalties relevant to this appeal (which are amended from 2017 and included in the 2018 version) are:

> "8.6 PENALTIES AND DISQUALIFICATION
>
> 8.6.1 The Championship Director shall impose penalties for infringement of, or noncompliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.
>
> 8.6.2 The Championship Director may issue one or more general warnings regarding infringements described in this Annex to all competitors at Briefing. A general warning is in effect for that competition day, and it revokes each competitor's right to a specific warning during that day. A general warning takes the place of a "first offence" warning, and a violation of a rule covered by a general warning should result in a penalty, as if the violation were a "subsequent offence."
>
> "8.6.3 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 6.2."
>
> "8.6.4 Penalties shall be listed on the Score sheet of the Day on which the penalty was given."
>
> "8.6.5 Unsporting Behaviour
>
> a) Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials will be sanctioned for unsporting behaviour.
> b) The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.
> c) Other team members (Team Captains, crew and other members) who demonstrate unsporting behaviour may incur a penalty ranging from being required to make a public apology to removal from the event.
> d) Very serious examples will be referred to the NAC involved and/or IGC/FAI."

In relation to 8.6.5 Unsporting Behaviour, the subsections should be read in descending order which clearly reads that unsporting behaviour as included in the rule is only in relation to *pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials*. This is the case for subsections a), b), and c). There is no ability for the Championship Director or International Jury to expand the application of 8.6.5 to include behaviour which is not related to aggressive or abusive behaviour. The Australian Team is not accused of, nor did it demonstrate, aggressive or abusive behaviour therefore 8.6.5 cannot apply.

The conclusion drawn from the rules in place at the 10th WWGC is that no rule was broken by the Australian Team and therefore no penalty can be applied.

10. Proper Process not followed

For the purposes of the section below, the Appellant acknowledges the protest was made within the protest period and was emailed to the Jury President by the Championship Director without delay, as detailed in 9.2.4 and 9.2 of Annex A, although the email transmission appears to have been delayed by two hours.

The Australian Team Protest was lodged with the Championship Director at 2.30pm. **However, proper process was then not followed.**

10.1. Process Analysis

Proper process outlined in competition rules	**What actually occurred**
FAI Jury Guidelines 2020 Edition (Appendix 12) Section 4 Jury duties during the event. 4.1 General Observation Jurors may get involved in the running of the event in administrative or practical matters during the event as long as that assistance does not involve matters that could potentially be the subject of a protest or have influence on the results of the competition.	The Jury President was present at the second Team Captains meeting (which did not include the Australian Team Captain) on the morning of Friday 17 January 2020 at 10:30am after the Championship Director misinformed the Team Captains that "*Australia had illicitly accessed and used the live tracking data. The Competition Director explained that the organisation had been advised that someone had hacked the data in Estonia."* The Jury President should not have been in attendance at a meeting which could lead to a complaint, penalty or possible protest. A remote Jury Member was in email communication with the *G-Track Live* Administrator from as early as 10.17am on Friday 17 January (see Appendix 30 and 31). The information within these emails contained false assumptions which were not investigated thoroughly by the Jury (see further detail below). Of even greater significance is the influence this early, incorrect information had on the minds of the Jury members.
9.1.4 Annex A A complaint must be made in writing. The Championship Director will issue a written response as soon as possible.	The Australian Team was not provided with a copy of any written complaint made (by the Team Captain for USA) regarding the penalty imposed, other than the WhatsApp advice. There was a report that the USA Team Captain had subsequently emailed his complaint but if this is correct, the Australian Team Captain was never provided with a copy.

Proper process outlined in competition rules	What actually occurred
	The Championship Director did not issue the Australian Team with a written response in regard to the complaint made by the USA Team Captain. A Penalty was imposed against each Australian Team Pilot. No explanation of the rule broken was given to the Australian Team. No written response was made or provided to the Australian Team.
9.3.a Annex A On the last contest day, the President of the Jury shall call a meeting of the International Jury as soon as possible. The International Jury Quorum shall be 3.	No meeting of the 3 members of the International Jury took place. A Quorum was not formed.
9.3.b Annex A The Jury shall hear both sides of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations. 6.4.2 General Section The Jury shall hear both sides on the matter of any protest, applying the relevant FAI regulations and the rules for the event	The Australian Team Captain was requested to meet with the President of the Jury 4.5 hours after the protest was lodged. One member of the Australian Team accompanied the Australian Team Captain. The meeting was an informal conversation with only the Jury President. No other Jurors participated (apparently, they were not responding to phone calls or emails). No alternative Jurors participated. The President of the Jury had information provided by the *G-Track Live* Administrator which contained assumptions and was factually incorrect. The Australian Team were permitted to read this information on the Jury President's computer but, despite requests, the Australian Team was not provided with a copy of this information. The Australian Team was afforded no opportunity to formally respond or correct this information in writing or in person. The Australian Team was not afforded an opportunity to explain its case verbally to the full Jury. The Jury President referred to protests also lodged by other competing teams requesting a higher penalty - the Australian Team was not provided with any substantive information regarding them or copies of these other protests.

Proper process outlined in competition rules	What actually occurred
	No analysis was completed by the Jury regarding the validity of the protest. The Jury did not investigate clear statements of assumption provided by the *G-Track Live* Administrator or the remote advisor called upon, Angel Casado (Appendix 10). Technologies were not compared, nor was the level of assumed advantage analysed.
2.2.2 Annex A A nominated Jury shall consist of the President of the Jury plus two Members. The Jury President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided: (i) They are available as required by the Jury President to hear a protest, and (ii) They are available on the final day of competition to hear any protests arising from the last day of competition, and to take part in the final Jury Meeting to confirm the results.	The International Members of the Jury not present at the competition were: *not* available on the final day of competition to hear any protests arising from the last day of competition, and *not* available to take part in the final Jury Meeting to confirm the results.
6.4.3 General Section The President of the Jury shall report the result and a summary of any relevant considerations in writing to the Event Director without delay, who shall make public the President's report.	The Jury President made a determination on the protest lodged by the Australian Team. A short version of the Jury response to the other teams was posted on WhatsApp on the morning of 20 Jan, 2 days after the closing ceremony. The response to the Australian Team Captain was also posted on WhatsApp and emailed on the evening of 20 Jan. This Jury Report was provided to the Australian Team Pilots directly by the Championship Director, it has not been made public by the Championship Director. The Jury President's report does not contain an explanation of what competition rule the Australian Team Pilots breached or, how the pilots' behaviour was deemed unsporting. The Jury President's report assumes the pilots

Proper process outlined in competition rules	What actually occurred
	had an unsporting (unfair) advantage but does not articulate what that advantage was, nor does it provide any verified analysis to support the conclusion.

10.2. Summary of errors made in the penalty and appeal process

- The Jury President was present at the Team Captains' meeting on the morning of Friday 17 January 2020, hearing the emotive reactions from Team Captains yet without correct factual explanation of what occurred;
- The initial complaint from the Team Captain for the USA was not provided formally in writing to the Australian Team, only indicated via WhatsApp;
- No written explanation was provided by the Championship Director to the Australian Team Captain or Pilots for the penalty points imposed;
- The full International Jury did not meet as a group to discuss and consider the protest. Decisions were based on incorrect assumptions. No objective analysis was completed;
- The Australian Team was not afforded the opportunity to verbally address the full International Jury regarding the protest;
- The International Jury did not investigate or interrogate the facts provided to them by either the contest organisers or the Australian Team. Some of the facts provided by the contest organisers were incorrect and this was misleading and influenced the Jury President's decision on the protest;
- The Jury President made a determination of the protest without providing a written report, this was not published and the contest was closed and championship medals awarded without this in place; and
- The Jury did not comply with elements of a Jury process that are fundamental to making a fair determination

10.3. Factors contributing to lack of due process of the penalty determination

- The Championship Director had moved the closing ceremony and prizegiving forward from 10am on Saturday 18 January 2020 to the evening of Friday 17 January. This was to accommodate an early departure for competing pilots and their crews following a number of flying days cancelled due to adverse weather conditions;
- It was clear that the Jury President was under time pressure to resolve the protest to accommodate this earlier timeframe. This subsequent time pressure contributed to the Jury President determining the matter without following the hearing process in 9.3 of Annex A;
- The Jury President had difficulty contacting the International Jury members at short notice, in different time zones. [Annex A, 2.2.2 (ii) requires them to be available] This compounded with the time pressure noted above, contributed to the lack of a hearing at which the Australian Team could address the full Jury;
- There was no apparent analysis or investigation completed as part of the Jury consideration; and
- The Jury President and the Championship Director were under the belief that the changes proposed to Annex A to the IGC Plenary in 2019 regarding tracking were in place and were part of the rules for this event (Appendix 5). The approved version of

Annex A in place for this event did not include such rules. There was therefore a bias towards their belief as to what the rules should have been.

10.4. Improper process post competition

After the competition the Chief Steward (who is also a Vice President of the IGC) wrote to the members of the Board of the Australian Gliding Federation warning the Australians not to appeal the decision of the penalty at the Championship. This email alluded that if the Australians appealed, then pressure would be applied for the Australian team to be disqualified from the competition, or Australian pilots could be banned from international competition for a future period, or a future World Gliding Championship to be held in Australia in January 2023 would be withdrawn from Australia. The email is included in (Appendix 17) This pressure could be viewed as lobbying at best and bullying at worst. Such interference in the FAI Appeal process is unacceptable.

10.5. Conclusions regarding failure to follow proper process

It is obvious proper process was not followed at any stage of this matter, from initial suspicions and investigations by the Championship Director to communication with all Team Captains and the complete failure of the International Jury process which is designed as the backstop to protect all parties when other processes have failed. Had proper process been followed, the matter would have been investigated on facts and merits and the Australian Team is confident a different outcome with no penalty to the Australian Team Pilots would have resulted.

It is also clear there is international reluctance to review this matter and not address the process of awarding championship medals and prizes to the correct pilots. The Australian Team understands this and considers it most unfortunate for the re-awarding of medals and prizes to have to occur and regret the consequences this will have to those impacted pilots. In deciding this Appeal, the Australian Team asks the Appeal Tribunal to consider the current position of the Australian Team Pilots who have been wrongly accused and denied championship medals as a consequence of the failure of proper process at every stage.

11. The Appellant's arguments against the Ruling

The first two parts of this section describe rules that might be relevant to the penalty and what penalties were issued by the Championship Director. Then the arguments are put against the ruling by considering the questions of 'whether unsporting behaviour occurred at all' and 'if a points penalty for supposed unfair advantage was appropriate'?

11.1. What rules did the penalty relate to?

There were no published rules or Local Procedures broken by Australian Team members. The relevant rules that have been referred to by competition officials include the following:

- FAI Sporting Code General (Appendix 14)

  6.2.2: Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents,

use of forbidden equipment and prohibited drugs and violations of airspace) at the discretion of the ASC concerned.

- Annex A, 8.6.5 Unsporting Behaviour (Appendix 15)

  a. Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials will be sanctioned for unsporting behaviour.

  b. The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

  c. Other team members (Team Captains, crew and other members) who demonstrate unsporting behaviour may incur a penalty ranging from being required to make a public apology to removal from the event.

  d. Very serious examples will be referred to the NAC involved and/or IGC/FAI.

- Annex A, 5.4.2 (Appendix 15)

  Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

- Local Procedures, 4.1.1.c Carriage of GNSS data transmitters for public displays (Appendix 16)

  The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish.

11.2. What penalties were issued by the Championship Director?

Sequence of events	What occurred	Actual wording
9:57am 17 January 2020	Penalty – Apology to be made An initial penalty was issued to the Australian Team Captain – The Championship Director explained via WhatsApp	*"The use of the data gained illicitly is considered by us to be unsporting behaviour. We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioned the Australian Team. The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the TCs and the IGC."*
12:42pm 17 January 2020	250 Point Penalty A revised penalty of 250 points was issued to each Australian pilot – in response to a complaint by the US Team Captain via WhatsApp	*"We concur with your decision that the use of data gained illicitly was unsporting behaviour. We disagree that the pilots who benefited from this information should escape sanction …".*

Sequence of events	What occurred	Actual wording
21:45 17 January 2020	225 Point Penalty A revised penalty of 225 points was issued to each Australian Team Pilot following the International Jury determination.	No official written statement was provided at this time.

11.3. Did unsporting behaviour occur?

The published reason given by the Championship Director for the penalty is the allegation that data was gained illicitly from the *G-Track Live* system, which was considered to be unsporting behaviour.

Data was not gained illicitly from the *G-Track Live* system

The allegation data was gained illicitly is inaccurate because:

1. The information was legally accessed – the data was unprotected, and access was simple through the *G-Track Live* webpage and required little technical skill. (see video and explanation on access to the data in Appendix 20). The information on the *G-Track Live* page without the 15min delay was not password protected. No Australian law was broken in accessing the data;
2. The system was open to the public and the administrator of the tracking program was not the only one who could access the system. Nor is it unreasonable to assume that other Teams with basic IT skills could not have accessed the same information – unless the same information was available to them through Private OGN use and in which case there was no need;
3. The Australian Team Captain did not gain knowledge of how to access the data through unethical means as claimed by the Competition Director, such as looking over the shoulder of the *G-Track Live* administrator or getting information from the *G-Track Live* administrator as implied by the Jury report. The Team Captain had no interaction with the *G-Track Live* administrator in relation to the data tracking system; and
4. The Team Coach accessed the data in a way that any other Team with some basic IT knowledge could have accessed it.

There are no other grounds for claiming unsporting behaviour

When it became known that the data was not gained illicitly, as previously suggested by them, the Competition Organisation advanced other reasons for claiming that unsporting behaviour had occurred. Alternative reasons given for the penalty by the Championship Director, subsequent to the first penalty decision (being for unsporting behaviour for the use of illicitly gained data), were various and changing at the competition and post competition and did not refer specifically to any relevant or actual rule.

Their reasons are listed below with our counter-argument following:

Reason	Counter-argument
The Australian Team should have known of the IGC intent to prohibit tactical use of tracking data because of a recent proposed rule at an IGC Plenary.	Discussion regarding use of tracking technology has been ongoing since the adoption of FLARM.

Reason	Counter-argument
	More recently, there was a proposal in 2019 for rules to go into Annex A to prohibit the tactical use of tracking data and consider it unsporting. These proposed rules related to use of real time tracking data from any source including public OGN. These proposed rules were deliberately removed from a draft of Annex A by the IGC bureau, were never published and did not exist at the time of the WWGC. All teams must compete within the rules published at the start of the competition. It is not reasonable or fair to expect pilots to have knowledge of, or in some way attempt to comply with, rules debated at Plenary meetings which have not been published or included in the competition rules.
Access to *G-Track Live* data potentially gave the Australian Team tactical information not available to other Teams and there was a consequent advantage.	All Teams had the opportunity to access real time data with equivalent tactical advantage from a range of sources including Private OGN. No investigation was made to determine if other teams were accessing tracking data or the same *G-Track Live* data. It was clearly capable to be found and used by other teams.
The data was sourced from a device that was mandated by the Organisation.	All pilots use tracking data from a number of mandated devices including FLARM and from their teams via radio.
The Australian Team should have known that use of live *G-Track Live* data was considered by the Organisation as unsporting because it was mentioned in the first Team Captains' meeting.	It has also been asserted that a reference made in a Team Captains' meeting to live tracking is reason for a penalty. The Championship Director might have made reference to either a rule about the organisation displaying tracking with a delay (Local Procedures, 4.1.1.c) or to a rule about the use of tracking data being prohibited (2019 Plenary meeting but not in Annex A) at the first Team Captains meeting. There are various versions of what was actually said. In any case, there was no rule prohibiting the use of real time tracking. In addition, no published ruling was made by an organiser relating to this matter. The purpose of published rules is to ensure a clear and common position of the rules is established and agreed, rather than rely on recollection and opinion which may differ between parties. The Australian Team Pilots were

Reason	Counter-argument
	unaware of any discussion about this matter at IGC meetings or at the competition.
The *G-Track Live* Administrator suggested that possibly the Australian team was transmitting data via the web to pilots in the air. (Appendix 30)	This is an assumption made which was not investigated by the Championship Director or the International Jury, thereby leaving the question in doubt and potentially influencing the decisions made regarding penalties. The Australian Team Pilots only received information regarding tactical tracking via the Australian radio frequency which is in accordance with the rules and to which all Teams had access to.

On examination, the first three of the above reasons for unsporting behaviour can equally apply to tactical use of tracking data from any source. All teams had access to real time tracking data such as OGN and FLARM, so in applying this argument, all Teams should be subject to the same assessment of and potential penalty for unsporting behaviour.

Tactical use of tracking data has been acceptable at international competitions

There has been a clear culture of acceptance of tactical use of tracking data, as evidenced in recent overseas competitions. Within this context, it is reasonable for the Australian Team to view the use of tracking data from any source, including *G-Track Live*, as equally acceptable and correct.

1. For some years Teams have been making tactical use of real time tracking data from OGN which provide similar or equivalent tactical tracking information to *G-Track Live*;
2. The tactical use of tracking data has been accepted despite ongoing discussions over many years by IGC about potential advantage and rules to prohibit it which have never come to fruition;
3. The use of Private OGN is openly accepted as indicated by the IGC Steward Report for the 10th WWGC, a copy of which is in Appendix 1– "*It was assumed they had a private OGN network. ... The moment the thought was, the AUS TC admits he has a private OGN network the competition could go on without further discussion*.";
4. At World Gliding Championships it is accepted that Team members support and assist pilots in any way possible within the rules. This includes the use of technology such as tactical use of tracking data; and
5. In regard to the rule: Annex A, 5.4.2, there was no claim of, or investigation into "unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment", even though this rule was listed in a Jury Reply to a Protest (Appendix 10). This supports the position made above in section 10 that there was a lack of investigation into the facts of the case as well as a lack of due process in hearing the protest.

For the reasons outlined above, there was no unsporting behaviour, no rule was broken and therefore no penalty should apply.

There were no other rules breached by any members of the Australian Team, therefore no penalty should apply.

11.4. Was the penalty issued appropriate?

The Appellant submits that issuing a penalty is inappropriate because the Australian Team Pilots did not demonstrate unsporting behaviour, nor did they obtain any relative advantage by their use of live tracking data.

11.4.1. Process for applying penalty points and penalty points applied in this matter

Ability to apply a penalty:

- The ability to apply penalties is held by the Competition Director and found in:
  - Annex A 8.6 Penalties and Disqualifications; and
  - Annex A, 8.7 provides a List of Approved Penalties
    (Refer Annex A 8.6, page 38, and Annex A 8.7, page 39).
- The penalty of 225pts was applied to each Australian pilot, or 25pts for 9 days of the competitions (refer to Jury report dated 20th Jan 2020. (Appendix 10)

11.4.2. No transparent process of points calculation

- The Championship Director is provided guidance regarding the penalty to be applied to particular infringements in Annex A 8.6 Penalties and Disqualifications.
- Penalties range from a warning with no infringement penalty points (e.g. Landing: incorrect landing lane) to zero points for the day (e.g. Flying under influence of alcohol – first offence). The Competition Director may also disqualify a competitor (e.g. Falsifying documents – first offence).
- The infringement of *Unsporting Behaviour* is defined by Annex A, 8.6.5 (b):
  "The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification."
- The Australian Pilots and Australian Team were not aggressive or abusive and cooperated in all interactions with the Competition Director, Deputy Director, Steward and other relevant official parties.
- There was no explanation of the method used to calculate the penalty points applied in this matter (Appendix 6 Mandy WhatsApp message send 17/1/20, 12:42 pm; and Appendix 10).

11.4.3. If a points penalty is appropriate then what should it have been?

- The penalty for dangerous flying is less than half of what was imposed for alleged unsporting behaviour being use of data gained illicitly. Dangerous flying is an action by a pilot that is reasonably expected to increase the risk of, or result in, a fatality:
  - 11th JWGC, Szeged/Hungary, competition pilot received 100pt penalty after being convicted of dangerous flying. Verified evidence of cloud flying (which is prohibited) was submitted. (https://www.soaringspot.com/en_gb/11th-fai-junior-world-gliding-championships-szeged-2019/results/club/task-4-on-2019-08-01/daily); and
  - 10th FAI Women's World Gliding Championship, competing pilot received 100pt penalty after being convicted of dangerous flying. Verified evidence of intentional close proximity incursion requiring evasive action was submitted.

(https://www.soaringspot.com/en_gb/10th-fai-womens-world-gliding-championship-lake-keepit-2020/results/standard/task-1-on-2020-01-04/daily)

- A search of all known penalties, competition reports and results indicate that the penalty of Unsporting Behaviour has not been issued in gliding prior to this event.
- A penalty of Unsporting Behaviour was issued to a paraglider pilot for abuse of officials.
- Penalties issued of the scale and magnitude applied to the Australian Team Pilots are typically for variable actions of dangerous flying. In each case, the penalty resulted is less than half of that applied to each Australian Pilot.
- Access to tracking data has been available since the adoption of FLARM (circa 2004). The access and adoption of this technology has not been consistent between International teams during this history. At no point in the past has an International team been penalised for having access to a perceived technological advantage.
- A considerable number of penalties have been issued in recent competitions for pilots turning off, or not having their trackers available and visible. This penalty has typically been a warning and up to 10 points per occurrence.

Therefore, the penalty of 225 points applied for the use of tactical tracking data is substantially more than was imposed at the same competition for dangerous flying. Further, at no point has a penalty been imposed for the use of technology to date.

11.4.4. Impact of the penalty on final medal positions

The result of 225 penalty points being applied to each Australian Team Pilot was that the Australian Pilot who was in first place in Club Class and the Australian Pilot who was in third place in Standard Class were no longer on the podium. The rankings for each class per country per and post application of penalty points are as follows:

Class	Pre-Penalty	Post Penalty
Club Class Gold	Australia	Italy
Club Class Silver	Italy	Germany
Club Class Bronze	Germany	France
Standard Class Gold	USA	USA
Standard Class Silver	France	France
Standard Class Bronze	Australia	United Kingdom
18m Class Gold	France	France
18m Class Silver	France	France
18m Class Bronze	Germany	Germany

Countries which submitted a protest requesting the application of penalty points included:

- United Kingdom
- Germany
- Luxembourg

The penalty had a significant effect on the final placings, the medals and the prizes awarded.

11.5. No Additional Advantage

The apparent logic for the points penalty was that the individual pilots gained an advantage over other pilots in using the *G-Track Live* tracking data. This would be true if other pilots could not access the same or similar data within the rules, but use of Private OGN real time tracking data is equivalent in terms of advantage and is well accepted and was permitted by the Competition Organisation.

During the process followed to impose penalties and subsequently that followed by the Jury, there has been no analysis of the relative coverage of the various tracking technologies available to competing teams.

Use of *G-Track Live* tracking data had no advantage over OGN in terms of the coverage of the task area. The difference between the area covered by VHF radio range, and thus ground crew ability to relay the information, and the Lake Keepit OGN is negligible (OGN and VHF coverage mapping Appendix 23). This suggests that the only tactical difference in usable tracking information between Lake Keepit OGN and *G-Track Live* tracking data is the identification information displayed.

Both *G-Track Live* tracking data and Private OGN provide real time identification information additional to the Lake Keepit OGN. There is an option to set "no tracking" on the OGN, this option was only taken up by the German Team. There is also an option to set random FLARM ID which was taken up by about 50% of the pilots in some classes and less in other classes (though these can be monitored and recorded manually).

The Lake Keepit OGN provided real time tracking to all the pilots and Private OGN could be used by Teams who chose to do so. All teams had ground crew relaying information about other gliders using tracking data. For example, one of the Australian Team Pilots spent three days on the US Team frequency (by invitation) and heard radio announcements from the US Team base regarding the start and on-track movements of other teams without any time delay.

There was no practical difference between *G-Track Live* data and Lake Keepit OGN available to all pilots in terms of the task area covered. The type of information provided by *G-Track Live* offered no more advantage than Private OGN which was acceptable to the organisation and minimal advantage over Lake Keepit OGN.

The Australian Team ground crew were able to offer the Australian Team Pilots information from a program which brought together a mix of data from *G-Track Live*, OGN and weather models. The mix of this information and the crew analysis of the information yielded the benefit rather than the raw data itself.

In addition, the pilots of all Teams had a substantial amount of valuable information available to them from their cockpit, to which the ground crew does not have access. For example:

- They can see the sky ahead, and where the energy lines are, where storms have been (no thermals), where storms are ahead;
- They can see where gliders ahead are climbing;
- And the FLARM display in the cockpit, originally intended for collision avoidance, is now capable of showing gliders 20-30 kilometres ahead, along with their individual climb rates;
- Once out of radio range from the Team base radio, the pilots used the more valuable information available from the cockpit as described above. The main value given by the Team base was for tactics pre-start and the Lake Keepit OGN real time

tracking was the source of data for this information. Also, the Lake Keepit OGN range was almost identical to the range of the team base radio.

The pilots report that they used this abundance of information most of the time and use of tracking information was mostly sought pre-start, when the Lake Keepit OGN real time data was also available. And even then, the pilots did not always get access to the information because of issues with the trackers such as battery failures, not being on the Australian radio frequency or having technical issues affecting use of the radio.

The use of Private OGN was acceptable to the competition officials and this would have provided live tracking over the entire task area. Vehicles of other teams were noted strategically leaving the airport each day after task setting, presumably to locate the Private OGN at the centre of the task for the day.

In conclusion, there is no additional advantage of ground crew relaying *G-Track Live* data to that gained by Private OGN and the contribution of tracking data to the pilots' overall performance is a small part of the abundance of information available to all pilots from all teams, from the cockpit.

11.6. Summary related to the penalty ruling

- There were no published rules or Local Procedures broken by Australian Team members;
- The Championship Director issued a penalty for unsporting behaviour based on the incorrect belief that tracking data was gained illicitly;
- The tracking data was accessed legally, access was not gained through deceptive means, and any other Team with basic IT knowledge could have accessed the same data;
- When it became known that the data was not gained illicitly, other reasons for unsporting behaviour were advanced;
- Many of the arguments given that tactical use of *G-Track Live* data was unsporting can equally apply to tactical use of tracking data from any source;
- Statements from the Chief Steward and Jury President say that the use of Private OGN, which provides equivalent advantage to use of *G-Track Live* tracking data, was acceptable;
- There has been an acceptance of tactical use of tracking data for some years and within this context it is not unsurprising that the use of *G-Track Live* data was viewed by the Australian Team as equally acceptable;
- Alternative reasons given for the penalty by the organisation, subsequent to the first penalty decision (being for unsporting behaviour for the use of illicitly gained data), were various and changing at the competition and post competition and did not refer specifically to any relevant or legitimate rule;
- There was no transparent process of penalty points calculation;
- The magnitude of the penalty is excessive for example being more than twice that imposed for dangerous flying;
- The penalty had a significant effect on the final placing and the medals and the prizes awarded;
- There was no difference between *G-Track Live* data and Lake Keepit OGN available to all pilots in terms of the task area covered and the type of information provided by *G-Track Live* offered no more advantage than Private OGN and minimal advantage over Lake Keepit OGN;

- There was no verified advantage in having access to *G-Track Live* data additional to other available tracking data or the many other sources of information available to all pilots; and
- The penalty should not have been issued at all because there was no unsporting behaviour nor was there unfair additional advantage.

12. Conclusions

Live tracking has proved to be the disrupter to the gliding community that Facebook, Amazon and Uber have been to the commercial world.
IGC has struggled with how to deal with its rapid development. Even after five years of debate no clear policy has been set for the sport. Ideas were debated, rules were agreed to, posted to the draft of the then Annex A rules, and then later removed. All of this has been progressively reported in gliding media and in reports to national organisations. It is no wonder that confusion has resulted.

The organisers and the Jury at the WWGC were all capable hard working people of goodwill, but the fact is that they did not understand the exact rules that applied in relation to tracking and all of their decisions were based upon the incorrect assumption that the rules of the competition contained the proposed IGC rule concerning the use of tracking data. They did not.

Further however, last day pressures to conclude the event plus mixed time zones caused the Jury review process to fatally break down.

Therefore, in relation to the Rules:

- There was an accepted culture across the whole world of using tracking real time data in competitions. This use was not considered to be unsporting behaviour;
- Multiple versions of tracking data were available at this WWGC. Some of it was available to all teams and some was available to one or a handful of teams;
- Access to all of these versions was permitted under the rules under which the Championship was conducted;
- The data which the Australian Team had access to was no better, and arguably not as useful as the Private OGNs that could be used by some of the other teams;
- It was entirely inappropriate and incorrect that the Australian Team was accused of illicitly hacking data and then, as a result, of unsporting behaviour. It is the obligation of all pilots and team support people to comply with the rules but it is also their entitlement to use those rules to their best advantage. It is accepted practice that this occurs in all competitions;
- It is not “unsporting” to have discovered the use of a rule or material freely available that other teams have failed to discover; and
- At no stage did the Australian team “interfere” with equipment. It is therefore incorrect to conclude that the team breached rule 5.4.2 of Annex A.

And then in relation to the penalties:

- The process set out by the rules for appeals was not followed by Jury;
- All decisions were based upon the incorrect assumption that the rules contained the proposed IGC rule concerning the use of tracking data;
- At no time was a proper quorum present in the meetings of the Jury;

- At no time was the Australian Team given the opportunity to present its arguments to the Jury; and
- As a consequence, the Championship medals and prizes were awarded incorrectly.

13. The requests made of the Appeal Tribunal

The nine Australian Team Pilots are requesting:

- A clear statement that the Jury process was not followed according to the rules governing the competition;
- A statement that the Australian Team Pilots did not participate in unsporting behaviour;
- The penalty of 225 points be removed against each pilot;
- To have the final placings of the championships returned to the position prior to imposition of the penalty;
- To have championship medals and prizes correctly awarded to the respective pilots; and
- A full refund of the appeal fee of $3000 EUR.

14. Table of Appendices

Appendix 1.....WWGC IGC Steward Report, undated

Appendix 2.....Statutory Declarations

Appendix 3 .....Not used

Appendix 4 .....Email Australian Team Captain to Jury 2020-01-21

Appendix 5 .....Email from Competition Director to WWGC Pilots 20&21 Jan

Appendix 6.....Team Captains' Complaint WhatsApp Msg 17/1/20, 11:27 am

Appendix 7.....Response from Jury to Australian Team Captain 2020-01-22

Appendix 8.....Reply to the Protest against penalty applied to Australian Pilots

Appendix 9.....Not used

Appendix 10.....Jury reply to protest of Great Britain

Appendix 11.....Gliding tracking technology

Appendix 12.....FAI JURY GUIDELINES 2020 V1

Appendix 13.....Not used

Appendix 14.....FAI SPORTING CODE GENERAL SECTION, 2020 V1.1

Appendix 15.....FAI Annex A to Section 3 – Gliding

Appendix 16.....10th WWGC Local Procedures V9.1

Appendix 17.....Emails between Frouwke Kuijpers and GFA President 28 Jan 2020

Appendix 18.....PROPOSAL TO IGC PLENARY 2019

Appendix 19.....IGC PROPOSAL 27 Dec 2018 -Proposal submitted by British Gliding Association

Appendix 20.....*See separate file Appendix 20, Getting the tracking information.mov*

Appendix 21.....Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Freudenstadt, Friday 2nd and Saturday 3rd March 2018

Appendix 22.....Decisions from IGC Plenary Meeting, Istanbul, 8th and 9th March 2019

Appendix 23.....Open glider network (OGN) range

Appendix 24.....Proposed Tracking rule but withdrawn

Appendix 25.....FAI Annex A to Section 3 - Gliding 2017 edition

Appendix 26.....Not used

Appendix 27.....Tracking Rule as per Annex A - email

Appendix 28.....Australian Protest against penalty

Appendix 29.....WhatsApp Chat with Team Captains WWGC

Appendix 30.....Email from Jacques Graells to Jury 17 March 2020

Appendix 31 .....Earlier emails between Jacques Graells and Wojciech 17 March 2020

Appendix 1
WWGC IGC Steward Report, undated

IGC Steward Report

10th FAI Women World Gliding Championships

Lake Keepit Australia

Contest Director: Mandy Temple

Deputy Contest Director: Anita Taylor

Chief Steward: Frouwke Kuijpers

Jury President: Gisela Weinreich

Competition overview.

In general it was a good and nice competition, good atmosphere. The host was very friendly and helpful to all the people. Lake Keepit is situated in a beautiful area, a flat country with a few hills as well, and a simple airspace. The airfield was sufficiently equipped to host the competition although the catering facilities on the airfield itself were very basic.

Two special items should be mentioned here: these will be more specified in the report itself.
- the drought Australia was suffering from for already a long time. The lake was only filled with 0,4 % of its normal size. This caused a lot of dust storms especially when the seabreeze was coming in, and the fires. Fortunately the fires were not in the neighborhood, the competition only had to deal with smoke and the related bad visibility .
- the unsavory thing with the Australian TC and one of their crewmembers, using the live data of the official tracking system to inform their pilots. Everybody was shocked, especially because the TC was the very well respected AUS IGC delegate for 30 years. He should have known that this was ethically very wrong.

For the Australian Gliding this was a big drama in general, but also on a personal level, especially for the CD and deputy CD. Every decision they would take was destined to be food for discussion. On one side there was the AUS GFA/gliding community, on the other there was the international gliding world, a Salomon's judge for them. Nevertheless they did a wonderful job which deserves all respect from the world.

Preparations

The only contact before the competition was most of the time via email only, mostly about the Local Procedures.

Practice period

During the practice period the standard was set, together with the TC's operational rules were defined.
At the beginning the CD was very strict in people obeying the rules, which resulted in well-organized operational procedures during the competition. And clarity for the pilots.

Scrutineering

Scrutineering was organized very well. A form was used, 1 A4, and it was very clear what and how it should be measured. *Next time the form should be digital.* There was one problem with a JS1. It's wings fully loaded were bending so much that the measured wingspan was too big. Without water it appeared to be OK.
During the measuring the question came up, how much is it allowed to push the wings upward to correct the bending of the wings? Maybe a technical picture can help with this.



Organization

The volunteers, members of the Lake Keepit Soaringclub as others from different clubs did a great job. Nice to see that the grid runners were youngsters from the Australian Air League. Everything went smoothly, the different teams such as scrutineering, weighing, operations towing, LK ground control, competition office, tracking, task setting, scoring, all were competent to do their job. And with a lot of enthusiasm and friendliness. Special attention for the (both female) CD and deputy CD/Safety-officer, a very good combination of different skills.

Facilities

There was an arrangement with the local Sports & Recreation (S&R) center to use their facilities. Several teams stayed at the S&R center, others in the “neighborhood” which means in Australia 30 till 45 km away.
There was a possibility to have breakfast and dinner at the S&R center, with a good price/ quality rate. On request of the TC’s the well-equipped briefing room at the S&R center was replaced to the airfield in the tug hangar. The distance was too big (7 km) from the airfield itself which caused organizational problems for the teams. It appeared to be a good replacement despite the basic setting.

The catering on the airfield itself was very minimal, the coffee bar was halfway to the grid and the clubhouse, only open until after launch. There was a kiosk/bar, which was a nice setting under the trees, but this opens around task finish time and closed at 7.30 pm. On the other hand the kitchen of the clubhouse could be used by the teams. For a WGC it was minimal, more guidance from the NAC in this should have been done.
Question is, what are the minimum standards? At least there should be one place where people can meet with a basic assortment.
Nevertheless, the hospitality and the friendliness of the people of the Lake Keepit Soaring Club softened this a lot.

Communication

A competition without a webpage, WhatsApp groups and a public digital scoring system are not of this time anymore. So the WWGC2020 used all these features. It makes life much easier. Especially WhatsApp with the possibility of making different user groups such as TC’s, a general for everyone, for organization only, scoring, you name it.
Recommendation is to rewrite Annex A and to implement the possibilities of the digital world. For example, is an official notice board still needed? There was one but nobody looked at it.

Briefing



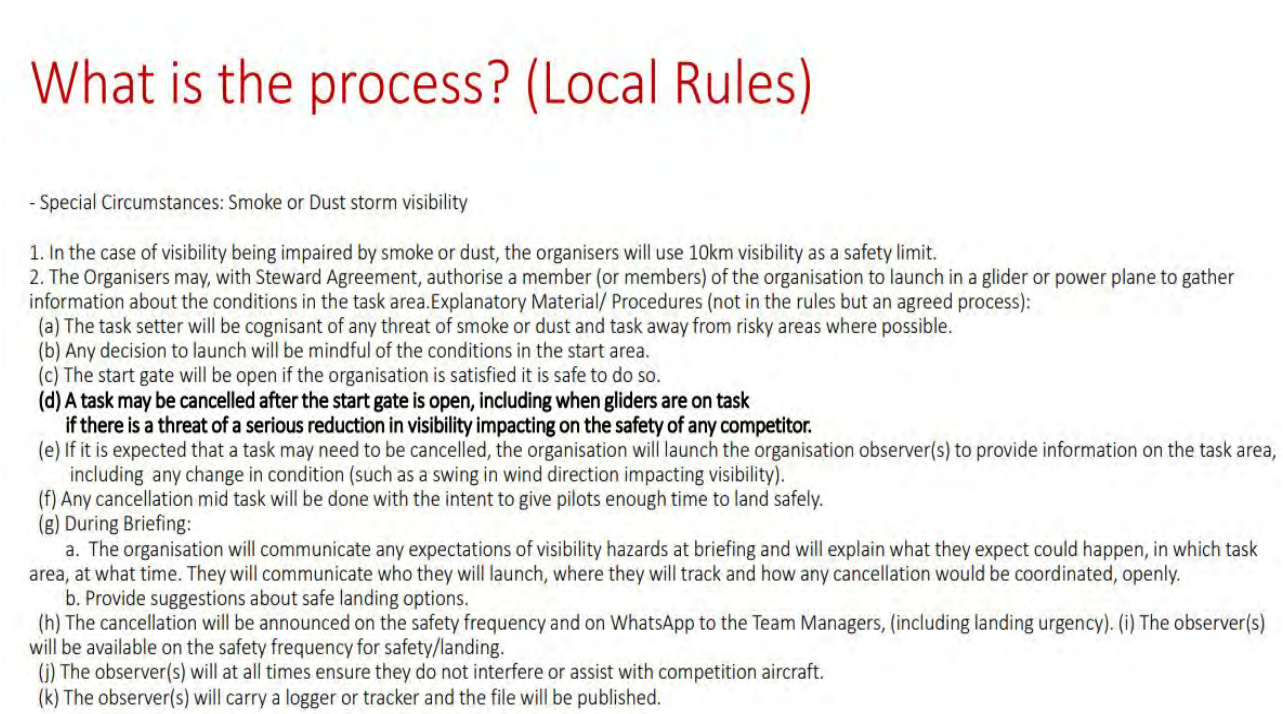
Pilots Briefing was well organized. Every morning at 9.30 sharp briefing started. The day winners were put in the spotlight every day, receiving daily prizes which were generously made available by different sponsors, all organized by one of the pilots.
The CD used a template for the ppt. of the briefing. Before briefing the daily ppt. was posted on the WA group and the website. This makes the briefing very efficient. For the non-native English speakers this was very helpful to understand the things which were mentioned. Everyday there was a special Safety item from the day before.
The tasksetter explained the task with extra attention to the go- and no-go areas. This was very helpful for the pilots.

The weather



In general the weather conditions were very good, strong thermals, high (cloud) base. First period there were high temperatures >40^{0}C. As mentioned before the situation was extraordinary because of the drought and the smoke of the bushfires 300 km. away. Because of the smoke and dust the weather models were not always reliable.
Sometimes at the end of the day the seabreeze started which caused a lot of dust storms because all vegetation was gone by the dryness. This caused challenging landing circumstances, but finally everybody managed to come home safe.
Special attention to the smoke caused by the bushfires was needed. The bushfires caused areas of smoke and

depending on the wind a smoky area was “somewhere” during the day. In these areas the VFR conditions were very bad. It was rather unpredictable where and on what time of the day the smoke would be. Or maybe new bushfires were starting. Because of that and the pilots have to fly under safe circumstances the CD/DCD together with the TC’s developed a protocol on how to deal with this phenomenon.
See picture below.



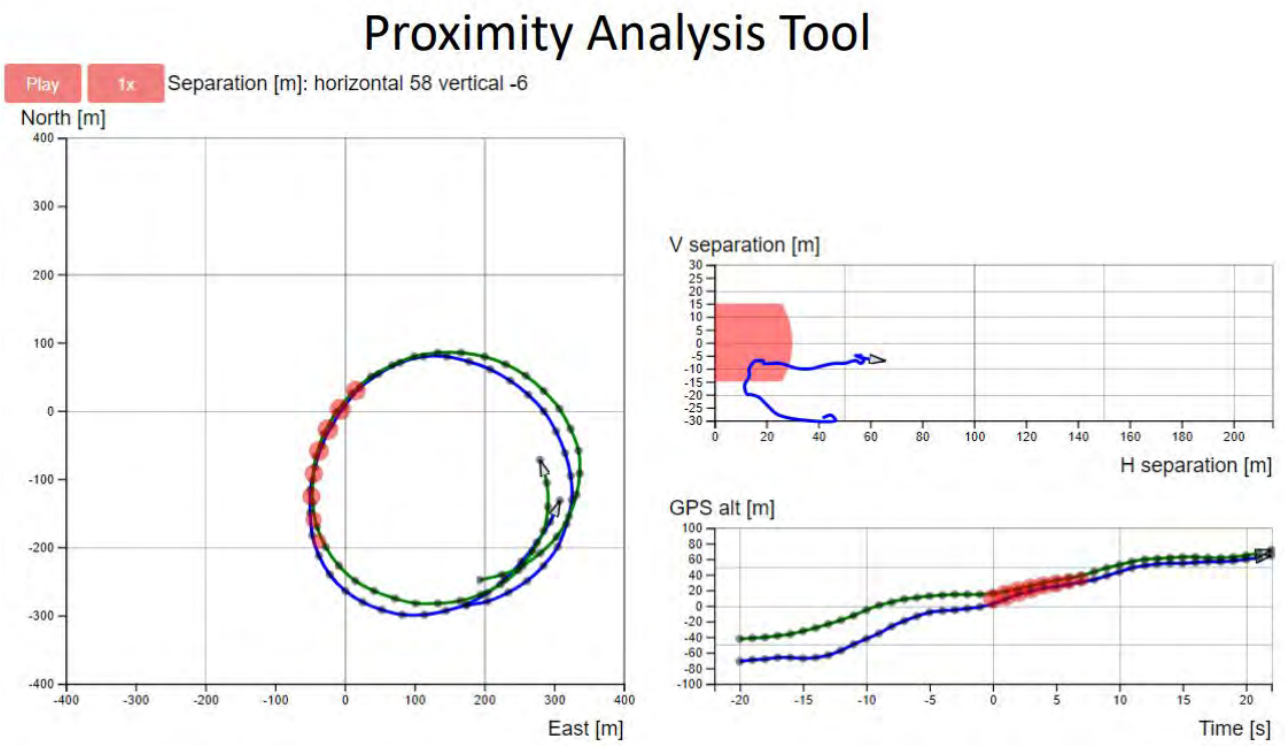
The accepted process was used two times, the first time the day was canceled in the air. After receiving several reports, in combination with the smoke forecast, the observer was sent in the air, who judged it was still flyable. After a while the forecast became worse on track of the last legs. Again the observer was sent in the air and bad visibility started on the last leg(s). On that moment the day was canceled so the pilots could fly home safe. Everything was done according to the described process. Because the pilot reports during flight on the first day were not clear, an objective system was introduced, a proven system developed by people of hang gliding. The second day we had to use the system, (i.e. the observer was sent into the air) the day was not canceled. The smoky areas were rather small which could be avoided, similar to a rain shower. Together with an AAT task this guaranteed safe flying conditions.
These circumstances were challenging for the organization, but after evaluation of the process we can say the system worked.

Tasksetting

Despite the difficulties with the weather models in general the tasks were set properly. Only one day the task setters were very optimistic, which ended in a day of total out landings. A contributing factor was the late start times. Even the gliders with engines have to land out because of the distance.
Because some teams didn’t have trailers for all their gliders, the last team arrived back at Lake Keepit the next day at 3.00 pm. Fortunately the next day was an official resting day. The task setters were thrown into the pool during the international evening.
But what if the next day was a normal competition day? Should the day be cancelled because not everybody returned home on time? That seems not fair to the teams who organized everything well, by having a trailer for all gliders.

Safety

As mentioned before, at every briefing a moment was spent on safety by the Safety officer.
Flytool, as the digital reporting system, was used together with the Australian Proximity Analysis System (PAT) to recognize dangerous situations. These situations were analyzed in SeeYou.



How was it used?
The tools were always used together. The reports were analyzed by SeeYou animations.
- Pilots tend to report wider encounters and not see the PAT encounters (Blind spot).
- Talking to Team Captains about daily observations.
- Being VERY mindful of privacy.
- Lots of interpretation that's needed.
- Still learning from the system.
- If the graph shows you are different, then think about why.

Are you: Aggressive/Unpredictable/Tentative ???
In most cases pilots were open to receive the observations and learned from it.
Twice a 100 point penalty was given to pilots who repeatedly flew aggressive, after having been given a warning.

A Safety committee was installed, three pilots of each class, plus the CS and DCD.

Scoring

Scoring was done by two people. The head scorer was on location, the other one was remote. At the beginning there were severe problems with the SeeYou scoring program because the update was just done before the competition started. After that the SeeYou people went on skiing holiday so there was no back up for repairing the system. Besides that, after the problems were solved, scoring went well.
It was unfortunate that the designated start time couldn't be used because of the update of SeeYou, it was not possible to test it before the competition. For Australian weather this was probably a good starting system to prevent the "waiting game" before the start.
Because of the digital scoring a standard day schedule for preliminary/unofficial/official scores seems to be possible.

Opening and closing ceremony

The opening ceremony was nice and short on the airfield in the morning with some local VIP's, ending with a High tea. Prize giving and closing ceremony was organized in the S&R center on Friday evening instead of the next day Saturday morning. The last two days were canceled, a prize giving on Friday evening gave the teams the opportunity to derig the gliders and make them ready for the way back home, packing containers etc..on Saturday.
Again, beautiful prizes for the winners, organized by the same pilot.

Social events

Several social events took place; an Australian evening, the Baba Yaga ceremony, twice a BBQ and of course the International Evening. The swimming pool was a welcome facility with the high temperatures.

FAI Flag email

I don't know what you did today... after the hole trouble yesterday I needed a break.
I had a really nice day next to the water ..
Let's see what I'm doing tomorrow

Kindes Regards
FAI-flag



The FAI flag had a wonderful time in AUS!

Incident unsportive behavior - AUS TC and AUS Team member

During the competition questions raised about the live information the Australian TC gave to the AUS pilots. It was assumed they had a private OGN network. Because the rumors became stronger and stronger the information was not of an OGN network but something else, the AUS TC was asked to come to the competition office so we could talk about it. That moment the thought was, the AUS TC admits he has a private OGN network and the competition could go on without a further discussion.
It appears the AUS TC used the live data of the official tracking system of the competition. As said before, everybody was shocked, especially because the TC was the very well respected AUS IGC delegate for 30 years. At that moment it was not clear how the link which was used was obtained. During the following days things became more clear. Fact was the link which was used by the AUS TC was not meant to be for general use. The problem which occurred was that the current rules were not sufficient enough to punish according specific unsportive behavior rules. The range was between an apology of the TC and disqualification of the whole team. The CD decided, also after hearing the TC's to ask for an apology from the AUS TC. All AUS pilots got 250 penalty points for the last flying day because these scores were still unofficial. All the other scores were already final and couldn't be changed anymore. With the 250 penalty points all AUS pilots were out of sight of the podium. Some countries didn't agree with this decision and wanted a disqualification of the whole Australian team and filed a protest. The jury decided to give all AUS pilots 25 penalty points per competition day.
After the competition the Gliding Federation of Australia (GFA) did an investigation and published a report. The misbehavior of the AUS TC and one of the crewmembers was punished by (from the decision announced by the GFA President):
"*They will not be able to participate in Australian National Championships in any way for a period of 3 years and not be able to participate in International competitions in any way for a period of 5 years."*
To be continued……

Summary



Appendix 2

Statutory Declarations

Oaths Act 1867
Queensland

Statutory Declaration

I, JENNIFER ANN GANDERTON

of SITE 12, TEMPLE BAR CVPK, ALICE SPRINGS

in the State of NORTHERN TERRITORY

do solemnly and sincerely declare and affirm that:

1 I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.

2 I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.

3 In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant J Ganderton

Taken and declared before me at on this 02 day of APRIL. 2020

Signature

Name KEVIN BOITEAU

Address ALICE SPRINGS POLICE STATION

NORTHERN TERRITORY POLICE
K. BOITEAU Aux4665
02/04/20
CERTIFIED TRUE COPY

Authority held by witness

NT Police Aux 4665

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, Catherine Conway

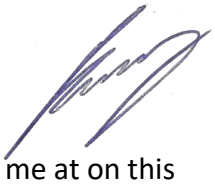
of 21 Cardigan Ave, Felixstow, 5070

in the State of South Australia

do solemnly and sincerely declare and affirm that:

1 I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.
2 I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.
3 In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant 

Taken and declared before me at on this First day of April 2020

Signature

Name

Address

Authority held by witness

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958,* nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, Joanne Maree Davis

of 1/232 Boundary Street, West End, Queensland, Australia

in the State of

do solemnly and sincerely declare and affirm that:

1. I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.
2. I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.
3. In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant J Davis

Taken and declared before me at on this 31st day of MARCH 2020

Signature

Name PAN HUNDAL

Address 154 BOUNDARY ST, WEST END QLD 4101

Authority held by witness PHARMACIST

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

TerryWhite Chemmart
West End
154 Boundary Street West End QLD 4101
P: (07) 3844 2501 F: (07) 3844 6064
E: westend@terrywhitechemmart.com.au
ABN: 35 205 529 349

Oaths Act 1867
Queensland

Statutory Declaration

I, Lisa Bernadette Turner

of 144 Waverley Road, Taringa

in the State of Queensland

do solemnly and sincerely declare and affirm that:

1 I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.

2 I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.

3 In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant Lisa Turner

Taken and declared before me at on this First day of April 2020

Signature

Name CAROL CATRISTIE SMIT

Address 47 AGNES ST., BIRKDALE, QLD 4159

Authority held by witness SOLICITOR

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958,* nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, **KERRIE ANN CLAFFEY**

of **84 MOONS AVENUE, LUGARNO NSW 2210**

in the State of **NEW SOUTH WALES**

do solemnly and sincerely declare and affirm that:

1. I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.
2. I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.
3. In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant Kerrie Claffey

Taken and declared before me at **SYDNEY** on this **29th** day of **MARCH** 2020

Signature of witness

Name **STEPHEN SHARPE**

Address **82 MOONS AVENUE, LUGARNO NSW 2210**

Authority held by witness **SOLICITOR**

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, (insert full names here) ELISABETH (KNOWN AS LISA) TROTTER

of (insert full residential address here) 16 SPOONBILL ST, PEREGIAN BEACH, 4573

in the State of QUEENSLAND

do solemnly and sincerely declare and affirm that:

1 I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.

2 I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.

3 In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant E. Trotter

Taken and declared before me at on this 29 day of March 2020

Signature MH

Name Melita Inglis

Address 7 Corona St
Sunshine Beach 4567

Authority held by witness psychologist
provide numbe 2907117T

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, Jennifer Jane Thompson

of 30 Foster Court, Winwill, Qld, 4347

in the State of Queensland

do solemnly and sincerely declare and affirm that:

1 I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.

2 I have read the appeal documents to be lodged with the FAI Air Sports General Commission (CASI) appealing against the penalty imposed on me by the International Jury (Appeal Documents).

3 In respect of my involvement in the conversations held and the actions outlined in the Appeal Documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant

Taken and declared before me at on this 25th day of March 2020

Signature

Name Elizabeth Thompson

Address 106/275 Logan Road Greenslopes QLD

Authority held by witness medical practitioner (registration #MED0002019154)

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, , patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, Terence Stanfield Cubley

of 40 Roe Street, Benalla

in the State of Victoria

do solemnly and sincerely declare and affirm that:

1 I am the Australian Team Captain of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.

2 I have read the appeal documents lodged with CASI appealing against the penalty imposed on the team by the Championship Director.

3 In respect of my involvement in the conversations held and the actions outlined in the Appeal Documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Signature of the declarant

Taken and declared before me at on this 31 day of 03 2020

Signature

Name TENG WANG

Address 35 Bridge Street
Benalla, 3672

Authority held by witness
Pharmacist

CHEMIST WAREHOUSE
BENALLA
Sunil Narula & Ehab Mikhail
35 Bridge Street East,
BENALLA VIC 3672
Phone: (03) 5762-7030 Fax: (03) 5762-7065
ABN: 27 934 308 813 Approv. No: 24163R

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, , patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Signature
Name TENG WANG
Pharmacist
AHPRA Number PHA0001879182
Date 31/3/20

Oaths Act 1867
Queensland

Statutory Declaration

I, (insert full names here) Ailsa McMillan

of (insert full residential address here) 40 Leopold Street, Caulfield South, 3162

in the State of Victoria

do solemnly and sincerely declare and affirm that:

1. I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.
2. I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.
3. In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by ~~virtue of the provisions of the~~ Oaths Act 1867.

Signature of the declarant AM

Taken and declared before me at on this 2nd day of April 2020 2020

Signature Shirlee K

Name Shiralee Manning, Veterinarian

Address c/o 89 Sydney Rd, Benalla, Vic, 3672

Authority held by witness

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial adviser or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon).

Oaths Act 1867
Queensland

Statutory Declaration

I, Claire Scutter

of 18 Marian Street, Booval

in the State of Queensland

do solemnly and sincerely declare and affirm that:

1. I am a pilot member of the Australian Women's Gliding Team which competed in the Women's World Gliding Championships held at Lake Keepit NSW Australia and which concluded on 17 January 2020.
2. I have read the appeal documents lodged with CASI appealing against the penalty imposed on me by the Championship Director.
3. In respect of my involvement in the conversations held and the actions outlined in the appeal documents, such conversations and actions are true and correct to the best of my recollection.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of the Oaths Act 1867.

Claire Scutter
Signature of the declarant

Taken and declared before me at on this 2nd day of APRIL. 2020

Signature G.A. Tyler J.P.

Name G.A. TYLER

Address 11 FOX STREET BOOVAL 4304 Q.

Authority held by witness J.P

COMMISSIONER FOR DECLARATIONS
DEPT. OF JUSTICE AND ATTORNEY-GENERAL
Reg.No.: 43024

(The witnessing person must be one of a solicitor or barrister, JP, architect, chiropractor, dentist, financial planner or financial planner, medical practitioner, midwife, migration agent registered under Division 3 of Part 3 of the *Migration Act 1958*, nurse, occupational therapist, optometrist, patent attorney, pharmacist, physiotherapist, psychologist, trade marks attorney, veterinary surgeon)

Appendix 3

Not used

Appendix 4

Email Australian Team Captain to Jury 2020-01-21

From: **Terry Cubley - GFA Executive Officer** <eo@glidingaustralia.org>
Date: Tue, 21 Jan 2020 at 11:28
Subject: Re: Reply to the Protest 10th WWGC Lake Keepit
To: Gisela Weinreich <weinreich.w-g@unitybox.de>, Scigala Wojciech <w.scigala@szybowce.pl>, Max Stevens <max.stevens@scorch.co.nz>

The Jury
10th FAI Women's World Championship
Lake Keepit, Australia

Tuesday 21st January 2020

Re: Jury hearing of protest made by the Australian team on Friday 17 January 2020

The Australian team requests the Jury re-open or re-consider its decision made in response to the protest made by the Australian team on 17 January 2020.

This request is made on the following basis:

1. It is not clear that due process in accordance with the Sporting Code and FAI Jury Guidelines 2020 was followed. The reasons for this are outlined further below. It is requested the Jury reconsider its decision and follow proper process to avoid the need for further appeals.
2. The time for the Jury to provide its final report on the competition and protests has not been reached, therefore it is possible for the Jury to rectify its procedural error at this stage, without the requirement for an appeal.
3. I am confused by the timelines quoted in the report, with some of the discussion appearing to take place after the closing ceremony? It is obvious that there was very limited time in discussion by Jury members. I am concerned that my protest lodged at 1432 (protest period was open until 1500 according to the score sheet on the noticeboard) was not forwarded to the Jury president until 1635.
4. It does not appear the Jury has met together in accordance with the requirements of the FAI Jury Guidelines. The Australian Team Captain was not given the opportunity to address all three jurors to explain our protest, as is required by SC3 6.4
5. I am concerned by the regular use of the term Illicit in the report in relation to Australia accessing the data. This is just not true, but that language continues the idea that this was an illegal action and indicates a preconceived verdict of guilty. During her discussion with the Team Captains on the 17th Jan the CD also spoke about some system hacking arising from Estonia or elsewhere. This gave the impression that Australia had hacked the information also. The tracking data is openly available on the Gtrack live web site and Matt Gage demonstrated this to Mandy and Pete Temple on the 17th Jan. We proposed to do the same in our protest hearing but that was not possible due to the absence of the technically minded jurors. I attach a link below which shows how easy the access was.
6.

Hi Terry,

Matt Gage (reengage@me.com) invited you to view the file "**Getting the tracking information.mov**" on Dropbox.

Matt said:
"*This shows just how public and easy it was to access - and actually still is.*"

View file

Enjoy!
The Dropbox team

7. The Australian team was not provided with the formal reasons for the competition director decision regarding the complaint, the protest made by the other teams against the Australian pilots, the formal reasons as to which rule the Australian team members breached and how the penalty was determined. This meant the Australian team could not provide a detailed written response addressing all the issues and make a comprehensive protest in relation to the penalty imposed. This disadvantaged Australia in responding to the matters arising and the penalty imposed.
8. The Jury appears to have relied upon certain facts presented to them from one side without interrogation or investigation of these facts or providing the Australian team the opportunity to formally respond to these facts in writing or via a protest hearing with all 3 Jurors present.
9. Had the Jury interrogate certain facts they may have reached a different decision.
10. The Australian team does not believe a protest hearing in accordance with the FAI Jury Guidelines was held, nor was such hearing appropriately recorded.

Given the above, it is requested the Jury re-open the protest, hold a protest hearing with all 3 Jurors present (via phone or video link) and with members of the Australian team present and available for evidence. It is possible to hold such a hearing prior to submission of the final Jury report and avoid the need (of all parties) to go through the requirements of an appeal.

We are available at your convenience this week to participate in a protest hearing.

Regards

Terry Cubley
AUS Team Captain

Terry Cubley
GFA Executive Officer
ph: 04 0808 5988

Appendix 5

Email from Competition Director to WWGC Pilots 20&21 Jan

From: **mandy temple** mandytemplecd@gmail.com
Subject: Re: From CD WWGC
Date: 21 January 2020 at 9:14 am
To: Lisa Trotter gliderpilots@bigpond.com
Cc: Kerrie Claffey tom.kerrie@gmail.com, Claire Scutter claire-scutter@hotmail.com, Lisa Turner lisahdk@hotmail.com, Jenny Thompson jenny@vennto.com.au, Jenny GANDERTON jennyganderton@gmail.com, Cath Conway cath@internode.on.net, Ailsa McMillan amcmillan107@gmail.com, Jo Davis jo.davis747@gmail.com, Anita Taylor amtaylor@dsptaylor.com.au, Frouwke Kuijpers frouwkekuijpers@gmail.com

I imagine by now you will have all seen the Jury response?

lists It the following rules

According to the FAI Sporting Code General
6.2.2

Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive ...

Annex A 8.6.5

The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

Annex A 5.4.2

Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipement.

In addition there is also the legal issue (outwith Annex A) of unauthorised access to restricted data which looks likely to have breached the NSW Crimes Act.

https://www.armstronglegal.com.au/criminal-law/offences/computer/restricted-data

in sadness

Mandy

Mandy Temple

+61 428 37 80 76

WWGC Lake Keepit 2019

On Mon, 20 Jan 2020 at 15:19, Lisa Trotter <gliderpilots@bigpond.com> wrote:

> Thank you for the opportunity to ask questions.
>
> Can you please point out what rule has been broken? Minutes of a meeting is not a rule. The content of Section 6.2 appears to be guidance on applying penalties and disqualifications but does not mention the rule change voted for in March 2019.
>
> Thank you

Lisa Totter

6.2 PENALTIES AND DISQUALIFICATIONS
6.2.1 A competitor may be penalised or disqualified from participation in a Sporting Event in accordance with provisions designated by the ASC concerned.
6.2.2 Penalties may be imposed for Technical Infringements (including, but not limited to, failure to comply with rules caused by mistake or other inadvertence), Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs and violations of airspace) at the discretion of the ASC concerned.
6.2.3 The ASC concerned shall decide where, when and how any penalties or disqualifications from participation are applied.
6.2.4 The ASC concerned shall decide how notification of any penalties and disqualifications will be published

---

From: mandy temple [mailto:mandytemplecd@gmail.com]
Sent: Monday, 20 January 2020 10:57 AM
To: Kerrie Claffey
Cc: Claire Scutter; Lisa Trotter; Lisa Turner; Jenny Thompson; Jenny GANDERTON; Cath Conway; Ailsa McMillan; Jo Davis; Anita Taylor; Frouwke Kuijpers
Subject: Re: From CD WWGC

Hi Kerrie

On Mon, 20 Jan 2020, 10:48 am Kerrie Claffey, <tom.kerrie@gmail.com> wrote:

> Hi Mandy
>
> Thanks for the note - some questions ...
>
> 1. Has the rule change voted for in March 2019 come into effect yet or is it still "proposed"?

IT IS EFFECTED IN GENERAL SECTION 6.2 THIS IS AN OVERARCHING DOCUMENT THAT APPLIES TO ALL EVENTS IN ALL DISCIPLINES

> 2. If already in effect, can you point us to the relevant clause in Annex A (as published on the WWGC website)?

SEE ABOVE

> 3. Why were we not given a hearing with the jury as required in Annex A?

TERRY WAS CALLED TO SPEAK TO THE JURY AND SINCE TERRY MADE THE PROTEST I THINK THAT IS IAW THE ANNEX?

> 4. Why were the presentations not held until after the final jury report?

WE WERE ADVISED BY THE JURY PRESIDENT TO PROCEED AS WE DID

> 5. How do I apply to become a jury member?

I DO NOT KNOW?

THIS IS ALL SO SAD. I REALLY WISH WE COULD WIND BACK THE CLOCK.....

MANDY

> Thank you
>
> Kerrie
>
> On Mon, 20 Jan 2020 at 10:28, mandy temple <mandytemplecd@gmail.com> wrote:
>
> > To all Australian team pilots
> >
> > There has been a lot of discussion following the events of the final days of WWGC.
> >
> > I can only imagine how confused, angry, disappointed and shocked you must be by these events.
> >
> > If you have any questions about what I have written below please call me to discuss, or if you prefer I can set up a GoTo meeting??
> >
> > I share the following facts;
> >
> > 1. At the first Team Captain's meeting (before the competition started) the Team Captains of the USA and Italy asked if they could have access to the live tracking data - we told them that this was prohibited by Annex A and against IGC policy - see below.
> > 2. I attach a Twitter post from the IGC Pleneray of March 2019 - which Terry and I both attended - which states the IGC position WRT tracking - this is an extract from the minutes of the meeting
> > 3. We were aware that the Australian team had additional information but believed it was via OGN until we became aware of the true situation when we spoke to Terry Cubley on the evening of Thursday 16th January.
> > 4. We are still waiting for the final Jury report and will share that once it is released.
> >
> > 
> >

11:03 pm · 8/3/19 · Twitter Web Client

With deep and genuine sympathy

Mandy and Anita

Mandy Temple

+61 428 37 80 76

WWGC Lake Keepit 2019

--

Sent from my steam driven laptop in a dusty corner of some remote airfield!

Appendix 6

Team Captains' Complaint WhatsApp Msg
17/1/20, 11:27 am

17/1/20, 11:27 am - +1 (814) 207-9014: To: Mandy Temple, WWGC Championship Director

From: Team Captains for USA, Germany, Poland, Italy, Luxembourg, Japan, UK, France, Czech Republic

Subject: Complaint regarding your decision of 17 Jan 2020 at 09:57, regarding the matter of the Australian team using GFA tracking data.

We concur with your decision that the use of data gained illicitly is unsporting behavior.

We disagree that the pilots who benefited from this information should escape sanction. The reason given for this is that you believe the pilots were not aware of the illicit nature of the data. We believe the pilots must necessarily have known that they were receiving real-time tracking data of considerable tactical value, information almost certainly not available to other teams. We further believe that a lack of knowledge of the exact sources of this data is not sufficient to avoid sanction for its use.

The use of the competetion's own data by the home team in a manner and with knowledge that was not available to other teams is both unsporting behavior (as you have stated) and unquestionably brings the FAI into disrepute (reference Sporting Code General Section 6.2.2), therefore the penalties given do not reflect the gravity and scale of the offence, and the damage this has done to our sport.

Appendix 7

Response from Jury to Australian Team Captain 2020-01-22

Reply to the Protest 10th WWGC Lake Keepit

Inbox ×

Gisela Weinreich <weinreich.w-g@unitybox.de>

20 Jan 2020, 20:55

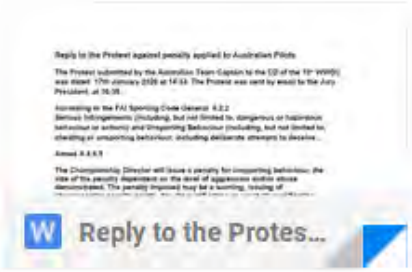
to me

Hello Terry,

please find attached the reply to the protest of the Jury Team.

I apologise for the delayed reply. the whole situation was not so easy.

Best regards
Gisela



The Team Captain
Australian Team 10th WWGC LakeKeepit

Jury hearing of protest made by the Australian team on Friday 17 January 2020

The Australian team requests the Jury to re-open or re-consider its decision made in response to the protest made by the Australian team on 17 January 2020.

The Jury does not consider it necesseray to re-open the procedure to handle a protest against the penalty applied to Australian pilots and will not re-consider the decision made by the Jury in this matter.The Jury is aware that the procedures to handle the protests were not sufficiently applied according to the rules point by point. I will take responsibility in this matter.

During the unofficial Team Captains Meeting at the hangar at 10:00 on 17th January, which I attended, I was able to gather the thoughts, complaints, and decisions of the TCs in the matter of real time tracking data. To use the official tracking program for gaining data to provide the Australian Team with information in real time is against the Local procedure 4.1.1 c : Carriage of GNSS data Transmitter with a time delay of at least 15 minutes. It makes no sense , to request the competitors to carry the equipment with a time delay of 15 minutes and allow them to bypass the 15 minutes delay by using G-track live web site openly available for everybody. The outcome of the unofficcial TCs meeting was supported by all TCs and lead to the complaint in writing. So I was aware of their attitude in the matter of using real time tracking data from the official program instead of a time delay of 15 minutes. I did not invite them for a hearing, instead I tried to get as much information about the matter , where upon it became clear that it was a breach of the rules .

The time was extremly short to deal with 4 protests. I invited the TC Australia and he explained his point of view. The protest was submitted in time as well as the protest fee. I received the protest by email at 16:35 on the 17th Jan from the CD but it was probably sent much earlier. The internet was sometimes poor.

I requested the written complaint from the TC Australia preceding the protes according to the rules. The CD confirmed, there was no complaint submitted.

It was not an easy decision for the Jury to deal with the protest . We were very sorry for the pilots. They have shown good skills and performances . But it was unfair to use the official tracker data in real time. We believed they had a tactical advantage and therefore considered they had to take responsible for this.

As mentioned in the reply to the protest, the Jury decision was voted 2:1. But the Jury decided unanimously that an appeal to the FAI on the circumstances should be dealt with by experts of IGC and FAI.

Gisela Weinreich , Jury President

Jury Members Wojciech Scigala and Max Stevens

Sydney 22nd January 2020

Appendix 8

Reply to the Protest against penalty applied to Australian Pilots

Reply to the Protest against penalty applied to Australian Pilots

The Protest submitted by the Australian Team Captain to the CD of the 10th WWGC was dated 17th January 2020 at 14:33. The Protest was sent by email to the Jury President at 16:35 .

According to the FAI Sporting Code General 6.2.2
Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive ...

Annex A 8.6.5

The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

Annex A 5.4.2

Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipement.

Determination:

The access to the official tracker data was incorrect, it was not public because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the page “Monitor” indeed was open but not the System. Other Team members had no access to the System.

The AUS Pilots were well aware that the tracking data were given in real time. They were using them on purpose or unsophisticated or in the best faith to do the right thing. The real time tracking data taken from the official tracking system with a delay of 15 minutes used for the WWGC gave the Australian Team an advantage. The sporting issue not to share the data with the other Teams is an unfair situation and unsporting behaviour.

The Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility. Jury Member Max Steven expressed the view that most of the points made by the Australian Team Captain were technicllly correct, so there should be no sanctions at all and the best outcome for future events would be for the IGC to urgently deal with the matter of competitor’s tactical use of live tracking data. Taking the appropriate rules into account , we decided to award 25 points penalty each competition day for each Australian pilot.

The Protest was therefore rejected by 2 votes to 1.

Sydney, 20th January 2020

Gisela Weinreich, Jury President, Jury members Wojciech Scigala and Max Stevens

Annex Determination

I am not aware of any written complaints preceding the protest .
The penalties awarded to the Team AUS Pilots by the decision of the CD was published 17th Jan. 2020 at 12:42. This changed the unofficial results of task 10, 15.Jan. The protest expiry time on the last comp. day is 2 hours. The Protest time closed at 14:42.

The protest against penalties given by the CD on task 10 , 15.January, was submitted by the TC Australia at 14:33 the 17 th January 2020. The protest fee 200 AUS $ was given in time. The Jury Pesident received the protest by email at 16:35

Jaques Graell is responsible for the tracking program. To use the program you need to have an address to get access according to Jaques Graell. The address was given to the administrator of an Australian competition last year or 2 years ago. The administrator knew that the program had a bug. Unfortunately Jaques Graell forgot to protect the page “Monitor” with a password. This page indeed was open to everyone because it was not protected. The administrator allowed Terry Cubley to enter the program and confirmed this to happen. Only then the TC AUS could go to page Monitor not protected to take the real time tracking data out of the tracking system. All other Teams of the WWGC could not enter, because they did not have the address

The official tracking system provided by the organiser had a tracking delay of 15 Min. The pilots should have advised the TC not to use real time data of the official tracking system. To use the real time data is an unfair advantage, as all other Teams had no access to the real time data of the official tracking system. This system covers the task area while the public OGN data covers approx 30km with an antenna provided at the airfield – if.

“The OGN data is public, however I guess that most of the competitors were using the FLARM setup with NOTRACKING/Random Radio ID, therefore are not visible to anyone (that is the recommended setup when we will using the OGN/IGC trackers), so bottom line with that SETUP no data at all, that is done in order to not to be followed from the ground and separate the problem of collision avoidance of the real time tracking, with that setup NO TRACKING.” Author Angel Caasao

Wojciech Scigala stated: Australian team in their protest claimed that "everybody had access to live OGN data". This is true, but public OGN network has limited coverage (about 60km range), as shown below. OGN honors "no tracking" flag in FLARMs, so possibly many pilots opted out from public OGN tracking.
Action of the Jury President:

- Invited Jaques Graell to explain what happened
- Reported to Jury members by email contact.
- First Call to Jury member Wojciech Scigala failed because of time difference
- Invited Terry Cubley to give his point of view, accompanied by Lisa Turner, AUS Pilot 18 m class
- Ask for advice concerning OGC data OGC system from Angel Casado
- Max Stevens gave his advice relative to the penalty per email 16. Jan. 20 at 21:25
- Call at 20:35 from Jury member Wojciech Scigala.
- Decision to reject the Protest by 2 votes to 1
- Recalculation of results for Team Cup
- Verified and approved the results at 21:45
- Decision and Reply to the Protest written in short version and printed to present at the closing ceremony
- Closing Ceremony at 21:00

Appendix 9

Not used

Appendix 10

Jury reply to protest of Great Britain

Reply to Protests lodged by the Team Captains of Great Britain, Germany and Luxembourg. A protest was lodged by the TC AUS The second protest will be dealt with in another answer.

The protest of the TC Great Britain, TC Germany and TC Luxembourg was sent by email dated 17 th Jan. 2020 at 13:56 and the protest fees 200 AUS $ were received on time from each TC concerned.

The decision to award 25 points penalties to each AUS Team Pilot for each comp. day seems to Wojciech and me appropriate. The access to the official tracker data was incorrect, it was not public because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the the page “Monitor” indeed was open but not the System.

The AUS Pilots were aware to the real time tracking data. They used them on purpose or unsophisticated or in the best faith to do the right thing.

Therefore the protest of the TC GBR, GER and GER in relation to disqualify the Team , seems to the Jury Team not appropriate. However the Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility . The reply of the protest is to award 25 penalties per each comp.day to each AUS pilot. This makes 225 points in total for 9 days instead of 250 penalties decided by the CD.

The comp. results were recalculated for the Team Cup. Minor differences to Soaring Spot are in effect but changes in no way the ranking .

The Protest was rejected by 2 votes to 1.

As all protest have good grounds we suggest to return the protest fee.

Sydney, 19. Jan. 2020

Jury president Gisela Weinreich, Jury Members Wojciech Scigala,

Jury Member Max Steven

PROTEST under section 6.3 of the FAI General Sport Code

As team Captain for the UK team **I protest that the penalty of 250 points for a single task for each pilot of the home team is INSUFFICENT** and does not reflect:

- The **significant advantage** the home team gained
- The **premeditated intent** to gain an advantage by unfair means
- That the scale and audacity of the home teams actions brings the **Sport of Gliding and the FAI into disrepute**

The home team at WWGC2019 have admitted using information intended for the competition organisers and those responsible would have known that this would not be available or discoverable by other teams.

Further:

- There are multiple precedents in international sport that competitors can be disqualified or penalised even when they are not aware of the unsporting behaviour or rule breaking of their team or country.
  We also ask whether each of the home team's pilot has been asked, under oath, what they knew?

- The CD's decision to not review and penalise the home teams scores on previous day does not reflect that the home team have used information of significant value illicitly obtained for the whole of the competition.
  The penalty for "cheating" is disqualification on the first offence (SC3 Annex A, 8.7)

- The use of the competition's private information (from devices that the competition mandate) to give an unfair advantage in a competition sanctioned by the FAI brings the FAI itself into disrepute. The penalty given does not reflect the damage caused to the FAI reputation (or the sport in general) (The FAI's reputation is considered part of unsporting behaviour in the Sporting Code General Section 6.2.2)

- Gliding is about what pilots do in the cockpit. We do not believe that Australians as a nation, the pilots in this competition, or the FAI will honour pilots rewarded for performance that made use of illicitly obtained information.

- The FAI sporting code does not in general anticipate unsporting behaviour of this magnitude and scope and specific penalties do not cover these events
- Other teams support the appealing of this decision and the UK hope other teams also submit a formal protest, but the time available may have been insufficient for non-English speak teams.

Given the type of unsporting behaviour, its premeditated nature, its use throughout the whole competition we believe the penalty should be disqualification of all pilots in the home team.

We would also like to see a full written report on this incident submitted to the FAI and the FAI representatives of the counties represented at WWGC2019

Jeremy Pack
Team Captain, TeamGB

Annex to the determination:

A complaint preceding the protest was submitted by the TC USA on 17th Jan. 2020 at 12:09 by email to the CD and supported by all TCs except TC AUS. The complaint was directed on the first decision taken by the CD to deal with unsporting behaviour of the TC Australia who gained access to the live tracking data from the official tracking system during the task. The CD decided to consider the unsporting behaviour referred to FAI Sporting Code General Section 6. and explained "The use of the data gained illicitly is considered by us to be unsporting behaviour. We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioned the Australian Team. The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the TCs and the IGC."

The TC USA agreed with the organiser's decision " that the use of data gained illicitly is unsporting behaviour" But "We disagree that the pilots who benefited from this information should escape sanction" .

At 12:42 on 17th Jan 2020 the CD replied to the complaint . As the Organiser had received more details about the illicit use of the data from the official tracking system in use for the WWGC and taken into account the points of the complaint, the decision to penalise unsporting behaviour was reviewed to 250 points for each AUS Team pilot.

After the response to any comlaint on the final day the protest time expires in 2 hour . A reminder of the expiry time was announced at 13:56 on TCs GroupeWhatsApp by the CD.: "Gisela advises protest period closes at 14:37." The protest was submitted in time at 13:56 , 17th Jan 2020 by the TC GBR , copied by the TC GER and LUX and as mentioned above, the protest fees 200 AUS $ was paid by them.

Action of the Jury President to deal with the protest:

- Attended the unofficial TCs Meeting to deal with the illicit use of the official tracker data by the TC AUS for real time tracking which were not available to other teams . The TCs " believed that the AUS team pilots must have known they were receiving real time tracking data of considerably tactical value ..."
- Invited the IT specialist responsible for the official tracker system to give explanations
- Invited Terry Cubley to give his point of view to the incident, accompanied by Lisa Turner , AUS Team Pilot 18 m class
- Sought advice by Angel Casado concerning the OGN data
- Shared all information with the Jury members Wojciech Scigala and Max Stevens

The last Comp. Day 17th January 2020 for all classes was cancelled at 12:52. The organiser prepared for the closing ceremony after the farewell party ,after all complaints and protest have been dealt with and the comp,. results have been verified and approved.

To communicate the problems with my remote Jury members in the evening was difficult because of time difference. I received a call from the Jury member Wojchiec Scigala at 20:30. The decision and reply to the protest was made unanimous. The Jury Member Max Stevens is not sure that the decision to award penalties to the AUS Team Pilots is appropriate. “IGC has been struggling with the problem associated with live tracking, but no actual solution has been arrived yet.”

The decision to award 25 points penalties to each AUS Team Pilot for each comp. day seems to Wojciech and me appropriate. The access to the official tracker data was incorrect, it was not an open source because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the the page “Monitor” indeed was open but not the System.

The AUS Pilots were aware to the real time tracking data. They used them on purpose or unsophisticated or in the best faith to do the right thing.

Therefore the protest of the TC GBR, GER and GER in relation to disqualify the Team , seems to the Jury Team not appropriate. However the Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility . The reply of the protest is to award 25 penalties per each comp.day to each AUS pilot. This makes 225 points in total for 9 days instead of 250 penalties decided by the CD.

The comp. results were recalculated for the Team Cup. Minor differences to Soaring Spot are in effect but changes in no way the ranking .

TheTCs conidered

The protest was directed on the CD's reviewed decision to penalise each Australian Team Pilot 250 pts.

A complaint submitted by the TC USA was taken into account and reviewed the first decision 17th Jan 9:57 am . The Deputy CD reported to the Team Captains WhatsApp group , the message was as follows:

Appendix 11

Gliding tracking technology

Tracking Technology in Gliders

1 Introduction 2
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1 Introduction

GPS and satellite technology in recent years has been openly and widely adopted in gliding, initially for safety purposes but more recently additionally for competition advantage.

The purpose of this appendix of information is to demonstrate the advanced state of tracking systems available and in use extensively.

2 FLARM

FLARM is a device fitted into a glider to provide traffic awareness and collision avoidance technology. With FLARM installed, the instrument alerts the pilot of both traffic and imminent collisions with other aircraft, to enable the pilot to take action before it is too late.

FLARM was invented in 2004 following many fatal mid-air collisions between gliders to arrest the high number of mid-air collisions represented the most common cause of fatal accidents in gliding. Now, there are over 40,000 aircraft equipped with FLARM. FLARM can be detected by other aircraft and ground stations.

All competition gliders are required to have FLARM fitted and in use.

Its primary purpose is for safety, but it is increasingly used for tracking to ground stations, and advanced GPS instruments and software that displays gliders on screen for up to 20km.

3 In Cockpit Moving Maps

All competition gliders are now equipped with very advanced GPS moving map instruments. These are able to show radar weather, FLARM warnings, other FLARM-equipped aircraft (and some, ADSB) up to 20km range, team flying functions for location sharing between team members, identification of competing gliders, climb rates of competing gliders, speeds, location, detailed maps, optimised track, etc.

GPS in-cockpit is the most useful of all the technology tools available.

4 Open Glider Network (OGN)

The Open Glider Network is a free network of receivers that take FLARM and OGN tracker signals. Individuals and/organisations establish these receivers for a fairly minimal cost. The range of a single receiver is up to 50km line of sight. With a network of receivers, there coverage can be extensive.

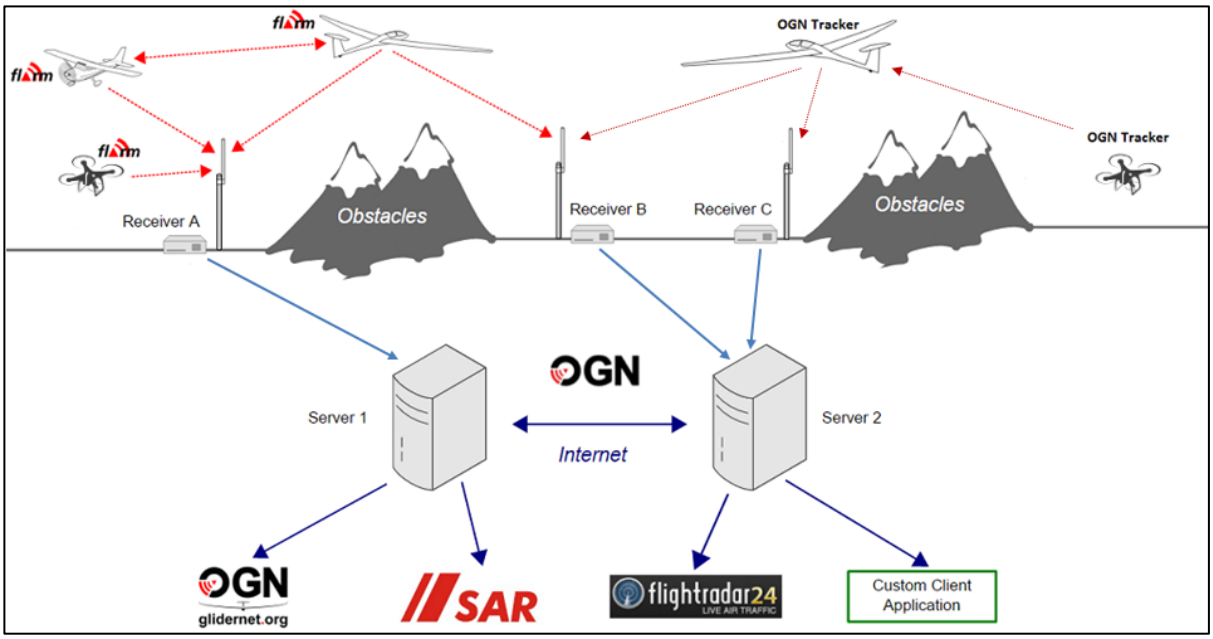
Contrary to FLARM, OGN is an open transmission protocol.

The OGN is a community project. It is based on software, hardware, receivers and other contributions from individuals and the open source community. The tracking data is freely available.

The objective of the Open Glider Network is to create and maintain a unified tracking platform for gliders, drones and other aircraft. Focused on tracking aircraft equipped with FLARM and OGN trackers, OGN is also open for integration of other flying objects tracking data sources. It will also pick up signals from PilotAware, SPOT, Garmin InReach, Skymaster, and Spidertracks.

There are now over 12000 devices registered on OGN devices database.

OGN does not know if a glider is competing or not and in competitions, rules prevent competitors from using lift sources from non-competing gliders.



The OGN network consists of:

- Servers that receive and forward data
- A device database in the aircraft
- OGN ground receivers (airfields, gliding clubs, etc) that listen and decode radio beacons from aircraft in their vicinity and send position reports via network to the servers.
- Software that can be installed on a PC or small mini-board computers that drives a radio receiver and listens for, decodes, sends the position reports and participates in the OGN network.
- Websites and applications that can use and display the data. The most obvious use is to track aircraft on a moving map in real time, another use would be search and rescue (Search and Rescue (SAR)), automatic flight logs, etc.

A public OGN protocol openly shares all its data.

A private OGN protocol limits the data to its own participants only. Private OGN receivers may be portable to suitable and/or strategic locations (eg in a competition, it can be moved to areas near the task areas or can be moved to improve communication because of obstacles such as terrain).

There are a large number of OGNs in Europe but few in Australia. OGN coverage across Europe means there is almost full coverage. Australian stations are limited and there is poor public OGN coverage.

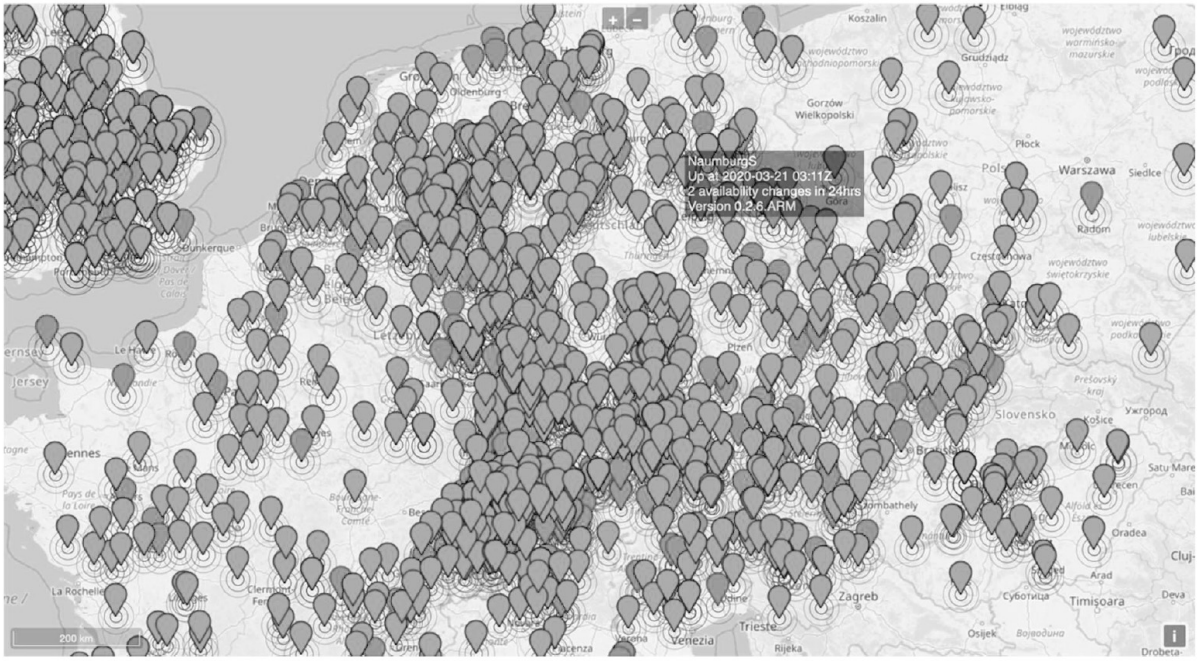


Figure 1- Europe OGN bases

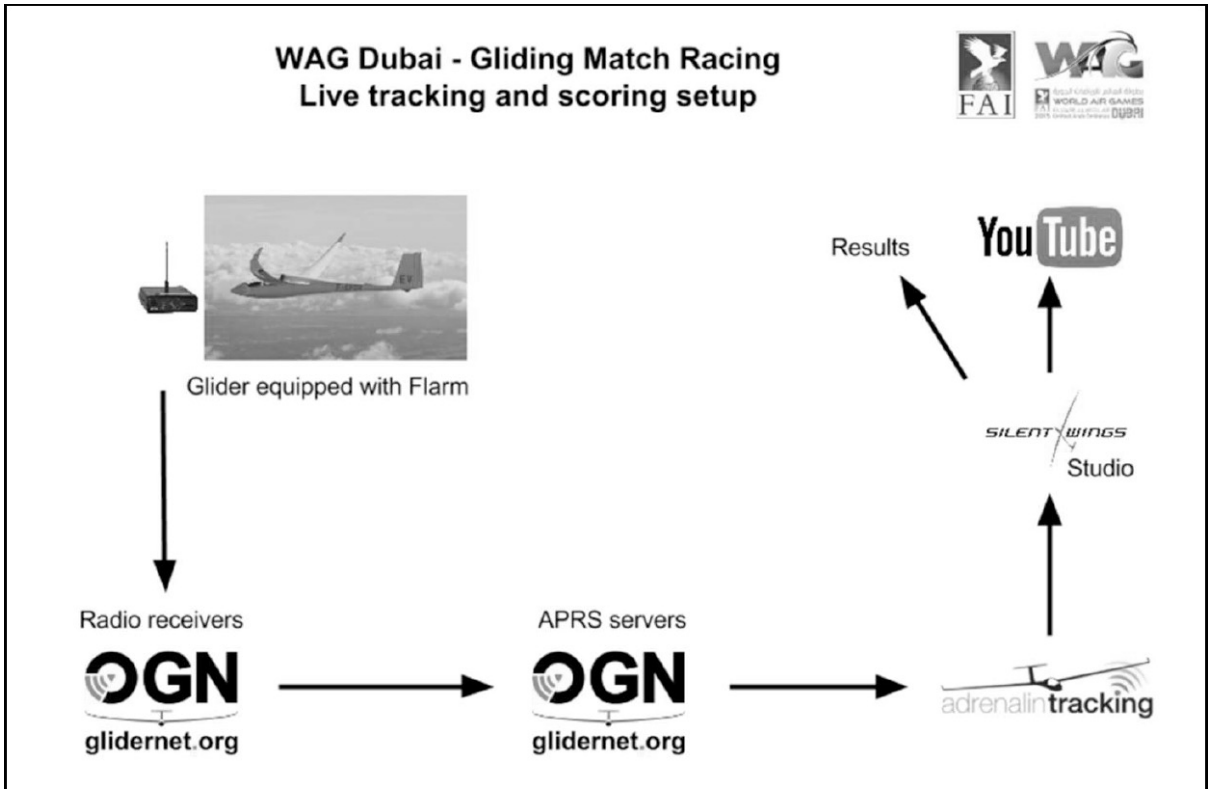


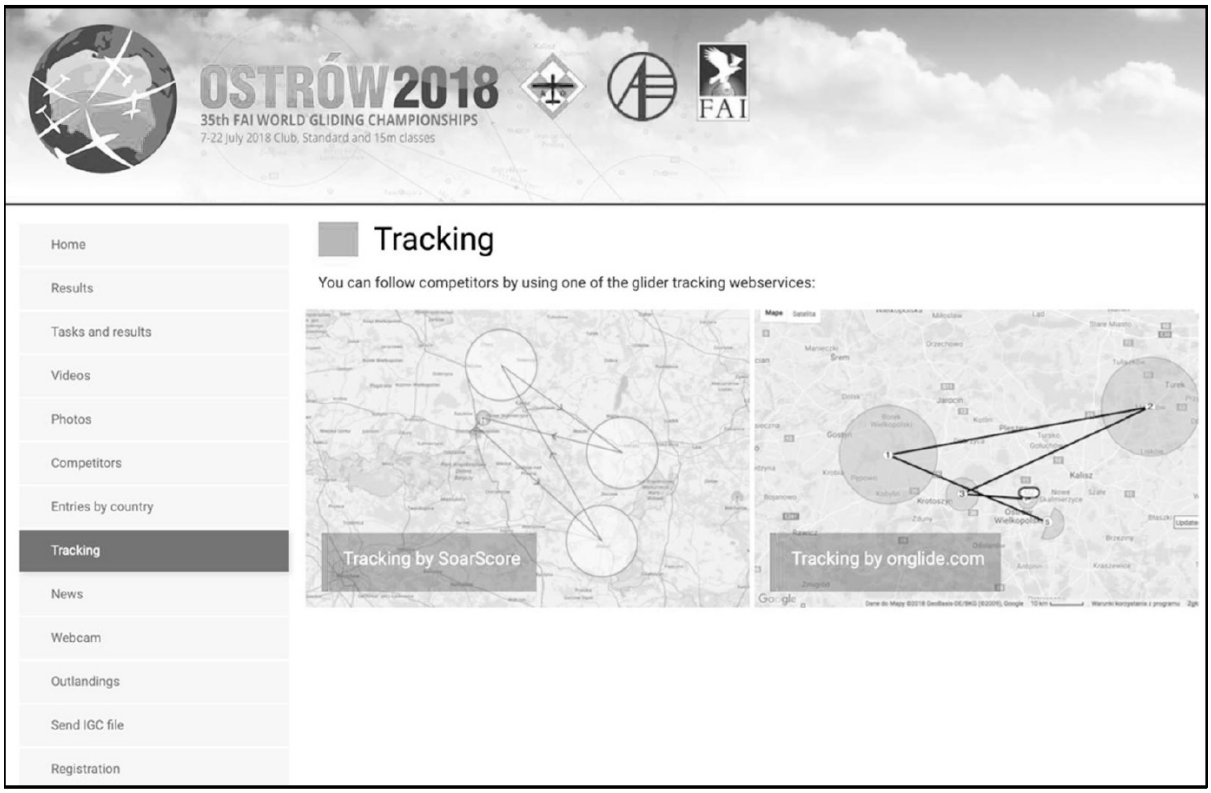
Figure 2 - East Australia OGN bases

5 Live Tracking - OGN

Live tracking of international gliding competitions via OGN commenced in 2015/16 at Dubai FAI World Air Games and was used as recently in 2018 at the World Gliding Competitions in France and Czech Republic.

Example programs include SoarScore.com, onglide.com, Skytraxx, etc.





6 Live Tracking – Other

6.1 Cellular Data Network

The cellular data network can provide tracking. Examples of off-the-shelf programs include GliderRADAR, KTrax, Livetrack24.com. G-Track Live has been used in Australian

competitions for a number of years using specific mobile phone devices issued to competitors and run by administrators.

6.2 SPOT

Personal locator transmitters PLT such as SPOT are based on telephone satellite systems and have big advantages as they are independent from any infrastructure. SPOT has the best coverage worldwide and might work even if all other techniques fail. The disadvantage is the fairly low data rate of typically every 15 minutes, which is not sufficient for live tracking but is for SAR purposes.

6.3 Glidertracker Tracking Hub

The Tracking Hub combines various location tracking sources and feeds them to the Open Glider Network. This allows use of all functionalities of the OGN community, including SAR even in regions where no OGN receiver is located.

Modern technologies allow different ways to track glider position. All have their own specific advantages and disadvantages. *GliderHub* allows all the different tracking data sources to get the best out of all tracking available channels.

OGN Open Glider network	based on FLARM®
Mobile Tracking	based on mobile phones
ADS-B	based on Mode-S Transponder
SPOT	based on satellite telephone

Mobile tracking and OGN benefit from some specific advantages. Mobile tracking works good on-ground and in alpine regions as it is based on mobile phone networks. The drawback is that it does not work in high altitudes. In great altitudes OGN and ADS-B work best, so the techniques are more or less complementary.

Type	**Data Interval**	**Reception range**	**Range**	**Disadvantage**
OGN	1s	Good > 1000m GND Very weak below	The higher the better	Bad near ground
ADS-B	5s	Good > 500m GND weak below	The higher the better	Bad near ground
Mobile Phone	1 .. 60s	Good < 500m GND weak above	The lower the better	Need cell phone network
SPOT	5 .. 15 min	Perfect	infinite	Very Slow additional cost

All the techniques have their own specific tracking websites also with its specific advantages and disadvantages. The *GliderHub* Project combines all tracking sources to have one central tracking at a glance independent from the tracking technique itself. In case of mobile

tracking it also provides this data into the cockpit for example to have a better traffic awareness.

7 Australian Team Tracking Program at WWGC

The Australian Team Tracking Program used data from a number of sources. It filtered out the any OGN signal that didn't also have tracking info to comply with the rule that prevents competitors using lift sources from other gliders.

The Australian Team Tracking Program was highly accurate as it took data and processed it for the team’s use.

During each flight, the Australian Team server collected tracking data from both the public OGN and the trackers and maintained a database of all known tracking points. Using these, the OGN data was compared with the tracking data to identify which OGN FLARM IDs corresponded to which official trackers to identify glider, pilot and team for OGN without doing extra work. This was possible with both the live tracking and the 15 minutes delayed tracking.

The server then constantly calculated the tactical information the team thought was useful. The monitoring display was optimised for the team’s use.

The tactical information was compared with the various weather predictions as well as reported weather observations to more accurately predict the likely weather for the rest of the task. Ultimately, this weather element proved to be the most useful of all.

All of this meant that when the coaches relayed information to pilots via radio, it was accurate, useful and concise. Also, instead of what had been observed at previous competitions, the goal was to provide pilots with information from which to make their own decisions.

Data for the system came from more than one source. The server constantly looked at all of the available sources to update the database. Due to the unreliability of the organisation’s trackers, the data actually in use was regularly supplied by the public OGN anyway.

Once out of radio range, the Australian Team Tracking was of no use to the pilots.

Appendix 12

FAI JURY GUIDELINES 2020 V1



FAI JURY GUIDELINES

2020 Edition

Effective January 1st, 2020

Ver. 1.0

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Link for FAI Statutes and By Laws

1 FAI Statutes, ...Chapter 1, ...para. 1.6
2 FAI Sporting Code, Gen. Section, ...Chapter 4, ...para 4.1.2
3 FAI Statutes, ...Chapter 1, ...para 1.8.1
4 FAI Statutes, ...Chapter 2, ...para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5 FAI By-Laws, ...Chapter 1, ...para 1.2.1
6 FAI Statutes, ...Chapter 2, ...para 2.4.2.2.5
7 FAI By-Laws, ...Chapter 1, ...paras 1.2.2 to 1.2.5
8 FAI Statutes, ...Chapter 5, ...paras 5.1.1, 5.2, 5.2.3 and 5..2.3.3
9 FAI Sporting Code, Gen. Section, ...Chapter 4, ...para 4.1.5
10 FAI Sporting Code, Gen. Section, ...Chapter 2, ...para 2.2.
11 FAI Statutes, ...Chapter 5, ...para 5.2.3.3.7
12 FAI Statutes, ...Chapter 6, ...para 6.1.2.1.3

AMENDMENT RECORD

Amended versions of the Jury Guidelines are published by the FAI Secretariat, acting for the Air Sport General Commission

Amendment Number to the 2020 edition	Action Date Of Amendment	Amended By Name	Date Amended

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1 INTRODUCTION

Foreword: Guidelines are recommendations and as such do not have mandatory character. However, when the words 'shall' or 'must' are used, it means that this is a requirement as per the Sporting Code.

ASC's are encouraged to adopt or adapt these recommendations in their respective rules, if necessary.

In FAI disciplines, both men and women participate. Throughout this document, the words "he", "him" or "his" are intended to apply equally to either genders.

These guidelines are issued by CASI to assist Jurors on International Juries in performing their duties at FAI International First Category Events.

The duties and responsibilities of International Juries are laid down in detail in:

- The Sporting Code (General Section chapter 5 and Specialised Sections).
- The respective event rules, if any.
- Eventually complementary documents issued by the ASC concerned.

This FAI Jury Guidelines should be read in conjunction with the above documents. It gives further guidance on:

- The definition of Jury and Jurors.
- The function of Jurors before, during and at the conclusion of an event.
- The procedures when hearing a protest.
- Appeals to the FAI.

It also provides annexes and templates:

- Jury's report on the validity of the event.
- Jury President's report on the event.
- Jury President's report on protests.

2 JURY AND JURORS

A Juror (member of a Jury) is an International Official acting on behalf of FAI.

He shall neither be a competitor, nor hold any operational position in the organisation of the sporting event, nor be a steward appointed or approved by the ASC for the event.

The FAI Code of Ethics applies to Jurors at any event. A Juror with a potential or perceived conflict of interest (of commercial or personal nature) shall therefore declare such a conflict well before the event, but at the latest when the conflict becomes apparent. Procedures are laid down in the FAI Code of Ethics and Sporting Code.

Jurors must be residents in countries whose NAC's are not currently suspended from FAI membership.

Jurors shall be from different countries.

The President of a Jury should not be of the same nationality as the organising NAC and Jurors shall represent different NACs.

Jurors must have a sufficient knowledge of the English language.

The President of the Jury is responsible for making sure that Jurors have copies (or access) of all relevant documents to enable them to carry out their duties.

Jurors shall possess a thorough knowledge of these documents, in particular the relevant sections governing their position.

The organisers shall abide by FAI rules and regulations, including ASC rules and local regulations.

The President of the Jury has the right to require from the organiser to abide by these rules and regulations.

2.1 NOMINATED AND REPRESENTATIVE JURY

A 'nominated' Jury is one in which the President and the members are appointed by the ASC concerned.

A 'representative' Jury is one in which the Jury President is appointed by the ASC governing the event and in which the members are one from each competing NAC.

3 JURY DUTIES BEFORE THE EVENT

3.1 CONFORMITY OF ENTRY PROCESS WITH ASC APPROVED ENTRY PROCESS

In association with the organiser, the Jury makes sure that:

- The entry process and adherence to the entry conditions and deadlines were followed.
- The competitors' NACs are in good standing.
- Individual competitors have a valid FAI Sporting Licence for the duration of the competition.
- Individual competitors meet other entry requirements.

If the Jury finds that the process and requirements were not followed, the Jury works with the organiser to correct the situation. The Jury may ask the ASC President to get involved.

3.2 CONFORMITY OF RULES WITH ASC APPROVED RULES

In case there are event rules, the Jury compares the event rules approved by the ASC with the event rules published by the event organiser as soon as they become available. If differences are found, the Jury checks if they are permitted. If non-permitted differences are found, the Jury immediately informs the organiser and the ASC President, and ask for correction.

4 JURY DUTIES DURING THE EVENT

4.1 GENERAL OBSERVATION

Jurors are not part of the competition organisation. They are competition officials representing FAI and the concerned ASC.

Courtesy dictates that Jurors should:

- Meet the key officials of the event before the start of the competition to get acquainted and address any potential issue.
- Ask permission to enter the operation and scoring rooms during the event.
- Keep a low profile at all times and take care not to interfere with any of the staff or their work unless permitted.

Jurors are required to monitor the conduct of the event. They are present at the competition sites whenever possible. They take every opportunity to observe the general works of the competition and have a feel for the general atmosphere. At least one Juror shall be on site during competition operations. He attends all briefings and takes notes on information regarding rules and specific data on the tasks.
In agreement with the Event Director (also named as Meet Director or Contest Director), Jurors may get involved in the running of the event in administrative or practical matters during the event as long as that assistance does not involve matters that could potentially be the subject of a protest or have influence on the results of the competition.

Each ASC may define in its rules and regulations, the extent of the involvement of its Jurors.

4.2 ENFORCEMENT OF FAI SPORTING CODE. CANCELLATION OF EVENTS

- The President of the Jury has the right to require the organisers to abide by the rules and regulations for the event. If the organisers fail to do so, the President of the Jury has the power to interrupt the event until the situation has been reviewed by the Jury.
- In case the safe and appropriate conduct of the event is no longer warranted, the President of the Jury shall give to the organisers a reasonable deadline to remedy the situation.
- The Jury has the right to cancel the event if the Organizer fails to abide by the FAI Sporting Code and published regulations. Consequences pursuant to the Organizer Agreement which may be applicable are in any event reserved. They may recommend to the FAI Secretariat that all entry fees be returned.

4.3 ARBITRATION IN CASE OF A PROTEST

A competitor or a team leader may present a complaint to the Event Director or his designated official.

If dissatisfied with the decision on his complaint, the team leader, or the competitor if there is no team leader, has the right to protest. Such a protest shall be made in writing, in English, and be handed to the Event Director together with the protest fee within the time limit, both established by the ASC.

The Event Director presents the protest to the Jury President without delay.

The Jury arbitrates the protest in the conditions described in Chapter 5 of these guidelines.

4.4 COUNSELLING

Jury's duty may not be only arbitration in case of a protest, but also counselling and rule interpretation at any time during the competition:

- The Jury is prepared to give advice and answer queries raised by the Event Director regarding the rules and the general running of the event. However, care should be taken to represent the position of the Jury as a whole and not just of the position of individual Jurors.

- The Jury is prepared to answer queries raised by team leaders and competitors by pointing out the rules and regulations, but refrain from giving advice or interpretation. Team leaders and competitors with such queries may be directed to the concerned competition officials (steward, Event Director...).

4.5 VERIFICATION OF SCORES

Throughout the event, the Jury makes sure that the event is being scored fairly and accurately. As its last action, the Jury shall verify and approve the competition results.

Competition scoring can be complex and the numbers of competitors and tasks flown high. Both may turn the verification of results into quite a daunting task. However, the excellence of computer programs in use, the high standards of officials and the fact that competitors and team leaders themselves keep a very careful eye on the results should ensure the scoring process will be correct.

It may be felt, therefore, that the Jurors can confine themselves to a general overview of the scoring system, together with a more detailed look at the 'exceptions to the rule' along the lines set out below.

At least one Juror should be expert in event scoring and able to verify the scoring with little or no disruption to the scoring staff.

A Juror with limited scoring experience should take every opportunity to work with other Jurors who have experience to verify the scoring.

When appropriate, the accuracy of the computer scoring program is verified after the first task scores are made available by manually calculating the results and checking them against the computer output. This should not be necessary for further tasks unless any problems are disclosed.

For each task, a general scrutiny of the task file can be made, paying particular attention to the following:

- Check that the observer/judge's report shows clearly the competitor's result and how it was arrived at. This may include penalties. Check any other notes that may refer to infractions of the rules.
- Check that all references, distance, time limits, etc. have been correctly entered.
- Check out the reasons for penalties and/or no results.
- Remember that errors are most likely to arise from exceptions rather than from routine measured scores.

ASC's may want to publish more specific instructions. Following guidelines set out by CASI or ASC should be sufficient to show up any problem and enable the Jury to approve the competition results.

5 JURY DUTIES AT THE CONCLUSION OF THE EVENT

At the end of an event, the Jury shall stand by until the time period for protests after publication of the final task and overall results have elapsed.

In case of a protest, the Jury shall continue its functions until all reports of protest hearing proceedings have been transmitted to the Event Director and decisions have been made public.

The final action of the Jury shall be to verify and approve the competition results of the event.

Provided the event has been conducted in accordance with the Sporting Code, the rules for the event and the decisions of the Jury, the Jury declares the event valid and reports this declaration to the Event Director in writing (see Annex A).

The final competition results, approved by the Jury, shall be made public before the prize-giving is held.

The Jury declaration as per Annex A is read at the beginning of the award ceremony

Within 24 hours of the conclusion of the event, the Jury President shall make sure that the organisers send to FAI Secretariat the complete results of the competition validated by the Jury President's signature.

Within 8 days of the conclusion of the event, the Jury President shall send to the FAI Secretariat:

- The Jury President's report on the number of protests made, withdrawn, upheld or failed. (If any. See Annex C.)
- A 'Protest file' including copies of relevant considerations and documentation used by the Jury when hearing the protest and determining its outcome. This is often the only source of information available to FAI in case of appeals and it allows the ASC to archive protests and see how they were treated.
- The protest fees or the proof of money transfer.

Within 8 days of the conclusion of the event, the Jury President sends to the FAI Secretariat:

- The Jury's report on the validity of the event. (See Annex A.)
- A brief report on the event (see Annex B), including competition facts and a summary of the results.

Within 8 days of the conclusion of the event, the Jury President sends to the ASC President:

- The Jury's report on the validity of the event. (See Annex A.)
- A brief report on the event (see Annex B), including competition facts and a summary of the results.
- The Jury President's report on the number of protests made, withdrawn, upheld or failed, if any. (See Annex C.)
- A 'Protest file' including copies of relevant considerations and documentation used by the Jury when hearing the protest and determining its outcome. This is often the only source of information available to FAI in case of appeals and it allows the ASC to archive protests and see how they were treated.

6 PROCEDURES WHEN HEARING A PROTEST

6.1 JURY MEETING AND PROTEST HEARING

A Jury meeting is a meeting of the Jury with or without a protest hearing

A protest hearing is a Jury meeting at which the Event Director and the claimant have the right to give both written and/or oral evidence before a Jury.

Although the Event Director and the claimant have the right to be present at a protest hearing, they are not obliged to attend. However, their absence from the hearing should not hold up proceedings and the protest may be dealt with by the Jury based on evidence presented during the meeting.

6.2 ATTENDANCE

Participation at Jury meetings is compulsory for Jury members, either in person or remote or as specified on the Specialized volumes of the Sporting Code, except for special reasons such as illness or emergencies. In such cases an eligible replacement nominated by the Jury member concerned, or by the President of the ASC or his representative may be accepted by the Jury President.

6.3 QUORUM

The quorum for a nominated Jury in a protest hearing shall be three (3), including the President. This number is the same for all nominated juries whether of three or five members.

The quorum for a representative Jury in a protest hearing shall be 2/3 of the total membership including the President of the Jury.

6.4 IMPORTANT POINTS TO REMEMBER WHEN HANDLING AND HEARING A PROTEST

The Event Director has full discretion to make operational decisions in accordance with the FAI rules and regulations and the rules of the event. These decisions concern all competitors and should not be grounds for protest unless they place a competitor at a disadvantage compared to others.

If there are no rules or predefined penalties applicable to the facts, the Jury should look at the decision of the Event Director, ensure that competitors are treated equally and fairly and decide:

- If this was an appropriate and fair decision under the circumstances.
- If the penalties were applied in accordance with the Sporting Code.
- If the penalties were applied in proportion to the violations.

It is not the function of the Jury to alter a rule in any way or to change fixed penalties. However, they may alter a variable penalty if they consider the Event Director's award to be inappropriate.

During a protest hearing, the Jury shall hear all sides on the matter of any protest and apply the FAI regulations and the rules for the event. The facts for any protest should be established by hearing evidence from the competitor concerned, the Event Director, and any other relevant witnesses. Jurors should make every effort not to prejudge an occurrence.

6.5 OUTLINE OF THE PROCEDURES FOR HANDLING A PROTEST

A protest shall be presented by the Event Director to the Jury President without delay. The Jury President notes the time of receiving on the protest document.

The Jury President should verify:

- That the dispositions concerning protests and the treatment of protests, as stipulated in the FAI regulations and the rules for the event, have been respected.
- That the published time limits concerning protests have been met.
- That the protest fee has been deposited with the Event Director.

A protest made in good faith by a competitor but failing any requirement not under his control should be accepted by the Jury President.

When satisfied, the Jury President should call a protest hearing within 24 hours of receiving the protest.

All protests should be treated equally and separately unless, and only for protests by different competitors or teams concerning the same occurrence, all parties directly involved agree to treat the respective protests as one.

A team protest is defined as a protest involving all the competitors of an officially entered team. It should be identified as such and must have been presented to the Event Director by the Team Leader.

A team protest should be treated in the same way as a competitor's protest, except that all the concerned team competitors need not be heard if they decide to be represented by the team leader.

Before any Jury meeting is called to hear a protest, the Jury President shall make sure that all the relevant information and facts concerning the protest are available.

The Event Director may delegate to the stewards or any other officials, the task to assemble information and facts concerning matters to be considered by the Jury.

When calling a protest hearing, the Jury President should allow for operational and competition priorities. As a rule, witnesses and other concerned parties should only be called during periods when they are not involved in competition activities.

6.6 OUTLINE OF THE PROCEDURES FOR HEARING A PROTEST

All proceedings are in English.

The Jury President ensures that the proceedings of the hearing are truly recorded.

The protest file, including all the relevant documents, information and facts, has been studied and understood by the Jury before inviting interested parties to make their presentation or to give evidence.

The Jury shall hear both sides on the matter of any protest.

The Event Director and the protester have a right to give both written and oral evidence before the Jury.

The Jury President makes sure:

- That all interested parties were given notice of the protest hearing in good time and duly called to appear.
- That they have been requested to make presentation and give evidence.

Their absence from the protest hearing should then not hold up the proceedings.

All interested parties are to be given the right to be assisted by an interpreter or assistant of their choice if needed. All others attend only at the Jury President's discretion.

All interested parties can be heard by the Jury after being requested.

Stewards or other officials may attend the hearing as observers or witnesses.

The Jury President has authority to conduct the hearing as he sees appropriate. All speakers should address everything they say to the Jury President, and only one speaker should be recognised by the Jury President at a time. Normally, the hearing will proceed as follows:

- A Juror to act as recording secretary. He will take note on those invited, those requested to give evidence, present and absent, and on the hearing.
- Jury President to summarise the protest presented, to state that the protest was made in accordance with the FAI regulations and the rules for the event, that the protest fee was received by the Jury and that it can therefore be admitted.

- Jury President to ask if the protester wishes to withdraw his protest. If the protester decides to withdraw, the protest fee shall then be returned and no hearing will take place.
- Jury President to invite the protester to present his protest.
- Jury President to invite the Event Director to present his statement.
- Jurors to hear evidence from any other persons relevant to the protest. The Jury President may allow witnesses to be questioned briefly by the protester and the Event Director. Note: a Juror may ask questions at any time.
- Protester and Event Director to be invited to summarise their respective positions and to make their final statement.
- Jurors to retire for the deliberations and to reach their decisions.

6.7 DECISION ON A PROTEST

Decisions shall be reached by a simple majority.

A secret ballot shall be held if requested by a Juror.

The protest fee is returnable if the protest is upheld or was withdrawn.

6.8 PROTEST REPORT

Jury decisions come into effect with the publication of the Jury protest report.

The Jury President is responsible for recording the hearing proceedings and he shall report these proceedings in writing to the Event Director without delay. This report shall contain the decisions and a summary of any relevant considerations.

The report is detailed enough to give persons reading it a full understanding of the reasoning involved. It includes whether the Jury decisions were unanimous or majority votes. All Jury members have to sign it.

The Jury President understands that the protest report will also be sent by the Event Director to the organising NAC and by himself to the FAI, and that in case of an appeal against the Jury decision this report is a very vital document.

The Jury President makes sure that the report is made public by the Event Director and that, where the protest fee is to be returned to the protester, the fee is promptly returned. In case where the protest fee is not returned to the protester, the Jury President shall keep the fee until the end of the event, when it is sent to the FAI Head Office within 8 days of the conclusion of the event.

7 APPEALS TO THE FAI

The right of appeal to FAI rests with the NAC concerned, and the FAI Air Sport General Commission (CASI) is the institution responsible for the treatment of appeals.

Competitors who are dissatisfied with the decision of the Jury should discuss their dissatisfaction with their NAC. An appeal to FAI must be addressed to the FAI Secretary General within 90 days from the announcement of the decision leading to the appeal. Should the appeal be admitted, the Jury President will be given notice of the appeal in good time, and he should then be prepared to be called as interested parties by the FAI Appeals Tribunal.

8 ANNEX A

IMPORTANT NOTE: *This report has to be presented to the Event Director at the conclusion of the event.*

JURY FINAL EVENT REPORT FORM

We, the undersigned members of the Jury for the

_____

(name of the event)

declare that:

1. In our opinion the event has been conducted in accordance with the Sporting Code and the rules for the event.
2. All protests have been dealt with and all Jury reports have been displayed.
3. The final results have been verified and are valid**.**

Signed: _____ Jury President

_____ Jury member

_____ Jury member

_____ Jury member

_____ Jury member

(extend list if necessary)

Date and place: _____

9 ANNEX B

IMPORTANT NOTE: *This Report has to be sent by the Jury President to the FAI Secretary General within 8 days of the conclusion of the event.*

To the Secretary General of the
FEDERATION AERONAUTIQUE INTERNATIONALE
Avenue de Rhodanie 54
CH-1007 Lausanne
Switzerland

REPORT OF THE JURY PRESIDENT

for the _____
(name of the event)

The Jury at the above event received _____ protests of which _____ were upheld and _____ were denied.

Of the deposited protest fees received,

_____ were retained and are enclosed herewith,

_____ have been transferred to the FAI

Also included you will find the JURY PROCEEDINGS pertaining to the above protests.

Signed _____ Jury President

_____
(place and date)

10 ANNEX C

IMPORTANT NOTE: *This report should be sent as soon as possible by the Jury President to the President of the FAI Air Sport Commission concerned. It is recommended to include the final overall results.*

REPORT BY THE JURY PRESIDENT TO THE AIR SPORT COMMISSION

EVENT DETAILS

Title/Name: _____

Date: _____ Location: _____

Organising NAC: _____

Number of Flights: ____ Number of Tasks: _____ Number of Competitors: _____

Senior Competitors: _____ Junior Competitors: _____ Women Competitors: _____

EVENT OFFICIALS

Event Director: _____ Deputy Event Director: _____

Chief Scorer: _____ Chief Judge: _____

Stewards: 1._____2._____3._____

FAI JURY

President : _____ Member 1: _____

Member 2 : _____ Member 3: _____

Member 4 : _____ Member 5: _____
(Extend List If Necessary)

COMPLAINTS AND PROTESTS

Number of Complaints: _____ Total Number of Protests Admitted: _____

Number Withdrawn: _____ Number Upheld: _____ Number Rejected: _____

Amount of Protest Fees Retained: _____

Date & Place: _____ signed: _____
Jury President

Note: Please give your general comments on this event, and your Jury's recommendation (if any) regarding rules and regulations on a separate sheet. Attach full details of all protests heard by the Jury and return this form to the Air Sport Commission President concerned.



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Appendix 13

Intentionally Deleted

Appendix 14

FAI SPORTING CODE GENERAL SECTION
2020 V1.1



FAI SPORTING CODE
GENERAL SECTION

2020 Edition

Effective 1st January 2020

Approved by the Air Sport General Commission, December 6, 2019

Ver. 1.1

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RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code[1] are termed FAI International Sporting Events[2]. Under the FAI Statutes[3], FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members[4] shall, within their national territories[5], enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar[6].

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

Link for FAI Statutes and By Laws

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1 FAI Statutes, ...Chapter 1, ...para. 1.6
2 FAI Sporting Code, Gen. Section, ...Chapter 4, ...para 4.1.2
3 FAI Statutes, ...Chapter 1, ...para 1.8.1
4 FAI Statutes, ...Chapter 2, ...para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5 FAI By-Laws, ...Chapter 1, ...para 1.2.1
6 FAI Statutes, ...Chapter 2, ...para 2.4.2.2.5
7 FAI By-Laws, ...Chapter 1, ...paras 1.2.2 to 1.2.5
8 FAI Statutes, ...Chapter 5, ...paras 5.1.1, 5.2, 5.2.3 and 5..2.3.3
9 FAI Sporting Code, Gen. Section, ...Chapter 4, ...para 4.1.5
10 FAI Sporting Code, Gen. Section, ...Chapter 2, ...para 2.2.
11 FAI Statutes, ...Chapter 5, ...para 5.2.3.3.7
12 FAI Statutes, ...Chapter 6, ...para 6.1.2.1.3

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7.8.2	January 1,2019			
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INTRODUCTION TO

THE SPORTING CODE OF THE FAI

The Fédération Aéronautique Internationale (FAI), is a world organisation that is concerned mainly with air sport competitions, records, including space activities, and other certified performances.

The FAI unites National Air Sport Control (NAC) organisations, who administer air sports activities in their own countries. The NACs, which are members of FAI, when assembled in the annual General Conference, are the highest FAI policy-making body.

The policies and decisions of the General Conference are implemented by the FAI Executive Board and the Air Sport Commissions. The Executive Board ensures that the Statutes, By-Laws and the Sporting Code are duly observed.

The FAI Sporting Code consists of the General Section and the Specialised Sections.

The FAI Sporting Code deals with two major areas: organized sporting events, such as championships and competitions, and records.

The General Section consists of matters which are common to all air sports and is the responsibility of the FAI Air Sport General Commission (in French, CASI).

The Specialised Sections of the Sporting Code contain rules and procedures for specific air sport activities, and are the responsibility of the appropriate Air Sport Commission (see 2.2.)

Wording: The use of “shall” and “must” implies that the aspect concerned is mandatory; the use of “should” implies a non-mandatory recommendation; “may” indicates what is permitted and “will” indicates what is going to happen. Words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

Words importing the singular will include the plural and vice versa.

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1 PRINCIPLES AND AUTHORITY OF FAI

1.1 PRINCIPLES

The FAI is the sole international body in control of air sports and aeronautic and astronautic records in the interests of good sportsmanship and fair competition. The Statutes of FAI specify the Sporting Code as the regulatory system by which the FAI administers and controls all air sport activities.

1.2 SPORTING CODE

The Sporting Code consists of the General Section and the Specialised Sections.

1.2.1 The General Section contains the rules and regulations common to all FAI air sport activities. The responsibility for the development and maintenance of the General Section rests with the FAI Air Sport General Commission.

1.2.2 Each Specialised Section contains rules and regulations that apply to a specific FAI recognised air sport discipline. The responsibility for the development and maintenance of each Specialised Section rests with the appropriate FAI Air Sport Commission (ASC).

1.2.3 The Specialised Section for each discipline shall not conflict with the General Section.

1.3 SPORTING CODE AUTHORITY

1.3.1 **NATIONAL AIRSPORT CONTROL (NAC):** The authority for enforcement of the Sporting Code is exercised through the Active and Associate Members who hold Sporting Powers (see FAI Statutes and 2.7 below for a definition) in their own countries. FAI Members thus exercising National Airsport Control are referred to as "NAC".

1.4 AMENDMENTS

1.4.1 The General Section of the Sporting Code may be amended by the Air Sport General Commission and each of the Specialised Sections of the Sporting Code may be amended by the appropriate ASC.

Any amendment to the General Section shall be decided by the CASI Plenary Meeting unless the CASI Plenary Meeting exceptionally delegates the CASI Bureau to act accordingly.

The voting system for the CASI Plenary Meeting is that of a simple majority

1.4.2 Amendments to the General Section shall come into force on the date agreed by the Air Sport General Commission Plenary Meeting. The present Volume should be revised by the CASI Bureau in accordance with any changes in the FAI Statutes or By-Laws which affect existing provisions. The appropriate ASC shall determine the regular date for annual amendments to the Specialised Sections of the Sporting Code for which they are responsible.

1.4.3 Amended versions of the General Section are published by the FAI Secretariat, acting for the Air Sport General Commission. When an amended version is finalised, it will be published on the appropriate FAI web page. The FAI web reference for the latest GS version is as follows:



https://www.fai.org/document-compression/52718

1.4.4 A NAC is responsible for making sure that its officials and other holders of the Sporting Code General Section are aware of the above and are using the correct version for the year concerned.

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2 CLASSES AND DEFINITIONS

2.1 CLASSES.

The following classes are valid for all FAI sporting events and records:

Class A: Free Balloons
Class B: Dirigibles - Airships
Class C: Aeroplanes, Electric- and Solar-powered Aeroplanes
Class D: Gliders and Motor Gliders
Class E: Rotorcraft and Multi-Rotors
Class F: Model Aircraft
Class G: Parachutes and Wind Tunnels
Class H: Vertical Take-off and Landing Aircraft
Class I: Human-powered Aircraft
Class K: Spacecraft
Class M: Tilt-Wing/Tilt-Engine Aircraft
Class O: Hang Gliders and Paragliders
Class P: Aero-Spacecraft
Class R: Microlight Aircraft and Paramotors
Class S: Space Models
Class U: Unmanned Aerial Vehicles

2.2 FAI INTERNATIONAL AIR SPORT COMMISSIONS

The FAI Statutes specify the areas of responsibility of each FAI Air Sport Commission (ASC). The following table is provided as a guide. ASC initials are explained in the Glossary 2.7:

FAI COMMISSION		**Sporting Code Section**	**FAI CLASSES**	
Airsport Discipline	**Initials**		**Class Letter**	**DESCRIPTION**
Ballooning	CIA	1	A B	Free Balloons Dirigibles, Airships
General Aviation	GAC	2	C H	Aeroplanes Vertical Take-off & Landing Aircraft
Gliding	IGC	3	D DM	Gliders Motor Gliders
Aeromodelling	CIAM	4 12	F S U	Model Aircraft Space Models Unmanned Aerial Vehicles
Parachuting and Indoor Skydiving	ISC	5	G	Parachutes Wind Tunnels

Aerobatics	CIVA	6	C D	Aeroplanes Gliders
Hang Gliding	CIVL	7	O	Hang Gliders Paragliders
Astronautics	ICARE	8	K P	Spacecraft Aero-Spacecraft
Rotorcraft	CIG	9	E M	Helicopters Tilt Rotorcraft Autogyros Multi - Rotors Compound Helicopters Tilt-Wing/Tilt-Engine Aircraft
Microlights and Paramotors	CIMA	10	R	Microlight Aircraft Powered Hang Gliders Paramotors
General	CASI	11	I	Human Powered Aircraft
General	CASI	General	All	All Classes
General Aviation	CIACA	13	CS CE	Solar-powered aircraft Electrically-powered aircraft

E-mail information distribution lists exist for each ASC. The FAI web pages are on http://www.fai.org

2.3 DEFINITIONS

The following general definitions apply to all ASCs. The detailed definitions and sub-classifications are contained in the Specialised Sections of the Sporting Code.

2.3.1 **AIRCRAFT:** A vehicle that can be sustained in the atmosphere by forces exerted on it by the air. There are two types of Aircraft:

2.3.2 **AERODYNE:** A heavier-than-air aircraft which derives its lift in flight mainly from aerodynamic forces.

2.3.3 **AEROSTAT:** An aircraft lighter than air.

2.4 PERFORMANCE DEFINITIONS.

The definitions of types of performances, flights, courses, etc, shall be determined by each ASC and will be published in the appropriate Specialised Section of the Sporting Code.

2.5 DEFINITION OF CONTINENTAL REGIONS

For the purposes of Continental Regional Championships and Records, the FAI recognises continental regions as follows (in alphabetical order).

2.5.1 **ASIA:** The countries of the Asian Continent and adjacent island countries East of the European Countries defined below in 2.5.3, as far East as Japan and the Philippines. Includes Sri Lanka, Brunei, Indonesia and Chinese Taipei, but excludes Russia.

2.5.2 **AFRICA:** comprising all the countries of the African Continent including the adjacent island countries such as Cape Verde, the Seychelles and Mauritius.

2.5.3 **EUROPE:** comprising all the countries in and to the North of the Mediterranean Sea including adjacent island countries; and the countries to the West of the Caspian Sea; including Iceland, Ireland, Israel, all of Russia, Turkey, and the United Kingdom (Great Britain), but not including Iran (mentioned because it has a boundary on the west side of the Caspian Sea).

2.5.4 **OCEANIA:** comprising Papua New Guinea, Australia, New Zealand, and the countries of the Pacific Ocean to the East as far as the Marquesas and the Touamotu Archipelago, but not including any country listed under Asia above (eg Indonesia, Japan, Philippines).

2.5.5 **NORTH AMERICA:** comprising the countries from Panama to Canada and the Caribbean Islands including Bermuda.

2.5.6 **SOUTH AMERICA:** comprising all the countries from Colombia to Chile and Argentina.

2.5.7 **TEMPORARY MODIFICATIONS FOR SPECIFIC CHAMPIONSHIPS:** with the consent of the Bureau of CASI, and at the request of the ASC concerned, continental regions can be modified for Championship purposes.

2.5.8 **OTHER REGIONAL GROUPINGS:** where championships are regularly approved by FAI in regional groupings which are not the same as the Continental Regions listed herein, the definition of the regional grouping will be placed in this sub-paragraph. The only approved regional groupings are Pan-American and Asian-Oceanic.

2.6 CERTIFICATES OF PROFICIENCY

Certificates of proficiency are documents recognising the level of performance or qualifications of an individual. They may be issued in any of the FAI Disciplines. The requirements and rights accorded to the holders of proficiency certificates are determined by the ASCs and are detailed in the Specialised Sections of the Sporting Code.

2.7 GLOSSARY OF TERMS AND ABBREVIATIONS

This section amplifies a number of terms which are used in the main text and gives some generally accepted definitions and abbreviations relevant to air sports.

A	(FAI Class) - Balloons
Aeronautics	For FAI purposes, aerial activity, including all air sports, at a height equal to or less than 100 kilometres above the earth's surface
AL	Amendment List
Altitude	The vertical distance from mean sea level (MSL). See also `QNH', and `Height'
AMSL	Above Mean Sea Level
ASC	Air Sport Commission
Astronautics	For FAI purposes, activity more than 100 kilometres above the earth’s surface
AUW	All Up Weight / Mass
B	(FAI Class) - Airships/Dirigibles
C	(FAI Class) - Aeroplanes
C	(Temperature) – Celsius
CAS	Calibrated Airspeed (IAS corrected for Instrument and Pressure Errors)
CASI	Commission d'Aéronautique Sportive Internationale (the Air Sport General Commission of FAI)

Certification	The signature on and preparation of certificates and other documents concerned with the process of flight verification with a view to validation of an FAI Flight Performance
CIA	Commission Internationale d'Aérostation, the International Ballooning Commission
CIACA	Commission Internationale des Aéronefs de Construction Amateur, the FAI Amateur-built and Experimental Aircraft Commission.
CIAM	Commission Internationale d'Aéromodélisme, the International Aeromodelling Commission
CIG	Commission Internationale de Giraviation, the International Rotorcraft Commission
CIMA	Commission Internationale de Micro-Aviation, the International Microlight and Paramotor Commission
CIMP	Commission Internationale Médico-Physiolgique, the Medical Commission - a Technical Commission of FAI
CIVA	Commission Internationale de Voltige Aerienne, the International Aerobatics Commission
CIVL	Commission Internationale de Vol Libre, the International Hang Gliding and Paragliding Commission
C of A	Certificate of Airworthiness
D	(FAI Class) - Gliders
DM	(FAI Class) - Motor Gliders
E	(FAI Class) - Rotorcraft (Helicopters and Autogyros)
Earth Model	The mathematical surface upon which geometric calculations are performed. Earth models in use are ellipsoidal, spherical, and planar.
Ellipsoid	For FAI purposes, an ellipsoid is the surface formed by the rotation of an ellipse about its minor axis.
EnvC	The Environmental Commission. A Technical Commission of FAI
F	(FAI Class) – Model Aircraft
FAI	Fédération Aéronautique Internationale, with its headquarters in Lausanne, Switzerland.
FAI Sphere	A sphere of radius 6371 kilometres, exactly.
g	Acceleration due to the force of gravity (9.81 m/sec2)
G	The force on an object under acceleration expressed in multiples of g.
G	(FAI Class) – Parachuting and Indoor Skydiving
GAC	General Aviation Commission
Geodesic	The path of shortest length between two points on a surface
Geodetic Datum	A specification of the shape, size and location in space of the surface of the Earth. Specification of the Geodetic Datum is necessary for unique GNSS solutions, and for map-making. WGS84 (q.v.) is a geodetic datum
GLONASS	Global Orbital Navigation Satellite System, the Russian GNSS system similar to the US GPS
GNSS	Global Navigation Satellite System (Generic term for all systems such as the Russian GLONASS and the US GPS)
GNSS fix	The 4-dimensional (latitude, longitude, altitude, UTC) location of a point in space and time, as determined by a GNSS.
GPS	Global Positioning System (US GNSS System managed by the Departments of Defense and Transportation)
H	(FAI Class) - Vertical Take-off and Landing Aircraft
Height	The vertical distance from a given height datum such as the take-off place. See also `QFE', and `Altitude'
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes
Host NAC	The NAC of a country in which an FAI Sporting Event is organized
hPa	Hecto Pascal (Pressure unit, equal to a millibar)
I	(FAI Class) - Human Powered Aircraft
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
ICARE	International Commission for Astronautics Records
IGC	International Gliding Commission
ISC	International Skydiving Commission
ISA	International Standard Atmosphere as defined by ICAO.

	Reference: Manual of the ICAO Standard Atmosphere (extended to 80 kilometres (262500 feet), Doc 7488-CD, Third Edition, 1993, ISBN 92-9194-004-6.
K	(FAI Class) - Spacecraft
M	(FAI Class) - Tilt-Wing Aircraft
min	Minute, unit of time (UT), compared to `arcmin' which is 1 minute of angle
m/s	Metres per Second
MSL	Mean Sea Level
NAC	National Airsport Control
O	(FAI Class) - Hang Gliders and Paragliders
OO	Official Observer
Organizer	The event organizer approved by, and acting with or on behalf of, an NAC or the FAI
Ornithopter	A machine that achieves and sustains flight by the sole means of flapping wings
P	(FAI Class) - Aerospacecraft
QFE	Altimeter pressure setting that results in an indication of zero on the surface
QNH	Altimeter pressure setting that results in an indication of height above sea level
R	(FAI Class) - Microlights, Powered Hang Gliders and Paramotors
S	(FAI Class) - Space Models
Soaring	The utilisation of the vertical component of movements of air in the atmosphere for the purpose of sustaining flight, without the use of thrust from a means of propulsion.
Space	For FAI purposes, more than 100 kilometres above the earth's surface.
Sporting Powers	The right to organise and conduct FAI Sporting Events, to authorise aeronautic or astronautic record attempts, to appoint officials to supervise FAI competitions and record attempts, to participate in the work of FAI Air Sport Commissions, and to authorise individuals and teams to compete in FAI Air Sport Activities by issuing FAI Sporting Licences
STOL	Short Take Off and Landing
TAS	True Air Speed
U	(FAI Class) – Unmanned Aerial Vehicle
UT	UTC to the local hour convention
UTC	Universal Time Co-ordinated
Validation	An act of ratification or official approval. In FAI terms, the act of approving a Flight Performance (or an element of one such as reaching a Turn Point) for FAI purposes
Verification	The process of checking and assembling evidence with a view to validating a Flight Performance
Vincenty Method	An empirical method used to calculate the distance between pairs of points on the WGS84 ellipsoid Reference: http://www.ngs.noaa.gov/PUBS_LIB/inverse.pdf Example: https://www.fai.org/page/world-distance-calculator
Vs	Stalling Speed
VTOL	Vertical Take Off and Landing
WADA	World Anti-Doping Agency. See http://www.wada-ama.org
WAG	World Air Games. An international sporting event involving several FAI air sports at the same time, see GS 4.1.5.
WGS84 Earth Datum	See WGS84
WGS84	World Geodetic System 1984 – For FAI purposes, this is the standard Geodetic Datum.
WGS84 Ellipsoid	An ellipsoid based on an ellipse with a semi-minor axis of 6356,7523 kilometres and a semi-major axis of 6378,1370 kilometres. The minor axis is the polar axis.

3 SPORTING LICENSES

3.1 SPORTING LICENCE

3.1.1 **STATUTORY RIGHTS**: only FAI members holding FAI Sporting Powers have the right to issue FAI Sporting Licences on behalf of FAI

3.1.2 **HOLDER'S RESPONSIBILITY**: the holder of a Sporting Licence acknowledges that he knows and understands the FAI Sporting Code and commits himself to abide by it. Only holders of a valid FAI Sporting Licence are permitted to participate in FAI sporting events and record attempts.

3.1.3 **ISSUE OF SPORTING LICENCES:** each NAC has the delegated power to issue FAI Sporting Licences on proof of identity to those of its individual members who are either citizens or residents of that NAC's country.

A Sporting Licence shall be considered to have been issued, if the holder is listed on the FAI Sporting Licence database by the authority that is issuing the particular Sporting License together with all the required information and the period of validity of that particular Sporting License.

The required information in the database must include, but is not limited to, the name of the issuing authority, the name and contact details of the holder and a number given by the NAC.

A Sporting License may be issued for one airsport discipline (see 2.2 above) or for multiple airsports disciplines. This information must be clearly indicated in the Sporting License database.

An FAI Sporting Licence shall be recognised by all NACs.

3.1.3.1 Identification

3.1.3.1.1 The citizenship of a person is proved by an identification document stating his citizenship and issued by or on behalf of the government of the country concerned. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.1.2 The residency of a person means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties, or in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living. The residency of a person is proved by an identification document stating his residence and issued by or on behalf of the government of the country concerned or by a sworn statement signed by the NAC President. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.1.3 The identity of a person without nationality is proved by the residence permit issued by or on behalf of the government of that country of residence. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.2 A person shall not, at the same time, hold a Sporting Licence issued by more than one NAC. An individual, who under the provisions of 3.1.3.6 elects to transfer from one NAC to another, may be issued a sporting licence by his new NAC only after notification to his former NAC and after withdrawal of any valid sporting licence issued by that former NAC. The Sporting License database will be updated directly by the FAI Secretariat once documentation from both NACs has been received.

3.1.3.3 Although a NAC has the delegated power to issue Sporting Licences, a NAC may delegate that power to other aeronautical bodies within its country and involve such bodies in their distribution. In the event of a Sporting Licence, valid

for one airsport discipline, being withdrawn from an individual for disciplinary reasons, the NAC must ensure that all other Sporting Licences issued to that individual (3.1.3.2) by that NAC are also withdrawn.

3.1.3.4 An NAC may refuse to issue a Sporting Licence.

3.1.3.5 In compliance with FAI Statute 1.8.2, the Secretary General, authorized by the FAI Executive Board or the ASC concerned, may issue a Sporting Licence to an individual who cannot obtain a Sporting Licence under the provisions of 3.1.3.6. This right shall not be exercised with regard to individuals who are either citizens or residents of a country with a NAC that has paid the required annual subscription fees before the due date of March 31 or is under suspension in accordance with 3.1.3 above.

3.1.3.6 Rights of representation

3.1.3.6.1 A citizen of a country may be issued with a FAI Sporting Licence to represent the NAC of that country in First Category sporting events and to participate in Second Category sporting events and in record attempts. For the FAI definition of citizenship, see 3.1.3.1.1 and for changes of representation see 3.1.3.6.4.

3.1.3.6.2 Resident. For the FAI definition of residency, see 3.1.3.1.2.

3.1.3.6.2.1 First Category Events. A resident of a country who is not a citizen of that country may be issued with a FAI Sporting Licence to represent the NAC of that country in First Category sporting events, subject to 3.2.3.6.4 on changes of representation.

3.1.3.6.2.2 Second Category Events and other FAI Activities. A resident of a country who is not a Citizen of that country may be issued with an FAI Sporting Licence by the NAC of his country of residence to participate in Second Category sporting events and such activities as record attempts, subject to 3.1.3.2 which prevents the holding of two sporting licences at the same time.

3.1.3.6.3 Multiple Citizenships. A person who has multiple citizenships may freely select the NAC of one of those countries of citizenship to apply for an FAI Sporting License. If such a person subsequently wishes to change to another country of his/her citizenship, this may be done regardless of place of residence, subject to 3.1.3.6.4 on changes of representation.

3.1.3.6.4 Change of Representation - First Category Events. If a competitor has represented a country in a First Category Event, that competitor must not represent another country in any First Category Event during the twenty four months, or a longer period as specified by a particular ASC, following the month in which the First Category Event, in which the competitor represented the first country, takes place.
Also, see 3.1.3.2, which prevents the holding of two Sporting Licences at the same time. In the exceptional circumstance where, due to geopolitical change and not personal choice, a competitor becomes resident of another country and is no longer eligible to hold a Sporting Licence in the prior country, this time period can be reduced on the condition that the NACs concerned give their written approval and the case is reviewed and approved by the CASI Bureau.

3.1.4 **VALIDITY OF SPORTING LICENCES**: the holder of a sporting licence may be required to produce an official document bearing his photograph and signature in proof of identity.

3.1.5 **WITHDRAWAL OF SPORTING LICENCES**: a Sporting Licence may be withdrawn by the FAI or the NAC that issued it.

3.1.6 **OTHER USE OF SPORTING LICENSE DATABASE DATA**: A NAC may use information from the FAI Sporting Licence database such as FAI ID, while producing other internal documents such as membership cards and proficiency certificates.

3.1.7 **UAV RECORDS**: for attempts on Unmanned Aerial Vehicle (UAV) records under Section 12 of the Sporting Code, an FAI UAV Record Licence will be issued. Other Chapter 3 procedures apply, replacing the term “Sporting Licence” by “UAV Record Licence”. Such

a licence may be issued to a corporate organisation rather than to an individual, normally to the operating authority for the particular type of UAV concerned.

3.2 SURRENDER OF SPORTING LICENCE

3.2.1 A competitor who has been disqualified from participation in an FAI sporting event shall be considered to have surrendered his Sporting Licence to the Event Director. Each ASC will determine the grounds for any disqualification.

3.2.2 The disqualified competitor shall have no right to claim back any part of his entry fee and will not be eligible for any prizes awarded during the event. Any delay in the surrender of the Sporting Licence shall be added to the period of surrender.

3.2.3 During the period of surrender of the Sporting Licence, participation in any FAI sporting activity, including attempts on records, is prohibited. The NAC will determine any period of surrender in addition to the disqualification provided for in 3.2.1.

3.2.4 Disqualification will be grounds for disciplinary action by the NAC concerned, and the Event Director shall send details of the surrendered licence to the disqualified competitor's NAC at the end of the event, together with a written summary of the circumstances. The NAC will be responsible for updating the Sporting License Database within seven days with any change resulting from such disciplinary action.

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4 SPORTING EVENTS

4.1 CLASSIFICATION OF EVENTS

A Sporting Event is any air sport event or other defined contest organized by or on behalf of either an NAC or FAI. For classification purposes, the definitions in 4.1.1 to 4.1.5 apply. Other definitions and classifications may be contained in the Specialised Sections of the Sporting Code.

4.1.1 **NATIONAL SPORTING EVENT:** a Sporting Event open only to participants of the organising NAC.

4.1.2 **INTERNATIONAL SPORTING EVENT**: a Sporting Event in which entry is open to more than one NAC or to individual participants, all of whom hold a valid Sporting License, which collectively are issued by more than one NAC.

4.1.3 REGIONAL CHAMPIONSHIPS

4.1.3.1 CONTINENTAL CHAMPIONSHIP. An International Sporting Event open to participants from all NACs within a specific Continental Region defined in the Sporting Code (see para 2.5) and, in case of vacancies, to participants from other invited non-eligible NACs. The competitor, or team from one of the NACs within that specific region, with the highest aggregate score at the end of the event, shall be the winner and be awarded the title of Continental Region Champion.

4.1.3.2. CHAMPIONSHIPS FOR OTHER REGIONAL GROUPINGS. As above but for other regional groupings of countries not included in 2.5 but approved by the Air Sport General Commission for the specific championship concerned. This includes groupings within continents or trans-continental groupings.

4.1.4 **WORLD CHAMPIONSHIP**. An International Sporting Event open to participants from all NACs, and in which the winner is awarded the title of World Champion.

4.1.5 **WORLD AIR GAMES**. An International Sporting Event involving several FAI air sports at the same time and open to participants from NACs. Rules for the WAG are available from FAI. CASI will approve the General Rules for the WAG. For the WAG, where these General Rules are in conflict with the Sporting Code, the General Rules will prevail.

4.1.6 **MULTI-SPORT COMPETITIONS**. A Competition where Sporting Events for one or more Air Sports are included, but which also include Sports other than Air Sports. To the extent that the Events are under FAI control, the FAI Sporting Code and, as far as possible, the Competition Rules for First Category Events will be used. To fit the concept of the Competition these Rules may be adapted by the ASC(s) concerned and the FAI Executive Board/Head Office may agree to propose a special event. The final Event Rules shall be approved by both the ASC(s) and the FAI EB as per 4.4.3.

4.2 REGISTRATION OF INTERNATIONAL SPORTING EVENTS.

The FAI maintains and publishes an International Sporting Calendar. In order to be recognised, an International Sporting Event must be registered in the FAI Sporting Calendar by the NAC(s) authorising or organizing it. Such registration must be received by the FAI Secretariat a minimum of thirty days before the starting date of the event or at an earlier time if specified by an ASC in its Specialised Section. This registration may be submitted in any FAI approved format.

4.3 RECOGNITION OF SPORTING EVENTS

4.3.1 Unless otherwise decided by the FAI General Conference, Sporting Events registered in the FAI Sporting Calendar (4.2) must be held in accordance with FAI rules.

4.3.2 In addition to 4.3.1, registered Sporting Events taking place in a year will only be recognised if the organising NAC has fulfilled all its obligations to FAI.

4.4 SPORTING EVENTS LISTED IN THE FAI SPORTING CALENDAR

FIRST CATEGORY EVENTS

4.4.1.1 World Air Games, as approved by the General Conference.

4.4.1.2 World and Continental Regional Championships, as approved by the ASCs and confirmed by the Executive Board as part of its approval of the FAI Sporting Calendar (Statute 4.2.2.11).

4.4.1.3 International Sporting Events approved by the ASCs concerned.

4.4.1 **SECOND CATEGORY EVENTS**: other International Sporting Events organized by or under the authorisation of NACs.

4.4.2 **MULTI SPORT COMPETITIONS**. As approved by the FAI EB. The approval shall include whether the participants are individuals representing a NAC (becoming a National Delegation) or are independent individuals, as agreed with the Competition Organiser.

4.4.3 EVENT ENTRY CRITERIA

4.4.3.1 First Category Events. Entry is restricted to National Delegations representing a NAC and to FAI Participants (see 4.5.1). A minimum of 4 NACs or such higher number of NACs, as is determined by the relevant ASC, shall have entered by the end of the official registration period, as defined by the ASC, with entry fees paid. If there is less than the required minimum of NACs so entered, the relevant ASC shall decide whether the event will take place and shall also decide whether or not the title of Champion will be awarded.

4.4.3.2 Second category events. Entry is open to National Delegations representing a NAC and, at the discretion of the Organiser, to individual participants holding a valid Sporting License. The minimum number of entries shall be laid down in the rules for the event.

4.4.3.3 Multi-Sport Competitions. Entry is open by invitation from the Organiser to participants representing a NAC (becoming a National Delegation) or/and participants both as nominated to them by the FAI according to the following procedures:

4.4.4.3.1 The selection process for participants representing a NAC is that the relevant ASC(s) may set the minimum performance standards required for participation, and/or limit the number of participants. After the NACs have nominated their participants, then the ASC(s) has the right to refuse any nomination and ask for an alternate.

4.4.4.3.2 The selection process for participants is that these are nominated by the relevant ASC(s). After the NACs who issue their FAI Sporting Licence have been advised of the nominations then the NAC has the right to refuse any nomination and suggest an alternate.

4.4.4 **FREQUENCY AND LOCATION OF EVENTS:** each ASC shall determine the frequency and location of its events in accordance with the following principles:

4.4.4.1 World and Continental Championships should be held approximately every two years in any discipline or class in accordance with the provisions of the Specialised Sections of the Sporting Code.

4.4.4.2 As far as possible World and Continental Championships should not be held in the same calendar year.

4.5 PARTICIPANTS

4.5.1 **ENTRANT:** a person or NAC from whom a completed entry form has been received for participation in a sporting event. A person or persons unable to represent an NAC may be authorized to participate by the FAI Executive Board or the ASC concerned, such person or team being defined as FAI Participants.

4.5.2 **COMPETITOR:** a person entered and competing in a sporting event.

4.5.3 **TEAM:** a group of two or more competitors, the combined performance of which is counted for the result.

4.5.3.1. NATIONAL TEAM. A group of two or more competitors representing one NAC.

4.5.3.2 INTERNATIONAL TEAM. A group of two or more competitors, who collectively represent more than one NAC or are FAI Participants, as defined in 4.5.1 but excluding an FAI team.

4.5.3.3 FAI TEAM. A group of two or more FAI Participants.

4.5.4 **CHAMPION:** the title conferred upon the winner of a World or Regional Championship. The winner of a World Air Games competition will be awarded the title World Air Games Champion for the competition concerned.

4.5.5 PARTICIPATION

4.5.5.1 International Sporting Events taking place in a year are open only to NACs that have met all their obligations to FAI.

4.5.5.2 Every NAC organising an International Sporting Event must make every reasonable effort to ensure admission into its country to any entrant entitled to participate in the event. If the organizing NAC finds that, for any reason, an entrant of another country may be or will be refused admission, it shall immediately inform the FAI Secretary General, the ASC President concerned and the NAC of the entrant.

4.5.5.3 FAI Participants may be invited to participate in international sporting events providing that the organizing NAC and the relevant ASC approve.

4.5.5.4 In team events the relevant ASC may restrict the participation of International Teams in First Category Events.

4.6 REPRESENTATION RIGHTS

4.6.1 In First Category international sporting events, a competitor represents the NAC that issued the FAI Sporting Licence, unless he belongs to a international team. NACs are responsible for ensuring that holders of their FAI Sporting Licences who participate in Second Category international sporting events abide by the FAI Sporting Code and the rules and regulations for the event.

4.6.2 FAI competitors or teams complying with 4.5.1 and/or 4.6.1 may be invited to participate in international sporting events, providing that the organizing NAC confirms that vacancies exist.

4.7 OFFERS TO HOST FAI SPORTING EVENTS

4.7.1 **BIDS:** bids by or on behalf of an NAC to hold a First Category Event shall comply with the specific regulations issued by the ASC responsible.

4.7.2 **ADMISSION INTO A COUNTRY:** the bid must provide details of any conditions of admission of participants to the country or location of the event. If any restrictions are proposed or found, the FAI Executive Board shall decide whether they are acceptable, having taken advice on sporting aspects from the ASC concerned and the CASI Bureau.

4.8 GENERAL REGULATIONS FOR FAI SPORTING EVENTS

4.8.1 **FIRST CATEGORY EVENTS:** General Regulations for First Category Events shall be contained in the Specialised Sections of the Sporting Code. Competition Rules for a particular event shall not conflict with the rules in the Sporting Code. They shall be approved in advance by the ASC concerned and must not be changed thereafter.

4.8.2 **SECOND CATEGORY EVENTS:** General Regulations and Competition Rules for Second Category Events shall be based, as far as appropriate, on those for First Category Events and must not conflict with them in principle.

4.8.3 **FAI AUTHORITY:** the Rules, Regulations, programme and all other official documents shall carry the statement of FAI authority and display the FAI logo.

4.8.4 **COURTESY INVITATIONS:** organizers shall ensure in respect of First Category Events, that courtesy invitations are issued (e.g. to the Opening / Closing ceremonies) to the FAI President and to the President of the relevant FAI Air Sport Commission. Such invitations shall make clear the extent of the hospitality, if any, which the Organizer is in a position to offer.

4.8.5 **LANGUAGE:** the rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the Organizers, French and/or the language of the host country. In all interpretations the English language version shall prevail.

4.8.6 **INSURANCE:** Competition organizers should consider obtaining Public Liability Insurance to protect participants and Organizers. Organizers should consider recommending that participating NACs and/or competitors carry individual health and accident insurance. Where an organiser of an FAI event provides or facilitates insurance for such an event, then any such insurance must comply with the minimum requirements set by the contest rules.

4.9 ENTRIES

Entry applications to a First Category Event shall be made only through the NAC of which the applicant holds a Sporting Licence or, in the case of an FAI applicant, through the FAI.

4.10 RESPONSIBILITY OF THE ENTRANT

4.10.1 **ACCEPTANCE OF SPORTING CODE, RULES AND REGULATIONS:** The entrants and competitors are required to know, understand, accept and abide by the Sporting Code and the rules and regulations for the event, and by entering are deemed to accept them without reservation. They should appreciate that they represent the National Team of their NAC, or, in Second Category Events, are ambassadors for their country and that they should compete in a sporting manner and that their behaviour must be beyond reproach.

4.10.2 **DOPING, ALCOHOL, ILLNESS AND INJURY:** this is a brief outline from the document "FAI Anti-Doping Rules and Procedures", published by FAI and agreed by the World Anti-Doping Agency (WADA) for application to Air Sports.

4.10.2.1 Definition. Doping consists of the use or attempted use of one or more prohibited substances or methods, or of blood or blood products, or of manipulation aimed at making these difficult to detect. This may be intentional, unintentional, involve negligence or omission, or in any other circumstances. A doping offence is also committed by refusal or failure to comply with doping control testing, tampering with doping control, possession of a prohibited substance or method, or aiding a doping offence.

4.10.2.2 Policy. FAI policy is to prevent misuse, malpractice and cheating, in this case where doping is concerned. Doping is contrary to the FAI principles of equity and fair play and is potentially damaging to the health and safety of participants in Air Sports.

4.10.2.3 Prohibited Substances. These are those in the WADA standard list valid at the moment of testing (listed on www.wada-ama.org). The FAI also includes alcohol (above a defined level) for flight safety reasons.

4.10.2.4 Competitor responsibilities. All competitors entering sporting events under FAI rules shall accept that they may be required to submit to, and co-operate with, doping control measures. Entrants with a documented medical condition requiring the use of a Prohibited Substance or a Prohibited Method must before the event concerned have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury, which might either compromise safety or invalidate a licence, must inform the Contest Director in writing before competing.

4.11 ACCEPTANCE OF ENTRIES

4.11.1 An entry shall be accepted only if made on an official entry form accompanied by the full entry fee and received by the specified closing date.

4.11.2 Late entries may be accepted at the discretion of the Organizer only when there is good reason for the delay and if there are sufficient vacancies.

4.11.3 Entry form details and procedures shall be determined by an ASC and Organizers must make such forms and procedures available on any internet web site for the event. Entry forms which are incomplete or contain inaccurate information may not be accepted.

4.12 CHANGE OF ENTRIES

Change of entries may be made only up to the time stated in the Competition rules but necessarily before the start of the event. Change of competitors, equipment or class can be made only as stated in the Rules and Regulations for the event.

4.13 REJECTION OF ENTRIES

The Organizer of the event may not reject an entry to a First Category Event made in good faith and complying with the terms of the entry.

4.14 RETURN OF ENTRY FEES

4.14.1 If an event does not take place, entry fees shall be returned in full. If the event does take place, but for reasons of force majeure, it is cancelled or stopped, unused fees, as determined by the relevant ASC, shall be paid back. Before a cancellation decision is made, the relevant ASC shall consult the FAI Secretary General who will inform and consult as necessary. Actions will be assessed on a case-by-case basis. In cases with political implications for FAI, the Executive Board may be involved.

4.14.2 A competitor who or a team which withdraws from an event after having had their entry accepted may be entitled to a full or partial refund of the entry fees paid, in accordance with criteria established by the relevant ASC. Such criteria must be clearly stated in the FCE bid regulations issued by the relevant ASC (see 4.8.1)

4.15 RESULTS AND PRIZE-GIVING

4.15.1 **JURY APPROVAL**: The results of an International Sporting Event shall be final only when all protests have been dealt with by the Jury and the Jury has ceased its functions. The final results must be made public before the prize-giving is held.

4.15.2 NOTIFICATION OF RESULTS

4.15.2.1 The results of a First Category Event shall be sent electronically to the FAI Secretariat if possible before the prize-giving and in any case within (24) hours of the end of the event.

4.15.2.2 The results of any FAI air sport event shall be made available, in a suitable format, to the host NAC, all competitors and the NACs they represent and for First Category Events to the FAI Secretariat without delay.

4.15.2.3 For First Category Events, the FAI Secretariat shall be advised by the President of the Jury, within a maximum of eight days of the end of the event, of the number of protests made, together with the numbers of protests withdrawn, upheld or failed, and the respective Jury decisions.

4.15.3 PRIZE-GIVING

4.15.3.1 At First Category Events the FAI flag must be flown and the FAI Anthem played. The flags of the countries of the competitors placed first, second and third in each class must be flown and the national anthem of the countries of the champion must be played. In case there is a tie for the position of the champion then the national anthem of the countries of the champions must be played.

4.15.3.2 The FAI shall award gold, silver and bronze medals in each World or Continental Region Championship and for the World Air Games. These medals shall be supplied by the FAI Secretariat or, if not supplied by the FAI Secretariat, shall conform to the FAI medal specification. They will be awarded to competitors placed first, second and third in the overall Championship, including Women's and Junior categories if appropriate. All medals are funded from within the ASC concerned. Costs may be passed on to the Organizer if the ASC so decides. If requested by an ASC, FAI gold, silver and bronze medals may also be awarded to all members of teams competing for a single placing (for example, formation skydiving, team racing in aeromodelling, etc). Where teams are based on individual results achieved in the championship, gold, silver and bronze medals may be awarded to the team managers only of such teams placed first, second and third, and, if the ASC decide, smaller FAI Team medals may be awarded to all members of such teams. The large FAI medals for winning teams are to be forwarded by the team manager to the appropriate NAC or other body which the team is representing. An FAI Diploma may be awarded to other competitors if an ASC so decides. The Organizers may award further prizes at their discretion, and additional diplomas may be awarded where the results for male and female competitors are separate.

4.15.3.3 All medals, diplomas and prizes, whether trophies or money, which are referred to in the Sporting Code or the Rules and Regulations of an event, shall be presented not later than at the official prize-giving. Any exceptions to this provision may be authorised by an ASC.

4.16 EQUIPMENT/ DEVICES

In each Specialised Section, ASCs may specify the technical standards and criteria for any equipment, electronic or mechanical devices and scoring systems to be used.

4.17 AGE CATEGORIES

Each ASC may define Age groups classification that will be followed for Category 1 or Category 2 events. (Seniors, Juniors, Under-18, Under-20 etc)

A competitor shall be eligible to compete in an age group competition under FAI Rules if he is within the age range specified in the relevant age group classification. A competitor must be able to provide proof of his age through presentation of a valid passport or other form of documentation issued by a competent authority. A competitor who fails or refuses to provide such proof shall not be eligible to participate in such a group.

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5 CONTROL OF SPORTING EVENTS

5.1 NAC RESPONSIBILITY

5.1.1 **CONTROL AND CERTIFICATION:** Each NAC is responsible for the control and certification of all FAI sporting events, records and badge flights made under its control.

5.1.2 **VERIFICATION:** The FAI may at any time request proof that a performance, record or event was controlled in accordance with the Sporting Code regulations. It may refuse recognition if it finds the evidence to be insufficient.

5.2 OFFICIALS CONTROLLING PERFORMANCES

5.2.1 **OFFICIAL OBSERVERS:** the Officials who control a performance must be registered with an NAC as an Official Observer. Official Observers are empowered to control and certify events for FAI records and badge flights. They must know and understand the FAI Sporting Code and the rules and regulations for the specific events to be certificated. ASCs will determine qualification criteria for official observers in their respective air sport activities, and publish these criteria and duties in the Specialised Sections of the Sporting Code. Such qualification shall be certified by the official observer's NAC.

5.2.2 **ELIGIBILITY:** an official observer in any record or badge flight attempt must be independent and not be perceived to have a conflict of interests.

5.2.3 **PRESENCE:** an Official Observer may only certify an event related to a performance if he is present at the event for which certification is required. He may certify a constituent fact if he arrives soon after and there is absolutely no doubt about verification.

5.2.4 In the event a performance is evaluated on video evidence, only one Official Observer need be present to verify the recording and the performance may be evaluated using that recording by the required number of official observers at a later date or through an internet connection.

5.2.5 TEMPORARY STATUS

5.2.5.1 Temporary Official Observer Status is assumed for Air Traffic Controllers on duty for observation of take-offs, start and finish lines, turn or control points and landings. Officially registered assistants and officials during a World or Continental Championship or other competitions as specified in the Specialised Sections of the Sporting Code, acting under the authority of the Director of the Championship, may also act as Official Observers.

5.2.5.2 Where an occurrence takes place outside the operational area of an Official Observer, the occurrence may be certified by two independent witnesses within whose skills or competence it is, who give their addresses and state in writing the information required by the pertinent section of the Sporting Code. Certification by other than Official Observers must be countersigned by an Official Observer after he has verified the statements.

5.2.6 **VIOLATION OF DUTY:** in case of violation of duty the appointment of an Official Observer will be withdrawn. Negligent certifications or wilful misrepresentations will be grounds for disciplinary action by the NAC concerned.

5.3 RECORDS DURING FAI SPORTING EVENTS

Where a record may have been achieved as part of a sporting event, the Organizer shall, if requested, cooperate with the claimant in assembling and submitting the information and taking other actions required, such as notifying the relevant NAC and FAI within the set period (see 7.8) for International Records. The claimant is still responsible for ensuring that all claim procedures are carried out.

5.4 OFFICIALS IN FIRST CATEGORY INTERNATIONAL SPORTING EVENTS

5.4.1 INTERNATIONAL OFFICIALS

5.4.1.1 Matters of advice, arbitration or rule interpretation shall be the responsibility of the International Jury, as defined in 5.4.2. Matters of subjective evaluation of performance shall be the responsibility of FAI Judges, as defined in 5.4.3. International Jury members and FAI Judges are International Officials acting on behalf of the FAI and shall have been appointed or approved by the ASC concerned.

5.4.1.2 An International Official may hold only one of the above offices in an event. He may not be a competitor, nor hold any operational position in the organisation.

5.4.1.3 The International Officials in any one group or position must be resident in a country, whose NAC is not currently suspended from FAI membership and must all be from different countries, unless the ASC concerned specifies otherwise.

5.4.2 THE INTERNATIONAL JURY

5.4.2.1 An FAI First Category event shall have an International Jury to deal with protests and monitor the conduct of the event and ensure that the results are sent to the FAI Head Office in accordance with 4.15.2.1. The composition of the International Jury may be either representative or nominated. The Specialised Sections of the Sporting Code shall state which Jury system is to be used and may state further criteria for qualification as a Jury Member.

5.4.2.2 Representative Jury - is one in which the Jury President is appointed by the ASC governing the event and in which the members are one from each competing NAC. They shall qualify for the jury service according to the relevant Specialised Section of the Sporting Code.

5.4.2.3 Nominated Jury - is one in which the President is appointed by the ASC concerned. The members consist of two or four persons appointed by the ASC according to the relevant Specialised Section of the Sporting Code. Each Jury Member must be resident in a country whose NAC is not currently suspended from FAI membership.

5.4.2.4 Jury President. In addition to being the Chairman at Jury meetings, the Jury President has the right to require the Organizer to abide by the FAI Sporting Code and the published rules and regulations for the event. If the Organizer fails to do so, the President of the Jury has the power to interrupt the event until the situation has been reviewed by the Jury. The Jury has the right to cancel the event if the Organizer fails to abide by the FAI Sporting Code and published regulations. Consequences pursuant to the Organizer Agreement which may be applicable are in any event reserved. They may recommend to the FAI Head Office that all entry fees be returned.

5.4.2.5 Jury Members. A Jury member must possess a thorough knowledge of the relevant Sporting Codes and the rules and regulations for the event. An International Jury Members Handbook is available from FAI if desired by an ASC. At least one Jury member is to be on site during competition operations.

5.4.2.6 Meetings of the International Jury

5.4.2.6.1 Attendance. Participation at Jury meetings is compulsory for Jury members, either in person or remote or as specified on the Specialized volumes of the Sporting Code, except for special reasons such as illness or emergencies. In such cases an eligible replacement nominated by the Jury member concerned, or by the President of the ASC or his representative may be accepted by the Jury President. The Event Director and the Claimant have a right to give both written and oral evidence before a jury. Treatment of protests is dealt with in 6.3.

5.4.2.6.2 Recording of Evidence. The record of jury actions, the decision and the reasons for it, and copies of evidence, shall be sent to FAI by the Jury President in case an appeal to FAI is made later.

5.4.2.6.3 Quorum. A quorum for a Representative Jury is 2/3 of the total membership, including the President of the Jury. A quorum for a Nominated Jury is three, including its President.

5.4.2.6.4. Voting. Decisions shall be reached by a simple majority. A secret ballot shall be held, if requested by a jury member.

5.4.2.7 Dissolution of the International Jury

5.4.2.7.1 The Jury shall only cease its functions after it has given its decision on all protests which have been correctly made. If no protests are

outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task.

5.4.2.7.2 The last action of the Jury is to verify and approve the competition results of the event and declare the event valid providing it has been conducted in accordance with the rules and the decisions of the Jury.

5.4.3 FAI JUDGES

5.4.3.1 ASCs shall appoint Judges for events requiring, in whole or in part, subjective evaluation of a performance or for other duties as specified in the specialised sections of the Sporting Code.

5.4.3.2 The ASC concerned shall decide upon the qualifications, experience and knowledge of rules and regulations required for its Judges.

5.4.3.3 NACs shall submit to the ASC concerned the names of candidates for recognition as International Judges. Upon recognition the ASC will make available to FAI a list of those Judges.

5.4.3.4 The Chief Judge shall be appointed by the ASC concerned and has the responsibility to organize the work to be carried out by the International Judges and to report results to the Event Director.

5.5 OPERATIONAL OFFICIALS

The NAC hosting a First Category Event shall appoint an Event Director, Stewards and such other Operational Officials as is required by the ASC concerned.

5.5.1 THE EVENT DIRECTOR

5.5.1.1 The Event Director shall be in overall operational charge of the sporting event. He shall have a Deputy Director and Technical Officials to assist him. The Event Director and Deputy shall be approved by the relevant ASC.

5.5.1.2 The Event Director is responsible for good management and the smooth and safe running of the event. He shall make operational decisions in accordance with the rules of the Sporting Code and competition rules. He can penalise or disqualify a competitor for misconduct or infringement of the rules. He shall attend meetings of the International Jury and give evidence if requested.

5.5.1.3 The Event Director shall publish the officially accepted entry list prior to the start of the event, issue daily results and the article on the event from the event Public Relations Officer and send the final entry list, full results and details of protests to the hosting NAC and to FAI within the specified time limits.

5.5.1.4 The person responsible for scoring as per the relevant Discipline Competition Rules is responsible to provide the Jury with a signed-off copy of the final results to enable the Jury to act in accordance with 5.4.2.7.2.

5.5.2 STEWARDS

5.5.2.1 Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. Specific rules on the appointment and duties of Stewards may be included by an ASC in its Specialised Section of the Sporting Code.

5.5.2.2 A Steward has no executive powers. He must not be a member of the Organising Committee. A Steward may attend a meeting of the International Jury as an observer or witness.

5.6 OFFICIALS IN SECOND CATEGORY EVENTS

5.6.1 The organisational structure in Second Category Events will be similar to that in First Category Events, but may be simplified.

5.6.2 The Jury and Panel of Judges if any, need not be of international composition.

5.6.3 The Specialised Sections of the Sporting Code may specify further requirements.

6 COMPLAINTS, PENALTIES, PROTESTS AND APPEALS

6.1 COMPLAINTS

6.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.

6.1.2 Prior to an international sporting event a complaint may be made by an NAC to the host NAC. Such a complaint may concern only failure of the Organizer to comply with regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the FAI Secretariat, who shall keep the President of the relevant ASC informed.

6.1.3 At any time during the event, a competitor or a team who is dissatisfied on any matter should first ask the appropriate official for assistance. If still dissatisfied, a complaint may be made, by the competitor or through the team leader, to the Event Director or his designated official. Complaints must be made as soon as possible after the event giving rise to the complaint, and shall be dealt with expeditiously.

6.2 PENALTIES AND DISQUALIFICATIONS

6.2.1 A competitor may be penalised or disqualified from participation in a Sporting Event in accordance with provisions designated by the ASC concerned.

6.2.2 Penalties may be imposed for Technical Infringements (including, but not limited to, failure to comply with rules caused by mistake or other inadvertence), Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs and violations of airspace) at the discretion of the ASC concerned.

6.2.3 The ASC concerned shall decide where, when and how any penalties or disqualifications from participation are applied.

6.2.4 The ASC concerned shall decide how notification of any penalties and disqualifications will be published.

6.3 PROTESTS

6.3.1 A protest against a decision on a complaint as described in 6.1.2 must be made prior to the start of the event.

6.3.2 If dissatisfied with the decision on a complaint made during the event, a competitor or team leader has the right of protest. Such a protest must be made in writing, in English, and be handed by the Team Leader to the Event Director together with the protest fee within the time limit, both established by an ASC. If a competitor has no separate team leader, he may lodge the protest himself. The amount of the protest fee and the time limit within which a protest must be made shall be stated in the rules for the event.

6.3.3 Normally, the deposited fee is returnable only if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

6.3.4 All non-refunded deposit fees from protests will be sent by the Jury to the FAI, for the attention of the Secretary General, within 28 days of the conclusion of the event. The fee will then be segregated for the use of the ASC concerned.

6.4 TREATMENT OF PROTESTS

6.4.1 The Event Director must present any protest to the Jury President without delay. The President shall call a meeting of the International Jury within 24 hours of receiving a protest, unless a different period is stated in the relevant Sporting Code or the local regulations.

6.4.2 The Jury shall hear all involved parties on the matter of any protest, applying the relevant FAI regulations and the rules for the event.

6.4.3 The President of the Jury shall report the result and a summary of any relevant considerations in writing to the Event Director without delay, who shall make public the President's report.

6.5 APPEALS

An NAC may appeal to FAI on matters concerning international sporting events and record attempts and against a decision relating to a dispute of a sporting nature in accordance with the provisions of this chapter.

6.5.1 **RIGHT OF APPEAL:** the right of appeal to FAI rests with the NAC concerned, except for matters under 4.10.2 for which the person concerned has a right of appeal. The FAI Air Sport General Commission (CASI) is responsible for the treatment of appeals.

6.5.2 **NOTICE OF APPEAL:** notice of Appeal to FAI must be made in writing in English and addressed to the FAI Secretary General by the authorized representative of the NAC concerned or by the individual concerned in matters under 4.11.2. It shall be accompanied by all necessary documents and a deposit. The amount of the deposit shall be fixed each year by FAI.

6.5.3 **TIME LIMIT:** an appeal to FAI must be received at FAI Headquarters within 90 calendar days from the incident, action or announcement of the decision leading to the appeal. This time may, in special circumstances, be extended by the CASI Bureau.

6.6 TREATMENT OF APPEALS

6.6.1 If directed by the FAI Executive Board, in the case of an Appeal concerning international sporting events and record attempts (Statute 5.2.3.2.4), CASI will act as the FAI Final Court of Appeal.

6.6.1.1. In this case CASI will work in accordance with the principles of the FAI International Appeals Tribunal Manual in the same manner as the International Appeals Tribunal.

6.6.1.2. Decisions of CASI acting as the FAI Final Court of Appeal are final unless an appeal is filed within 21 calendar days of the publication date of CASI's decision to the Court of Arbitration for Sport (CAS) in Lausanne, or unless major new factual issues which could have affected the decision are revealed after the decision, in which case CASI shall decide on further action.

6.6.2. In the case of an Appeal concerning disputes of a sporting nature (Statute 5.2.3.2.5), if an appeal has been made in accordance with 6.5.2 and 6.5.3, CASI will establish an International Appeals Tribunal of three members, one of whom shall be appointed Tribunal Chairperson. The members, who shall be independent of the parties involved, will be appointed by the CASI Bureau, upon recommendation from the CASI President, who shall also designate the Tribunal Chairperson.

6.6.2.1. The International Appeals Tribunal will work in accordance with the provisions of the FAI International Appeals Tribunal Manual.

6.6.2.2. Decisions of the International Appeals Tribunal are final unless an appeal is filed within 21 calendar days of the publication date of the Tribunal's decision to the Court of Arbitration for Sport (CAS) in Lausanne, or unless major new factual issues which could have affected the decision are revealed after the decision, in which case CASI shall decide on further action.

6.7 PUBLICATION OF DECISION

The FAI has the right to publish the judgement and give the names of the persons concerned. These persons may not use the publication of the judgement in order to institute proceedings against the FAI or against any person who made the publication.

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7 INTERNATIONAL RECORDS

7.1 DEFINITION OF AN INTERNATIONAL RECORD

An International Record is a World Record and/or a Continental Regional Record. It represents the best performance certified by the FAI and established in a FAI Class, Sub-class, Category or Group as specified in the Sporting Code GS and/or Specialised Section. Classes are listed in 2.1 above. Sub-classes, Categories and Groups shall be defined in the Specialised Sections

7.1.1 Types of records (e.g. altitude, altitude with payload, distance and/or speed over different courses) should be specified for each FAI Class in the appropriate section of the Sporting Code.

7.1.2 Any performance being submitted for recognition as an International Record must be in compliance with all relevant provisions in this General Section and in the appropriate Specialised Section.

7.1.3 A performance may meet the certification criteria for a World Record and/or a Continental Regional record. The certification claim must state whether certification is requested as a World Record, a Continental Regional Record or both. The administration fee charged by FAI for certification of each International Record will be charged only once, even if both World and Continental Regional Records are established.

7.1.4 For record purposes Continental Regions shall be as defined in 2.5 of this General Section of the Sporting Code for Continental Regional Championships, with one exception: an ASC may stipulate in its own Specialised Section of the Sporting Code that part of the Russian Federation East of the 61° meridian shall be assigned to Asia.

7.1.5 Each ASC shall decide if Continental Regional Records may be established in its activity and, if so, in its own Specialised Section of the Sporting Code, shall set out any specific criteria to be applied to the participants and/or other terms and limitations applicable thereto.

7.1.6 Each ASC shall notify FAI Secretariat of all new international records introduced in their Specialised Sections of the Sporting Code. The notification must include an example of how the performance is to be calculated.

7.2 ABSOLUTE RECORDS

The types of records recognised by FAI as Absolute Records shall be determined by the ASCs and will be shown in the Specialised Sections of the Sporting Code.

7.3 HOLDERS OF RECORDS

An International Record may be held by a person, crew or team, or as otherwise stated in the respective Specialised Section of the Sporting Code. Where an International record is in the name of more than one person, FAI will list those persons in alphabetical order unless a different order is directed by the claimants' NAC.

7.4 ADMINISTRATION OF RECORDS

7.4.1 The NAC which issues the FAI Sporting Licence of any person attempting an International record or, in cases of team attempts, the NAC that issued sporting licences to the largest number of team members (the Organising NAC) is responsible for certifying the International Record claim dossier prior to submission to FAI, regardless of where the record attempt took place.

7.4.2 When a record attempt both originates and terminates in a country other than that of the Organising NAC, the local NAC shall control the attempt by authorising the Official Observers involved in accordance with 5.2.1. The local NAC in these circumstances shall be known as the Controlling NAC. If necessary, and/or if so requested by the Organising NAC, a Controlling NAC shall also provide control of record attempts which either originate or terminate in its country.

7.4.3 Where the record attempt crosses or is made over the territory of another NAC, the organising NAC is responsible for informing, if necessary and applicable, that other NAC in advance of a planned record attempt over its territory.

7.5 RESPONSIBILITY FOR AUTHORISATIONS

A person wishing to attempt a record is responsible for everything required for the execution, control and certification of the attempt, including obtaining any authorisations, permits and clearances. When a claim is submitted, it must be shown that a valid FAI Sporting Licence, which covered the period of the performance, was held by the claimant.

7.6 SIMULTANEOUS RECORDS

On any date that a record is broken by more than one claimant, the best performance only will be awarded the new record except if an Air Sport Commission has a special provision for such a situation which is described in its own section of the Sporting Code.

Simultaneous records are possible if more than one claimant performing at the same time achieves exactly the same performance in the same conditions as another. In this case the record will be registered in the joint names of the concerned persons.

In all cases, not only the date of the performance should appear in the record claim but also the local time at which the performance occurred and, where applicable, the round of the competition in which it took place.

7.7 MULTIPLE RECORDS

A person may attempt more than one record in the same attempt provided that the records belong to the same Class, are permitted in the Sporting Code concerned, and are controlled by the same verification and certification methods as if they were separate records.

7.8 CERTIFICATION OF INTERNATIONAL RECORDS

7.8.1 An International Record claim must be supported by a file containing all the information and certification necessary to prove that the conditions have been met. The file must be submitted by the organising NAC and must be received by the FAI Secretariat within 120 days of the attempt, unless an extension is granted by the relevant ASC president having reviewed any factors that make it difficult to submit the file in the normal timescale. The request for extension shall be submitted to the ASC President within the time limit described above and a copy of the request submitted to the FAI. The FAI Secretariat shall acknowledge receipt of the record file to the claimant and the organising NAC. The file must be in compliance with any requirements set out in the relevant Specialised Section of the Sporting Code or, if none are specified, in any appropriate format and shall include a statement that the attempt was made in accordance with the regulations of the Sporting Code.

7.8.2 The record claim shall include, as applicable:

- classification (class, subclass, etc.) of the record being claimed ;
- its title and description, including the record performance;
- place (course), date of the attempt and local time of the performance;
- name of Competition and competition round in which the performance was achieved;
- name, gender and citizenship of the competitor(s) and/or country represented;
- number and expiry date of the competitor's sporting licence and the name of the issuing NAC;

- certification by the Official Observers appointed in accordance with 5.2.1;
- type of aircraft and registration or identification marks;
- type of engine(s) or power source, power and identification number(s);
- name of the NAC responsible for the control of the record attempt;
- any other information required by an ASC, as specified in the Specialised Sections of the Sporting Code.

7.8.3 Written notice (to include fax and email) and telephone notice formally registered by FAI of a preliminary claim for an International Record must be submitted by either the organising or the controlling NAC, or the official observer controlling the attempt, or the Sport Event organisation (5.3), or the claimant and must be received by FAI within 7 days of its completion as a record attempt, unless an extension is granted by the relevant Air Sport Commission President having reviewed any factors that may have made it difficult to submit the file in the normal timescale. The FAI Secretariat shall acknowledge the receipt of the notice of a preliminary claim by posting the details on the FAI Website and by way of an email notification to NACs, ASC Delegates and Presidents. NACs are expected to keep the claimant informed of the progress of claims.

7.8.4 Each ASC may include provisions in its Specialised Section that will allow notification directly to FAI of a record performance set during a First Category Event. Such a notification will not be required to follow the provisions of 7.8.1 and 7.8.3, but must include information necessary to prove that the conditions have been met. However the notification sent directly to FAI must also be sent to the record claimants NAC, so that the requisite administration fee may be paid.

7.9 VERIFICATION

The FAI reserves the right to request further information or documentation, and shall advise the NAC of acceptance or refusal without delay. In the event that some evidence is missing or there might be conflict within the rules, the FAI will request the FAI Air Sport Commission concerned to give advice. The FAI will give a written explanation of any refusal.

7.10 NOTIFICATION

7.10.1 The FAI Secretariat shall inform all NACs as soon as practicable of record claims presented for homologation.

7.10.2 The FAI Secretariat shall notify all NACs of the final certification of new records by posting the details on the FAI Website and by way of an email notification to NACs, ASC Delegates and Presidents. Certification shall become final if no appeal has been lodged against it within 90 days of the date of publication of the original notification.

8 MEASUREMENTS, CALCULATIONS, AND MARGINS

8.1 MEASUREMENTS

8.1.1 **UNITS:** the system of units to be used by FAI shall be the metric system (SI units), with the exception of angular units. Bearings shall be measured in degrees clockwise from True North. Coordinates shall be in units of degrees, with a preferred format of “degrees and decimal minutes.”

8.1.2 **GENERAL:** the methods and standards of precision for measuring and recording of Position, Distance, Time, Altitude, Mass and other primary values, as well as equipment technical standards, shall be determined by each FAI Air Sport Commission and specified in the appropriate section of the Sporting Code. In the case of record flights, the conformity of the specific measuring and recording instruments and equipment used shall be checked by the Official Observer to be of the same type as approved by the respective FAI Air Sport Commissions. Note: in this section, the term “approved” means approved by the Air Sport Commission concerned.

8.1.3 **POSITION:** position may be measured directly, by reference to approved maps, or by GNSS fix. If by GNSS fix, all fixes, points, locations, coordinates and any maps concurrently used must be referenced to the WGS84 Earth Datum.

8.1.4 **DISTANCE:** distance may be measured directly or determined from approved maps.

8.1.5 **BEARING:** bearing may be measured directly or determined from approved maps. The bearing at a point is the bearing from that point.

8.1.6 **TIME:** elapsed times and time of day may be measured either by approved timepieces or by GNSS.

8.1.7 **ALTITUDE:** pressure altitude may be measured using approved pressure-measuring devices. Geometric altitude and/or height above the surface may be measured using GNSS, optical methods or radar.

8.1.8 **MASS:** mass shall be determined using scales and methods approved by the Air Sport Commission concerned. The take-off mass of an aircraft shall be its total mass at take-off including flight crew.

8.2 CALCULATIONS

8.2.1 **GENERAL:** the methods and standards of precision for calculating Distance, Bearing, Altitude, Speed and Scores shall be determined by each FAI Air Sport Commission and specified in the appropriate section of the Sporting Code. Note: in this section, the term “approved” means approved by the Air Sport Commission concerned.

8.2.2 **EARTH MODEL:** the Air Sport Commissions are responsible for the specification of the basis of geometric calculations. If not otherwise specified by the Air Sport Commissions, the earth model to be used for geometric calculations shall be the WGS84 ellipsoid. If a sphere is specified, it shall be the “FAI Sphere.” If a planar model is to be used, then the projection must be strictly defined.

8.2.3 **DISTANCE:** if calculated from coordinates, distance shall be taken as the length of the geodesic on the earth model in use.

8.2.4 **BEARING:** if calculated from coordinates, bearing shall be taken as the initial bearing of a geodesic from a given point on the earth model in use.

8.2.5 **ALTITUDE:** the methods for calculations of corrections to measured altitudes (if required) shall be specified by the Air Sport Commissions. If a standard pressure model is required, it shall be the ICAO Standard Atmosphere.

8.2.6 **SPEED:** speed will be calculated from distances and elapsed times.

8.2.7 **SCORES:** the methods for calculations of scores shall be specified by the Air Sport Commissions.

8.3 MARGINS AND PRECISION

8.3.1 Each Air Sport Commission is responsible for specifying the margins by which a record claim must exceed an existing record, subject to paragraph 8.4.2 of this Chapter.

8.3.2 Each Air Sport Commission shall determine the precision with which a performance will be recorded. A performance must not be certified with a higher precision than the technologies used to determine it.

8.4 APPROVALS

8.4.1 As an alternative to specifying algorithms, each Air Sport Commission may meet its obligation to specify computational methods by approving specific flight evaluation and scoring programs. If this method is used, then the ASC must implement procedures for testing, approval, and version control of the flight evaluation and scoring programs.

8.4.2 The FAI Executive Board reserves the right to review the standards of certification and the methods of analysis of any international record claim.



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Appendix 15

FAI Annex A to Section 3 – Gliding

Fédération
Aéronautique
Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS

CLASS D (gliders)
Including Class DM (motorgliders)

2019 Edition
valid from 7 October 2019

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RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code[1] are termed FAI International Sporting Events[2]. Under the FAI Statutes[3], FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members[4] shall, within their national territories[5], enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar[6].

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

1	FAI Statutes,	Chapter 1,	para 1.6
2	FAI Sporting Code, Gen. Section,	Chapter 4,	para 4.1.2
3	FAI Statutes,	Chapter 1,	para 1.8.1
4	FAI Statutes,	Chapter 2,	para 2.1.1; 2.4.2; 2.5.2; and 2.7.2
5	FAI By-Laws,	Chapter 1,	para 1.2.1
6	FAI Statutes,	Chapter 2,	para 2.4.2.2.5
7	FAI By-Laws,	Chapter 1,	paras 1.2.2 to 1.2.5
8	FAI Statutes,	Chapter 5,	paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9	FAI Sporting Code, Gen. Section,	Chapter 4,	para 4.1.5
10	FAI Sporting Code, Gen. Section,	Chapter 2,	para 2.2
11	FAI Statutes,	Chapter 5,	para 5.2.3.3.7
12	FAI Statutes,	Chapter 6,	para 6.1.2.1.3

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PRELIMINARY REMARKS

a) The Local Procedures describe operational procedures relevant to the site and complement these Rules.

b) In this Annex the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and “will" indicates what is going to happen.

c) In this document words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

d) Explanatory text and notes are included as unnumbered paragraphs in *italic Arial 10 font*.

e) In this document, wherever the word pilot, entry, champion or participant is used, it should be taken as crew, team-entry, champions or team, with reference to the 20 metre Multi-seat Class.

f) Geometric terms and standards, as used in these Rules, shall be in accordance with the following table:

Earth Model	The Earth Model to be used for all calculations specified in this Annex shall be a sphere of radius 6371.0 kilometers.
Distance	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
Direction	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
Lines	Unless otherwise specified, the terms "Line", "Line Segment," "Leg," etc. shall be considered to be geodesics.
Interpolation	For the purpose of evaluating the crossing of lines and boundaries, straight linear interpolation between consecutive fixes shall be used.

g) Changes from the previous edition are highlighted in the margins.

PART 1 GENERAL

1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

a. Select the champion in each competition class on the basis of the pilot's performance in the tasks set;

b. Foster friendship, co-operation and exchange of information among soaring pilots of all nations;

c. Promote worldwide expansion of the public image of soaring;

d. Encourage technical and operational development of the sport*;*

e. Encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

The Organizers may state any additional objectives in their Local Procedures.

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motorgliders), and specifically with Chapter 5 of Section 3 and with this document, which is approved by the IGC Plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.2. The winner will be awarded the title of World Champion, or, as appropriate, European, Pan American or other Continental Champion, provided that there have been at least four championship days (see 8.2.1) in that class.

Final places, for all tied results, should also be determined by the procedure stated in 10.2.2.

1.2.3 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. At least one non-flying rest day shall be given during the period. An official training period of three days immediately preceding the opening of the Championships shall be made available to all competitors. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 4 days.

The Organisers may declare further rest days for stated reasons such as pilot fatigue. A rest day should be declared on the day before, but may be declared earlier, or as late as the first Briefing on the day in question.

1.2.4 The official language of the Championships shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefings.

1.3 CHAMPIONSHIP CLASSES

1.3.1 The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 5, and as listed in the Local Procedures. Unless otherwise approved by the Bureau, Club Class gliders and 20 metre Multi-seat Class gliders must appear on their respective Handicap Lists, which are published in the IGC Procedures for Handicapped Classes document.

There is no requirement for multi-seat gliders to be equipped with dual controls.

1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NACs on the first Championship day, the contest shall take place but no Champion will be declared. If classes or particular gliders need to be handicapped in a Continental Championship, the list of handicaps must be published with the Local Procedures and approved by the Bureau.

1.3.3 Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

1.3.4 Competitions with restricted entries

a. WOMEN'S CHAMPIONSHIPS
Championships in one or more of the approved classes that are open to female flight crew only.

b. JUNIOR CHAMPIONSHIPS
Championships in one or more of the approved classes that are open to pilots whose 25th birthday occurs in the calendar year (1 January to 31 December) that includes the date of the start of the championships, or occurs later.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 **General** Before the final bid deadline, the Organisers shall cooperate with the IGC Bureau in reaching agreements regarding any special circumstances pertaining to the championships.

These may include: the number of entries allowed, the Handicap List, requirements for sailplanes and equipment, and special procedures.

1.4.2 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships. This shall include the distribution of an Emergency Plan to the Team Captains.

1.4.2.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots may be selected by vote of the other pilots in the class.

The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship.

The Organisers may issue additional rules regarding safety in the Local Procedures.

1.4.3 **Facilities** The Organisers shall provide:

a. All facilities necessary for the satisfactory operation of the Championships.

b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.

1.4.4 **Fees** The Organisers must pay sanction fees to FAI as decided by IGC.

1.4.5 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

1.4.5.1 Local Procedures

The Organisers must submit the Local Procedures to the IGC Bureau for approval in time for publication at least 90 days before the first scheduled day of competition.

Changes to the Local Procedures during the competition must be approved by the Chief Steward, announced at Briefing, and published on the official notice board.

1.4.5.2 Control Points

The Control Points are the Start Points, Finish Points and Turn Points that may be used during the Championships. The official format of the Control Point file shall be specified in the Local Procedures. The original publication of the Official Control Points file shall be no later than 30 days before the first scheduled day of competition.

Organisers are encouraged to make a clear distinction between Start, Turn, and Finish Points in the names or numbers of the Control Points. A single point may be used for more than one purpose, but this should also be made evident. Changes to the Control Point file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Official Forbidden Airspace file. The original publication of the Official Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

Sporting Limits may be used to implement graduated penalties around forbidden airspace, horizontally, vertically, or both. If used, they must be outside the forbidden airspace and must be described in the Local Procedures.

Contest area altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file.

Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.4 Task Sheet

The Task Sheets will be distributed at Briefing. The Task Sheet must include:

a) The date
b) The Class (in Multiclass Championships)
c) The Task specification (see 6.2 and 7.4.2)

d) Operational Procedures in use
e) QNH
f) Any changes to forbidden airspace or altitude limits
g) Grid Time
h) Anticipated time of first launch
i) End of legal daylight
j) Safety frequency
k) Emergency telephone numbers
l) Any other information relevant to the day's flying.

Organisers are strongly encouraged to provide a graphical depiction of the task and nearby forbidden airspace, and relevant distances and bearings. However, these depictions and parameters are not to be taken as official for scoring purposes. A change of task at Grid Briefing (see 5.2c) should include the distribution of new task sheets.

1.4.5.5 Results

a) Any scores published before all Flight Logs have been analysed shall be labeled "Preliminary Results."

b) After all the Flight Logs have been analysed, the scores shall be published as "Unofficial Results." Unofficial Results are subject to review by the competitors and Team Captains.

c) After the expiry of the protest time and after all complaints and protests have been dealt with the scores shall be published as “Final Results”.

PART 2 CHAMPIONSHIP OFFICIALS

2.1 THE CHAMPIONSHIPS DIRECTOR

2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.

a. He shall make operational decisions in accordance with the rules of the Sporting Code and of the Championships. The decisions shall be published without delay in writing on the Official Information Board in the Briefing Hangar.

b. He may penalise or disqualify a competitor for misconduct or infringement of the rules.

c. He shall give evidence to the International Jury if requested.

d. He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to his NAC and to FAI.

2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

2.2 STEWARDS AND JURY MEMBERS Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation.

The Stewards and Jury Members must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section, Section 3 including Annex A, the FAI International Jury Members Handbook, and the Local Procedures for the Championships.

2.2.1 **Stewards** The IGC Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different from that of the Organisers, except that in the event of a last minute failure to attend, a replacement Steward of any nationality and acceptable to the other Stewards may be invited.

a. The nominations shall be approved by IGC.

b. One Steward shall be present at the contest site throughout all major operational activities including during the official training period.

The primary responsibility of the Chief Steward is to ensure the timely completion of all organisational aspects of the competition.

The role of the Stewards is to provide advice and/or support to the Director, the International Jury, the Team Captains and the competitors. Stewards must have extensive experience of soaring competitions and conduct themselves in accordance with the guidance provided in the IGC Steward Handbook.

2.2.2 **International Jury**

a. A nominated Jury shall consist of the President of the Jury plus two Members. The President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided:

(i) They are available as required by the Jury President to hear a protest, and

(ii) They are available on the final day of competition to hear any protests arising from the last day of competition, and to take part in the final Jury Meeting to confirm the results.

b. In addition to being the Chairman at Jury meetings, the President has the right to require the Organisers to abide by the FAI Sporting Code and the published Local Procedures for the Championships. If the Organisers fail to do so the President of the Jury has the power to stop the Championships until a Jury meeting has considered the situation.

c. The Jury has the right to terminate the Championships, in accordance with General Section para. 5.4.2, if the Organisers fail to abide by the FAI Sporting Code and the published Local Procedures.

d. **Meetings of the International Jury**

(i) Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases the Jury President may accept an eligible replacement nominated by the Jury member concerned.

(ii) Jury meetings are to be conducted in accordance with the FAI International Jury Members Handbook.

(iii) Decisions by the Jury shall be reached by simple majority. The President of the Jury shall report the details of any protest to FAI.

e. **Dissolution of the International Jury** The Jury shall only cease its functions after it has given its decision on all protests that have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task. The last action of the Jury is to approve the competition results of the Championships and declare the Championships valid, providing they have been conducted in accordance with the rules and the decisions of the Jury.

The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions but be prepared to give advice and answer queries regarding interpretation of the rules and the general running of the event if raised by officials of the event.

PART 3 NATIONAL TEAMS

3.1 SELECTION OF TEAMS Each NAC shall select its own Team Captain, competitors, and assistants. The NACs shall certify to the Organisers (normally in the entry form) that the team members qualify under these rules.

3.1.1 The Team Captain, competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the Championship, by any rulings and requirements stated by the Organizers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept, without reservation, any consequences resulting from the event (for instance see 3.6 on insurance).

3.2 QUALIFICATIONS A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.1.3 on citizenship and representation, and must;

a. Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;

b. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;

c. Hold a currently valid FAI Sporting Licence.

d. Hold a Pilot Licence or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the Championships take place;

e. Know, understand, and abide by the FAI Sporting Code, General Section, Section 3 including Annex A and the Local Procedures issued for the event.

A Team Captain:

- *Should be of the nationality of his NAC but a substitute of another nationality, holding written authority from the NAC concerned, may be accepted at the discretion of the Organisers.*
- *May be a competitor or crew member but preferably be additional to them. A crew member may be of any nationality.*

3.3 TEAM CAPTAIN'S RESPONSIBILITIES The Team Captain represents his NAC and is the liaison between the Organisers and his team members. A Team Captain not fulfilling his responsibilities, as detailed in this Section, may be suspended or disqualified in accordance with paragraph 1.2.1. The Team Captain:

a. Should endeavor to ensure the proper conduct of his team members and that the pilots do not fly if ill or under the influence of alcohol or drugs, or suffering from any disability that might endanger the pilot or others.

b. Is responsible for compliance by his team members with the terms of the Certificate of Airworthiness or Permit to Fly of the competing sailplanes and, where appropriate, with the laws of his own and those of the Organisers' country.

c. Is responsible for ensuring that all members of his team receive and understand all information given at any Championships briefing.

3.4 ENTRY

3.4.1 **Application for Entry** Application for entry shall be accepted only on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information will not be accepted.

After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

a. Entry fees shall be returned:

(i) In full, if the Championships do not take place,

(ii) Unused fees shall be paid back if the Championships are stopped or cancelled for reason of force majeure,

b. A competitor who withdraws shall have no right to the return of any fees.

3.4.3 **Pilots**

a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures. The limit is two entries per class, or 3 entries per class in Junior and Women Championships. In the 20 metre Multi-seat Class, only one entry (one crew) is allowed per NAC. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he/she is eligible according to the allocation procedure.

An entry shall be taken as a single pilot in a single seat glider, a single pilot in an Open Class glider, or the entire cockpit crew of a 20 metre Multi-seat glider. For Continental Championships with a limited number of nations participating, the IGC Bureau may approve a higher number of entries per class.

b. The safe total number of entries per class depends on the local conditions and operating procedures. Therefore the entry numbers per class for each specific contest will be decided by the IGC on the basis of evidence provided by the Organisers.

c. The maximum number of entries per class shall normally be 50. This limit may be exceeded by the participation of reigning Champions.

d. Reigning Champions are invited to participate as additional entries from their NACs as follows:

(i) For World Gliding Championships: With the exception of the 20 metre Multi-seat Class, the current Champions of the FAI Women WGC and the current Champions of the FAI Junior WGC may compete as additional members of their team in their relevant classes in any World Gliding Championship.

(ii) For Continental Gliding Championships: With the exception of the 20 metre Multi-seat Class, the current Champions of each CGC may compete as additional members of their team in their relevant classes in

that Continental Gliding Championship.

Reigning champions are not counted in the class entry limit.

Reigning champions not described in this paragraph are not invited as additional entries. Organisers must allow for the possible inclusion of reigning champions in their determination of the total entry limit. See Appendix 1.

e. Two-seater sailplanes may compete in the Open class either flown solo or dual. The crew member is considered to be variable ballast and can be changed on a daily basis. Only the nominated pilot in command shall be listed in the results.

f. In the 20 metre Multi-seat Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed, each pilot may occupy either seat on a given competition day. Both pilots on board the two-seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.

g. If the total number of entries or the number of entries per class exceeds the maximum numbers set for the event the number of entries will be reduced in accordance with the IGC Country Ranking List. A detailed procedure is found in Appendix 1.

h. In Continental Championships, NACs from outside the Continent may enter one or more pilots with the permission of the Organisers, provided the entry limits are respected. These pilots shall be scored *Hors Concours*, which means:

- their participation will not be counted in the daily scoring parameters;
- their daily score will be calculated after the scoring of the regular entries;
- their daily rank will be listed as "HC," and not a number;
- they will not be listed in the overall results; and
- they will not be included in the daily or overall prizegiving.

Gliders entered *Hors Concours* must meet the same technical inspection requirements as regular entries.

In World Championships, *Hors Concours* entries are not allowed.

3.4.4 **Rejection of Entries** The organising NAC may not reject any entry to a Championship made in good faith and complying with the terms of entry.

3.5 REGISTRATION

3.5.1 On arrival at the contest site, each Team Captain and his competitors shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

3.5.2 After the close of registration, no change of sailplanes or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

3.5.3 The Organisers, if appropriate, shall require the following documents and

translations:

a. Documentary proof of insurance, or medical insurance cards.

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.7);

(ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and

(iii) FAI Sporting Licence valid for the year of the event.

(iv) A Therapeutic Use Exemption (TUE)

If, due to health problems, you are taking any medicines that are on WADA's prohibited list you should obtain a Therapeutic Use Exemption(TUE). You should contact your NAC to get information on how to obtain a National TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to the Event staff upon arrival. This is extremely important in case of doping testing

c. For the sailplane:

(i) Valid Certificate of Airworthiness or equivalent (see 4.1.2); and

(ii) Third party insurance certificate for the sailplane.

3.5.4 The Organisers shall state in the Local Procedures:

a. If additional documents are required, and

b. Which documents shall be carried on board the sailplane.

3.6 INSURANCE

3.6.1 Third party insurance, as specified in the Local Procedures, is the responsibility of the entering NAC.

3.6.2 Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness. Each occupant must wear a serviceable parachute on each competition flight, unless the glider is equipped with an approved airframe recovery parachute system and the use of such a system is allowed by local regulations.

c. The Organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them.

d. The Organisers may specify in the Local Procedures additional mandatory equipment or high-visibility markings.

In the 20 metre Multi-seat Class only, and in gliders certified to be operated with modified control systems, entries that include a pilot with a physical disability may be eligible for a scoring bonus. Inquiries regarding eligibility for this bonus should be directed to the IGC Bureau before the deadline for entries.

4.1.2 Each competing sailplane

a. Must have a valid Certificate of Airworthiness or Permit to Fly not excluding competitions OR a valid registration in the UL, ULM, or Light Sport Category that includes the maximum gross weight OR a valid registration in the UL, ULM or Light Sport Category and an approved weight-and-balance certificate that indicates the manufacturer-approved maximum gross weight.

b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown.

The acceptance check will include:

i. verification of the installation of an industry-standard collision avoidance transceiver, if its use in the contest area is authorised by governing law;

ii. a demonstration by the pilot of a simulated emergency cockpit evacuation; and

iii. verification of the incorporation of at least two of the safety features listed in Appendix 2.

Organisers are encouraged to complete the acceptance checks before the beginning of the official training period, in order to allow a good simulation of racing days

before the competition begins.

The configuration shall be kept unchanged during the whole competition. Exception: In the Open Class only, it is allowed to change complete wing panels and/or winglets. No instruments permitting pilots to fly without visual reference to the ground may be used during the contest. If carried on board they must be reported to the Organisers during the acceptance check and disabled. The Organisers may specify instruments and procedures covered by this rule in their Local Procedures.

Additional configuration checks and weighing procedures that pertain particularly to the Club Class and 20 metre Multi-seat Class will be found in the document, IGC Procedures for Handicapped Classes, which shall be considered to be a part of this Annex.

All discrepancies found during the inspection must be corrected not later than 20:00 on the day before the first scheduled competition day. By that time Flight Logs (see 5.4) from all FRs in use must also have been delivered to the Competition Office. Noncompliance will result in denied competition launches.

Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable control surfaces, landing gear, winglets, and wing tip extensions. The configuration is considered to be changed if the shape, or dimensions of the primary structure are altered, or, for a motorglider, if either the engine installation or the propeller is modified. "Instruments" includes any portable devices that use a gyro or inertial platform or high precision GNSS positioning and/ or attitude sensing technology.

4.1.3 Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings; and, wing tips and winglets but not the entire outer wing panels.

If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the director of the Championships. Landing damage is normally assumed to be the fault of the pilot.

4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots will be scored as having landed at the position at which the collision occurred.

4.1.5 During the Championships, on days when tasks are set, sailplanes entered in the event may only be flown on Championship tasks, except that the Organisers, at their discretion, may permit a sailplane to be test flown.

4.1.6 The Organisers have the right to inspect a competing sailplane at any time during the Championship up to the Prize Giving.

4.2 MAXIMUM TAKEOFF MASS

4.2.1 In addition to the limits imposed by the glider's airworthiness document, the following Maximum Takeoff Mass (MTOM) and wing loading limits shall be enforced:

a. Open Class – 850 kg.

(i) Changes to the wing panels and winglets shall be permitted during a Championship.

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – No disposable ballast permitted and MTOM limited to the lesser of:
   - Maximum certificated Takeoff Mass, and
   - Maximum certificated Takeoff Mass without waterballast

   according to Type Certificate Data Sheet (TCDS).

e. 20 metre Multi-seat Class – 800 kg.

f. 13.5 metre Class – 350 kg.

g. Organisers may impose additional restrictions to the above maximum take-off masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

Maximum certificated takeoff mass (according to TCDS) for any specific glider must not be exceeded under any circumstances.

4.2.2 Checking takeoff mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

The Local Procedures shall give details of the procedures for checking the mass for all Classes.

4.3 CONTEST NUMBERS

4.3.1 The contest numbers, as validated by the Organisers, shall be displayed:

a. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.

b. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or numerals or a combination of letters and numerals in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible. Competitors not complying with the Organiser's requirements shall be denied competition launches.

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

a. All pilots shall attend briefing except that a competitor who is unable to attend, for reasons outside his control, shall be represented by his Team Captain.

b. Safety requirements given at briefing shall carry the status of Local Procedures.

c. Flight and safety requirements will normally be provided in writing to the Team Captains. Any requirements provided verbally will be acknowledged by the signatures of the Team Captains.

d. The time between the end of briefing and first launch must not be less than 30 minutes. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the competition shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

5.3.1 **Radio Transmitters and Transceivers** Communications radios are for voice transmissions between team members and between them and the Organisers only.

a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.

b. Voice transmissions may only be made on frequencies prescribed by the Organisers.

c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

A single frequency should be designated for the launch, start, finish, and landing. One frequency should be designated for each Class flying within a common task area. To improve safety, competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing, and when thermalling with other sailplanes.

5.3.2 **Other Types of Aid** Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task or still airborne after cancellation of their task must land or return to the competition site and land without delay and may not lead, guide or help in any way competitors in

other classes still flying their assigned task.

5.4 CONTROL PROCEDURES Flights shall be controlled by GNSS Flight Recorders (FR).

a. FRs to be used in the competition must be of a type approved by IGC before the scheduled beginning of the technical checks and must meet the requirements of the current version of *Technical Specifications for GNSS Flight Recorders*. A valid calibration certificate must be provided for each FR.

b. For scoring purposes, each pilot will designate a maximum of two FRs, by submitting a Flight Log from each FR to be used. The Flight Log must be submitted after the beginning of the training period and before 20:00 on the day before the FR will be used. *(See note).* See 5.4d for additional requirements for motorgliders.

Note: Individual exceptions to this requirement may be granted by the Director. Also, note that there is no requirement that an unpowered glider be flown during the training period.

c. FR recording intervals shall be set to 5 seconds or less. Non-compliance may be penalized. FRs should be switched on for at least two minutes before first takeoff to establish an altitude baseline.

d. All motorgliders to be launched by aerotow must carry out the following procedure at least once after the beginning of the training period and before the first competition Start (and for each FR to be used): After release the engine must be started within 5 minutes and run for a maximum of two minutes to provide a positive MoP record in the Flight Log. This procedure may be used on any day to test the engine but needs to be carried out only once, provided that:

1) Flight Logs from FRs submitted show a positive record of the engine run.

2) Flight Logs on each subsequent competition day also show evidence that detection of MoP is enabled. Failure to provide evidence that MoP detection is enabled will invalidate the flight.

e. If both designated recorders fail and the Flight Log is interrupted for a period longer than one minute, then the glider shall be considered as having outlanded unless satisfactory evidence can be provided that the glider did not, during the interruption of the Flight Record, violate airspace or, in the case of a motorglider, use the MoP.

f. Competitors must submit a Flight Log for evaluation on each Championship Day on which a launch was made, regardless of the outcome of the flight(s). If the submitted Flight Log does not provide data from all flights made during the day, the submission of additional Flight Logs is required, for the purpose of covering all the flights made that day.

g. The Organisers will accept a Flight Log from the other FR in the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.

h. The Organisers shall be informed of any change of equipment including changes to the set of Flight Recorders carried. Non-compliance may be penalized.

5.4.1 **Altitude Control** A daily QNH will be published on the Task Sheet.

In this Annex, in the Local Procedures, on the Task Sheets, and during Briefings, all altitudes will be specified either MSL (height above sea level), or QNH (height above the published pressure level). Altitudes QNE (height above a standard pressure), also known as Flight Levels, will not be specified in the rules, but may appear in the Forbidden Airspace file.

The MSL altitude of a glider will be taken as the difference in recorded pressure altitude and the recorded pressure altitude at takeoff, plus the airfield elevation. If the pressure altitude at takeoff is missing, the Scorer will use the calibrated pressure altitude adjusted for the daily QNH, and a penalty shall apply.

MSL altitudes determined by the Scorer should agree with an altimeter set to field elevation before takeoff.

The QNH altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at the daily QNH and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNH altitudes determined by the Scorer should agree with an altimeter set to the daily QNH.

The QNE altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at 1013.2 hPa and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNE altitudes determined by the Scorer should agree with an altimeter set to 1013.2 hPa.

Organisers are encouraged to avoid the use of QNH and QNE to specify the vertical limits of Forbidden Airspace, where possible. This can often be accomplished by judicious use of altitude buffers ("Sporting Limits").

5.4.2 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

PART 6 TASKS

6.1 TASK TYPES The following task types are available for use during the Championships. A single task type should not be used for more than 67% of the Championship Days in each class.

- **Racing Task**
- **Assigned Area Task**

6.2 TASK DEFINITIONS

6.2.1 **Racing Task (RT)** Speed over a course of two or more designated Turn Points, with a finish at the contest site. The task is specified by the designation of the Start, the Turn Points (in order), and the Finish.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points".

Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

6.2.2 **Assigned Area Task (AAT)** Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Speeds are calculated based on each finisher´s elapsed time or the Minimum Task Time, whichever is greater.

Non-finishers receive "distance points" only (the "distance points are calculated relative to the maximum distance flown).

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.

b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point´s Observation Zone.

c. The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the Task Distance.

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from

the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding Position and the next Turn Point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is the time elapsed between the most favorable valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.

(v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

6.3.2 **Assigned Area Task**

a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.

The following distances should be included in the task information for pilots:
- *The nominal Task Distance, assessed via the center of each Assigned Area, and*
- *The minimum and maximum Task Distance achievable via the Assigned Areas.*

The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

c. Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the

Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is either the time elapsed between the most favorable valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

PART 7 COMPETITION PROCEDURES

7.1 THE LAUNCH GRID The classes shall be launched separately. The complete grid order shall be drawn by lot before the first flying day.

a. The grid order of each class shall rotate after each Championship Day for that class, as follows:

i. a group of approximately 2/7 of the sailplanes shall be moved from back to front or:

ii. one or more rows of sailplanes shall be moved from back to front with the goal of moving approximately 2/7 of the total. Individual position in each row is irrelevant.

b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers.

c. "Grid Time" is the time at which all sailplanes in all classes must be in their proper positions for launching. The Organisers shall specify the Grid Time at Briefing and publish it on the task sheets.

d. Only the sailplanes on the grid at Grid Time shall be considered in any changes to the opening or closing times of the start gate.

e. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

7.2 LAUNCHING

7.2.1 **Definitions**

a. The Contest Site Boundary defines the geographical area, or areas, near the departure airfield within which a competitor may land—and be entitled to another launch.

b. The Release Area is defined as a geographical area within which the glider must be released from the tow plane or the MoP must be shut down for a motorglider.

7.2.2 **Contest Site Boundaries** Contest site boundaries shall be designated by the Organisers and described in the Local Procedures.

a. The Organisers shall designate a re-landing area which shall be shown at briefing.

b. A competitor landing outside the contest site boundaries after a regular launch shall not have any further competition launch on that day.

7.2.3 **Launching Period** The launching period shall be announced at briefing and given on the task sheet. The end of the launching period shall be before finishers are expected. If the Organisers delay the start of launching, other relevant times shall be delayed accordingly or the day cancelled.

The launch should be organised so that the time to launch the class is as short as possible. Competitors should not be refused a launch if they are ready to launch prior to the end of the launch period.

7.2.4 **Suspending Launching**

Once launching has started, the Organisers may suspend towing for reasons of safety or fairness. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the Championship Director shall either order the landing and regridding of the airborne competitors or cancel the task.

7.2.5 **Delaying or Canceling the Task**

The Organisers may delay or cancel the opening of the start gate if they consider that the conditions are not suitable for the task to be flown safely or fairly.

7.3 LAUNCHING PROCEDURES

7.3.1 **Number of Launches** Each sailplane is permitted a maximum of three launches per day.

a. If, before the first launch in the class, a sailplane cannot be launched due to a fault by the Organisers, the launch in that class shall not be started.

b. If a pilot postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall lose that launch (i.e. it will count as one of the three launches allowed).

c. A competitor requiring a second or third launch shall be launched as soon as possible. If the Director determines that a relaunch will not affect the class currently being launched, then he may authorize an immediate relaunch. Otherwise, the competitor seeking a relaunch must wait until after a launch has been offered to the last sailplane in the class that is currently being launched.

d. A failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane shall count as an official launch if the pilot elects to stay airborne. It shall not count as an official launch if the pilot lands immediately, even if outside the contest site boundaries, and reports to the launch point without delay.

7.3.2 **Motorgliders** Motorgliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

a. If they self launch their MoP must be shut down in the designated release area at or below an altitude specified in the Local Procedures. Exceeding this altitude under power will be penalized unless the glider makes an immediate landing on the airfield. If the specified altitude is higher than the standard release height, then the motorglider must descend below the standard release height before a penalty-free Start can be made. Failure to record at least one pre-start fix below the standard release height will be penalized.

b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be scored to the position at which they started their MoP.

c. A procedure that allows a new Start to be made following the use of a MoP

without an intervening landing may be used if:

i The procedure is described in the Local Procedures.

ii All gliders in the class are equipped with a MoP at the close of registration for the Championships.

7.3.3 **Release Areas** Release areas and towing patterns shall be described in the Local Procedures. The release areas shall be clearly separated and positioned in a way that makes it possible to establish safe and efficient towing patterns.

The standard release height or altitude shall be given in the Local Procedures and may be modified at Briefing.

a. Each release area should normally be used by one class at a time.

b. Pilots shall not release until after the tow pilot has rocked the wings of the towplane. Pull-ups before releasing are prohibited.

c. The Organisers shall ensure that the release areas and the release altitudes for launching are selected to enable competitors to land safely on the contest site for a relaunch, after allowing adequate time and altitude to search for lift after release.

d. The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.

7.4 STARTING

7.4.1 **Definitions**

Start Point - is the midpoint of the Start Line or center of the Start Ring.

Designated Start - is the use of a set of possible start times, beginning with the original time of opening of the Start (see 7.4.5a), and including additional times at regular intervals thereafter.

Start Time - is either:

- the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second, or
- if the Designated Start option is in effect, the Designated Start time immediately before the time the competitor crosses the Start Line.

7.4.2 **Start Options** The Organisers may implement the Designated Start option. To do this, the Organisers must make an announcement at Briefing and publish the "Designated Start Interval" on the Task Sheet. The published interval must be 10, 20, or 30 minutes.

7.4.3 **Start Geometry** The Organisers shall select which start geometry will be used during the contest. The Start geometry selected for the Championship shall be stated in the Local Procedures. The choices are:

a. **Start Line** A line, of defined length, perpendicular to the course to

the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.4 **Validity of Starts**

a. A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet or leaves the Start Ring, after the opening of the Start.

b. If there is no proof that the competitor had a valid start after the opening of the Start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 metres of the Start Line or the Start Ring after the opening of the Start. The time of crossing shall be taken from that fix, but a penalty that depends on the distance from that fix to the Start Line or Ring shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.5 **Starting Procedures** The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

a. The time of opening of the Start shall be specified to a whole minute, and announced by radio. The radio procedures for announcing the start shall be detailed in the Local Procedures. At the announced opening time, the start will open.

If a delay is needed, the new opening time should be announced at least 3 minutes before the superseded opening time.

b. A pre-start altitude (MSL) limit may be imposed and shall be specified at the briefing. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized.

c. The start line or start ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the start at other times must be described in detail in the Local Procedures. After the closing of the start line or start ring, no starts will be valid.

7.4.6 **Multiple Starts** In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score. A Start made after a properly completed Task will not be considered valid.

A competitor may claim only the first task completion each day.

7.4.7 **Communication of Start Times** [Deleted]

7.5 COLLISION AVOIDANCE AND TRACKING

7.5.1 Collision avoidance transceivers must be turned on and configured to transmit position information.

7.5.2 Pilots are allowed to configure low power modes, limited information modes, and requests for “no tracking.”

7.6 TURN POINTS AND ASSIGNED AREAS

7.6.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder of 500 m radius centered on the Turn Point.

7.6.2 An Assigned Area shall be formed by:

a. A circle of a given radius, centered on a Turn Point, or

b. A geometric figure on the ground bounded by two lines of specified initial bearing from a Turn Point, a maximum distance from that point, and, optionally, a minimum distance from that point.

The Observation Zone of an Assigned Area is the airspace enclosed by the circle or geometric figure and extending vertically without limit.

7.6.3 Consecutive Assigned Areas must be separated by at least 1 km.

Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

7.6.4 A competitor is credited with a valid achievement of a Turn Point or Assigned Area if the Flight Log shows a valid fix within the Observation Zone, or if a straight line between two consecutive valid fixes intersects the Observation Zone.

7.6.5 If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 metres of the Observation Zone then the Scorer will choose whichever evaluation results in a higher score:

either

a) the pilot will receive credit for achieving the Turn Point or Assigned Area, and a penalty will be applied; or

b) the pilot will not receive credit for achieving the Turn Point or Assigned Area and will not receive a penalty.

7.7 OUTLANDING

7.7.1 **Real Outlandings** The position and time of a real outlanding shall be determined from the Flight Log as the fix showing the glider coming to rest, the use of the MoP, or the end of recording due to equipment failure, whichever occurs first.

a. When landing out the competitors shall comply with the instructions given in the Local Procedures. The Organisers shall be informed of an outlanding without delay. Non-compliance shall be penalized.

b. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

c. The starting of a motorglider's MoP, except as allowed by 5.4d, or a complete failure of the GNSS flight record (see 5.4e) is regarded as a real outlanding.

7.7.2 **Virtual Outlandings** For incomplete flights, the fix that represents the point of best performance will be taken as the outlanding position and time, regardless of

the real landing position.

7.7.3 **Aero Tow Retrieves** The Local Procedures shall state if aero tow retrieves are permitted, and in what way they will be handled.

7.8 FINISHING

7.8.1 Definitions

Finish Point - is the midpoint of the Finish Line or center of the Finish Ring.

Finish Time - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

7.8.2 **Finish Geometry** The Organisers shall select which finish geometry will be used during the contest. The Finish geometry selected for the Championship shall be stated in the Local Procedures. The choices are:

a. **Finish Ring** A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

b. **Finish Line** A line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (MSL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight in landings, shall be penalized.

Choice a. Finish Ring is to be regarded as the preferred finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing.

Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of finishing. If possible, separate Final Turn Points should be used for each class.

7.8.3 Validity of Finishes

a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring. After crossing the Finish Line/Finish Ring the glider must land without delay.

b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

7.8.4 Finish Procedures

a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.

b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.

c. The finish line or finish ring shall normally be closed at the end of legal

daylight, or when all competitors are accounted for. Conditions for closing the finish at other times must be described in detail in the Local Procedures. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closing time.

After finishing, pilots are expected to land as soon as possible.

7.9 TASK COMPLETION

7.9.1 **Definitions** A Completed Task is one in which the competitor has a valid Start (with or without penalty), valid achievement of all Turn Points or Assigned Areas in the correct order (with or without penalties), and a valid Finish (with or without penalty) A Finisher is a competitor who has completed the Task.

7.10 LANDING

7.10.1 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.

7.10.2 Hazardous maneuvers when approaching and after crossing of the finish line shall be penalized. Having crossed the finish line or finish ring the competitors shall land without delay.

7.10.3 Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalized.

7.11 FLIGHT DOCUMENTATION Flight Log files shall be delivered to the Scorer after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

7.11.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. These files can be handed in by any data device or transmission method, defined in the Local Procedures. All files are subject to validation. The Organizers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

PART 8 SCORING AND PENALTIES

INTRODUCTION TO THE SCORING OPTIONS Paragraphs 8.1 through 8.4 of this Part describe the "Classic" scoring system that has been in use for many years. In 2019 IGC approved an alternative scoring system that may be used at the discretion of the Organisers. The principle difference between the two systems is that the classic system awards distance points to all competitors and speed points to finishers. The alternative scoring system awards distance points or speed points – but not both – to all competitors. The rules for Alternative Scoring can be found in the document "Alternative Scoring – Gliding," published by IGC. In that document, paragraphs 8.1 through 8.4 replace the corresponding paragraphs below.

8.1 SCORING SYSTEM The Organisers shall state in the Local Procedures which Scoring System (Classic or Alternative) will be used for each class.

Because classes are scored independently in a multiclass championships, both systems may be in use at a single event.

8.1.1 **Scoring Software**: The Organisers shall state in the Local Procedures the name and version number of the program to be used for scoring, and a checksum or hash of the scoring algorithm in use shall be included with the published daily results. During the competition, the Organisers must brief Team Captains about any changes to the scoring algorithm before they are put into effect.

8.1.2 **Team Cup**: This may be used concurrently for a secondary ranking, but not to select the individual Champions.

8.2 COMMON RULES

8.2.1 **Championship Day** In order for a Day to be counted as a Championship Day in any class:

a. For each class, a launch opportunity shall have been given to each competitor in time for the competitor to carry out the task of the Day in question, and

b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, shall have flown a credited distance (Dh) of at least Dm (after any handicapping is applied).

Dm is defined in para. 8.3.1

In this Annex, "valid competition day" is synonymous with "Championship Day."

8.2.2 **Daily Scores** Each competitor shall be given a daily Score based on his performance on each Championship Day. The Score given to each competitor shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

8.2.3 **Finisher** A competitor is deemed to be a "finisher" if he crosses the finish line or enters the finish ring after completing the task.

8.2.4 **Handicaps** Handicapping shall be used in the Club Class and may be used in the 20 metre Multi-seat Class in Continental Gliding Championships only (not in World Gliding Championshps). Organisers shall state in the CGC Local Procedures if Handicapping is to be used in the 20 metre Multi-seat Class.

a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.

b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.

c. Handicaps shall be applied according to 8.3.2.

8.2.5 **Penalties** Flights that have been disqualified shall be given a zero Score for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor's Score after it has been calculated, according to this Section.

If the penalty reduces a competitor's raw performance for the day (eg: outlanded at the point of airspace entry) the penalty must be applied before the calculation of the Score. The appropriate penalty should be applied each time an infringement occurs (eg exceeding the maximum permitted`altitude is penalized for each infringement).

If the Day score after deduction of any penalties is less than zero, it shall be taken as zero, unless 8.6.6 applies.

8.2.6 **Cumulative Scores** Cumulative and Final Scores shall be calculated by adding the points obtained each Day.

8.3 DEFINITIONS OF SCORING PARAMETERS

In the following tables the abbreviations RT and AAT are used for Racing Task and Assigned Area Task, respectively.

8.3.1 Championship Days

The parameters used for scoring each Championship Day are:

<table>
<tr><td>Dt</td><td>Task Distance.
(Used in scoring RT only and defined in 6.3.1c)</td></tr>
<tr><td>Td</td><td>Minimum Task Time (hours).
(For the AAT, Td is specified at Briefing; for the RT, Td = 0).</td></tr>
<tr><td>D1</td><td>Minimum Distance for 1000 points, depending on the class:
<table><tr><th>Class</th><th>D1</th></tr><tr><td>13.5 Metre, Club</td><td>250 km</td></tr><tr><td>Standard, 15 Metre, 20 Metre Multi-seat</td><td>300 km</td></tr><tr><td>18 Metre, Open</td><td>350 km</td></tr></table></td></tr>
<tr><td>Dm</td><td>Minimum Distance to validate the Day, depending on the class:
<table><tr><th>Class</th><th>Dm</th></tr><tr><td>13.5 Metre, Club</td><td>100 km</td></tr><tr><td>Standard, 15 Metre, 20 Metre Multi-seat</td><td>120 km</td></tr><tr><td>18 Metre, Open</td><td>140 km</td></tr></table></td></tr>
<tr><td>n1</td><td>Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm</td></tr>
<tr><td>n2</td><td>Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).</td></tr>
<tr><td>n3</td><td>Number of finishers, regardless of speed</td></tr>
<tr><td>n4</td><td>Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm/2</td></tr>
<tr><td>N</td><td>Number of competitors having had a competition launch that Day</td></tr>
<tr><td>Ho</td><td>Lowest Handicap (H) of all competitors, if handicapping is being used; otherwise, Ho = 1.</td></tr>
<tr><td>Do</td><td>Highest Handicapped Distance (Dh) of the Day</td></tr>
<tr><td>Vo</td><td>Highest finisher’s Handicapped Speed (Vh) of the Day</td></tr>
<tr><td>To</td><td>Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies. If there are no finishers, then To = 100.</td></tr>
<tr><td>Pm</td><td>Maximum available Score for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>Pdm</td><td>Maximum available Distance Points for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>Pvm</td><td>Maximum available Speed Points for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>F</td><td>Day Factor</td></tr>
<tr><td>$\mathbf{F_{CR}}$</td><td>Completion Ratio Factor</td></tr>
<tr><td>Day</td><td>If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.</td></tr>
</table>

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

D	Competitor's Marking Distance. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
H	Competitor's Handicap, if handicapping is being used; otherwise H=1
Dh	Competitor's Handicapped Distance. (Dh = D x Ho / H)
T	Finisher's Marking Time (hours). (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
Pd	Competitor's Distance Points
V	Finisher's Marking Speed. (V = D / T)
Vh	Finisher's Handicapped Speed. (Vh = V x Ho / H)
Pv	Finisher's Speed points
S	Competitor's Score for the Day expressed in points

Note for Scorers:
Before closure of the finish line, in order to keep preliminary results representative, it shall be presumed that competitors not accounted for are finishers, with Dh ≥ Dm and Vh = Vo, but they shall not appear in the ranking.

8.4 CALCULATION OF SCORES

8.4.1 Racing Task

a. Day Parameters:

Pm = the least of: 1000 or: 1250 x (Do/D1) - 250 or: (400 x To) – 200
F = the lesser of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x F_{CR} x (Pv + Pd)**

8.4.2 Assigned Area Task

a. Day Parameters:

Pm = the least of: 1000 or: 1250 x (Do/D1) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x F_{CR} x (Pv + Pd)**

8.5 TEAM CUP

8.5.1 FAI Medals will be awarded to the three highest placing teams at a valid FAI World Gliding Championships or Continental Championships. The scoring of the teams described in this section is known as the Team Cup.

8.5.2 For the purpose of the Team Cup, a team is considered to consist of all the competitors from a single NAC who are entered in the Championships, with a minimum of one entry in at least two separate classes.

Teams that do not meet the "2-class minimum" at the close of Registration are not eligible for the Team Cup.

8.5.3 Competitor's Team Cup Score

a. Each competitor who has had a valid launch in a class which has had a valid competition day will receive a Competitor's Team Cup Score.

b. A Competitor's Team Cup Score is calculated as the competitor's day score minus the day score of the winner in that class, plus 1000.

8.5.4 On each day that is valid in at least one class:

a. The Team's Daily Score will be calculated as the average of all the Competitors' Team Cup Scores from all classes that had a valid day, rounded to two decimal places).

Normally, pilots with no Team Cup Score will not be included in the average. The exception is given in (b), below.

b. If, on any day on which at least one class in which a given team is represented has a valid competition day, and one or more team members do not have a valid launch in a class which has a valid competition day, and as a result the team's representation is reduced to fewer than two classes, then entries from unrepresented class(es) will be included in the average, until the minimum of two classes is met. Entries included in this fashion will have a day score of zero.

8.5.5 Each day, a Team Cup Score is calculated for each team, as follows: the sum of the Team's Daily Scores, divided by the number of days that the team has had a Daily Score, (rounded to two decimal places).

8.5.6 The Gold, Silver, and Bronze FAI Team Cup medals will be awarded to the three teams with the highest Team Cup Scores at the end of the competition.

8.6 PENALTIES AND DISQUALIFICATION

8.6.1 The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.

8.6.2 The Championship Director may issue one or more general warnings regarding infringements described in this Annex to all competitors at Briefing. A general warning is in effect for that competition day, and it revokes each competitor's right to a specific warning during that day.

A general warning takes the place of a "first offence" warning, and a violation of a rule covered by a general warning should result in a penalty, as if the violation were a "subsequent offence."

8.6.3 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 6.2.

8.6.4 Penalties shall be listed on the Score sheet of the Day on which the penalty was given.

8.6.5 Unsporting Behaviour

a. Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials will be sanctioned for unsporting behaviour.

b. The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

c. Other team members (Team Captains, crew and other members) who demonstrate unsporting behaviour may incur a penalty ranging from being required to make a public apology to removal from the event.

d. Very serious examples will be referred to the NAC involved and/or IGC/FAI.

8.6.6 Penalties in the following categories:
- Unsporting behaviour
- Dangerous or hazardous flying

and the following specific penalties:
- Flying under the influence of alcohol
- Positive doping control

shall be included in the competitor's overall contest results (including the competitor's cumulative Score), even if imposed during the training period or on a day which does not meet the requirements of a Championship Day (8.2.1).

8.6.7 A competitor who has been disqualified shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Overweight/Underweight of W kilograms	W x 2 pts	n x W x 2 pts	n x W x 2 pts
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
Changing FR without advising the Organisers	10 pts	20 pts	25 pts
Failure to record takeoff pressure altitude	10 pts	25 pts	10 + n x 25 pts
Incorrect FR configuration (Time interval between fixes > 5 sec)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) according to time limit in LP.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Incomplete outlanding report	Warning	10 pts	25 pts
Incorrect Start			
Between 0 and 0.50 Km from the start line or Ring	50 pts	50pts	50pts
More than 0.50 km from the start line or Ring	No valid start	No valid start	No valid start
Lowest pre-start fix above the altitude limit	1 pt/m	n pts/m	Day Disqual.
Incorrect claiming of Turn Points or Areas			
Less than 0.50 km from the boundary of the Turn	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn	No Control	No Control	No Control
Incorrect Finish			
Finishing below altitude limit defined at briefing *not exceeding achieved speed points	1 pt/m*	1 pt/m*	Disqualification
Dangerous or hazardous flying			
Cloud flying or unauthorized aerobatics, para 5.1	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the local zone	Warning	(n-1) x 25 pts	Disqualification
Towing: early or late release	Warning	(n-1) x 25 pts	Disqualification
Towing: pull-up before release	Warning	Day Disqual.	Disqualification
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**):			
Excess altitude 100m or less	1 pt/m	n pts/m	Disqualification
Excess altitude >100m	Outlanded at the point exceeding 100m	Day Disqual.	Disqualification
Finish: hazardous maneuver	25 pts	n x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
Other Violations			
Unsporting behaviour	See para. 8.6.5	See para. 8.6.5	See para. 8.6.5
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MoP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Self-launch above altitude limit (7.3.2a)	1 pt/m	n pts/m	n pts/m
Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty, other than Open Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

(#) If the span of a glider in the 20m-multiseat, 18 m, 15 m, Standard, 13.5 m, or Club Class exceeds the wingspan definition of the relevant class (or type), a penalty of a fixed number of points shall be subtracted from the daily score. The number of daily penalty points is obtained by subtracting 0.3 cm from the measured overspan, then rounding this number to the nearest whole cm.

Examples:

(i) A 2.7 cm overspan will give daily penalty points of 2.7 - 0.3 = 2.4 which is then rounded down to 2 points.

(ii) A 3.9 cm overspan will give daily penalty points of 3.9 - 0.3 = 3.6 which is then rounded up to 4 points.

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.

9.1.2 Prior to the Championships a complaint may be made by an NAC. Such a complaint may concern only failure of the organizing NAC to comply with the regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the IGC informed.

9.1.3 At any time during the Championships a complaint may be made through the Team Captain to the Championship Director or his designated official. Such complaint shall be dealt with expeditiously.

9.1.4 The complaint must be made in writing. The Championship Director will issue a written response as soon as possible.

9.1.5 The Organisers will keep copies of all complaints and responses, together with a log of the time that the complaint or response is received and the signatures of the Team Captain and Director (or his deputy).

9.1.6 If the processing of a complaint results in a new publication of Unofficial Results, then the Protest Period will be reset.

9.1.7 If a competitor has no separate Team Captain, he may lodge the complaint himself.

9.2 PROTESTS

9.2.1 Protests may not be filed against the Rules governing the Championship, which are contained in the FAI Sporting Code, General Section, Section 3 and Annex A to Section 3.

9.2.2 A protest against a decision on a complaint as described above in 9.1.2 must have been made prior to the start of the Opening Ceremony of the Championships.

9.2.3. The amount of the Protest Fee shall be stated in the Local Procedures. Minimum amount is €100. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

9.2.4 When dissatisfied with a penalty or the decision on a complaint made during the Championships, or if the Director fails to respond to a complaint within the protest period, a competitor has the right of protest.

a. Such a protest shall be made in writing, in English, and shall contain the following elements:

(i) It shall refer to the decision against which the protest is lodged;

This condition may be satisfied by the inclusion of a copy of the written response to a Complaint.

(ii) it shall include reasons for the protest; and

(iii) it shall state the remedy sought by the protester.

b. A Protest must be handed to the Championship Director or his designated official, by the Team Captain, together with the protest fee within the protest period. The protest period shall expire:

i. 14 hours after the publication of any ruling or decision against which the protest is made, on all but the final competition day; or

ii. 2 hours after the publication of the final scores or response to any complaint, on the final competition day. At that time the protest period for any previous day will also expire.

c. If a competitor has no separate Team Captain, he may lodge the protest himself.

9.3 TREATMENT OF PROTESTS The Championship Director shall deliver a protest to the Jury President without delay.

a. The President of the Jury shall call a meeting of the International Jury within 24 hours (as soon as possible on the last day) of receiving the protest from the Championship Director.

b. The Jury shall hear both sides on the matter of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations.

c. The Championship Director is bound by the decision of the International Jury.

9.4 APPEALS An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section, Chapter 6.

PART 10 RESULTS AND PRIZEGIVING

10.1 RESULTS

10.1.1 Definition of status of results:

a. Performance: The competitors' results expressed in distance (km), speed (kph), or time (h:mm:ss).

b. Preliminary Results: Performances converted to points, before all Flight Logs have been analysed and all penalties have been applied.

c. Unofficial Results: The results after all Flight Logs have been analysed and all penalties have been applied. Unofficial Results may be published more than once.

d. Final Results: Unofficial results become Final after expiry of the protest time and after all protests have been dealt with.

10.1.2 All Unofficial and Final Results shall be published on the official notice board with minimum delay clearly indicating the status of the results and the date and time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry date and time for protests and Unofficial Results and Final Results shall be signed by the Championship Director or his nominated Deputy. Each publication of Unofficial Results resets the Protest Period.

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results. Results published on the internet should be clearly labelled as Preliminary, Unofficial, or Final.

10.1.3 The cumulative scores of the Championships shall be final only after the Jury has ceased its functions. They shall be published before the Prizegiving is held.

10.2 PRIZEGIVING

10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

10.2.2 The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.

a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.

b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.

c. The Organisers shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges to all competitors, their assistants, and officials.

d. Small prizes may be given to the daily winners.

Although tie scores may occur in the daily results and in the final results, no ties will be allowed in the final place standings for the first three (podium) places. To break a tie on the podium, the following procedure will be used, beginning with the highest tied final score (and proceding until the podium is free of tied placings): tied competitors will be ranked in order of their number of daily first placings, then daily second placings, etc., until the ties are broken. Tied final placings in positions lower than third place are allowed.

10.2.3 The FAI will award a Gold, Silver and Bronze medal to the captains of the teams ranked respectively first, second and third in theTeam Cup final placings.

a. The team winning the Team Cup shall collectively bear the title of Team Champion.

b. The Local Procedures may describe other prizes to be awarded to the teams.

10.2.4 [Reserved]

PART 11 LOCAL PROCEDURES

Organisers of Championships shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

*The details in **Part A CHAMPIONSHIP DETAILS** must be completed.*

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for preliminary vetting before being sent to the IGC Bureau for approval (see 1.4.5.1). To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

The Local Procedures may not be published in any public place, including on a website, before they are approved. This is to avoid confusion arising should changes be required as part of the approval process.

The IGC shall approve the appointment of the Jury and Stewards.

After approval the Local Procedures shall be published as a stand-alone document no later than 90 days before the first scheduled day of competition.

A CHAMPIONSHIP DETAILS

Name of the Event

Location of the Event

Time Schedule

Preliminary entries due
Final entries due *3.4.1*
Deadline for approval of new GNSS FRs *5.4a*
Airfield closed for training flights
Registration period *3.5.1/ 3.5.2*
Technical inspection period (acceptance check) *4.1.2 b*
Official training *1.2.3*
Configuration change closes *4.1.2b*
First official Team Captains briefing
Opening Ceremony *1.2.3*
Contest flying *1.2.3*
Farewell party
Closing Ceremony and Prizegiving *1.2.3*

Competition Officials

Director of the Championships
Deputy Director
Task Setter
Chief Scorer

International Jury

President
Members

Stewards

Chief Steward
Steward(s)

Addresses for Correspondence and Entries

B GENERAL

1.1 Additional objectives of the Championships
1.3.1 Championship classes
1.3.2 List of handicaps, if required
1.4.2 Additional safety rules
1.4.5.2 Control Point file format
1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit

C NATIONAL TEAMS

3.4.2 Entry fee
3.4.3 a. Number of allowable entries per NAC
3.4.3 b. Total number of allowable entries and number of entries per class
3.5.4 a. Additional documentation required
3.5.4 b. Documents required to be carried on board the sailplane
3.6.1 Third party insurance cover

D TECHNICAL REQUIREMENTS

4.1.1 c,d. Additional equipment, markings
4.1.2 b. Instruments that must be removed from the sailplane
4.2.2 Procedures for checking aircraft mass

E GENERAL FLYING PROCEDURES

5.2 Units of measurement
5.3.1 a. Radio communication required for contact with Air Traffic Services
5.3.1 c. Radio frequencies to be used during the Championships

F COMPETITION PROCEDURES

7.1 e. Requirements for discharging water ballast on the grid
7.2.2 Contest site boundaries
7.3.2 Launch procedures for motorgliders
7.3.2a Maximum altitude of climb after self launch
7.3.2c Inflight procedures for motorgliders
7.3.3 Release Areas and Release Heights
7.3.3 Areas where continuous circling is prohibited or permitted in one direction only

7.4.3	Start geometry to be used
7.4.5 a.	Radio procedures for announcing the start
7.4.5 c.	Conditions for closing the start (if any)
7.6.1 a.	Instructions pertaining to real outlandings
7.6.3	Provision of and requirements for aero tow retrieves
7.7.2	Finish geometry to be used
7.7.2 a.	Minimum altitude for the finish ring
7.7.2 b.	Minimum altitude for the finish line
7.7.4 a.	Finish procedures
7.7.4 c.	Conditions for closing the finish (if any)
7.8.1	Landing procedures
7.9	Handling of flight documentation

G **SCORING**

8.1	Scoring system in use for each class
8.1.1	Name and version number of scoring program
8.2.4	Use of Handicaps in the 20 metre Multi-seat Class

H **PROTESTS**

9.2.3	The amount of the protest fee

I **PRIZEGIVING**

10.2.1	Requirements for flags, discs and tapes
10.2.3	Additional team awards

Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the organisers, will set a maximum number of entries per each class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. Every NAC may enter only 1 crew in the 20 metre Multi-Seat Class. In the other classes, 2 pilots per class (3 in Juniors' and Women's Championships) may be entered, but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the countries.

4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2nd and 3rd entries (as appropriate when NAC's have been offered a 3rd entry) to other classes if additional places are available.

5. At the closing date for Final Entries, oversubscribed classes are reduced to the maximum class number by removing the pilots of the lowest ranked countries which have entered a 2nd pilot (or 3rd pilot) in accordance with the IGC Country Ranking List effective at the date of closure of Preliminary Entries for the Competition.

6. A country will lose only one pilot across all classes, commencing with the most oversubscribed class, until all countries (with 2 or 3 pilots) have lost one pilot.

Safety Features

Energy absorbing foam seat cushions
Emergency Locator Transmitter or Personal Locator Beacon
Improved conspicuity by appropriate markings
Improved conspicuity by one or more strobe lights
Supplemental oxygen
Fixed rear view mirror
Spinal protection device
Increased shock absorbing landing gear
Emergency egress device
Side string angle of attack indicator
Acoustic stall warning system
Anti-submarining safety harness
Approved airframe recovery parachute system
Pilot rescue system
Energy absorbing nose

Appendix 16

10th WWGC Local Procedures V9.1



Local Procedures WWGC 2019 V9.1

A. Championships Details

Name of the Event: 10th FAI Women's World Gliding Championships 2019

Location of the Event: Lake Keepit Airfield, Australia

Latitude:	S 30 53.4
Longitude:	E 150 31.6
Elevation:	1150 feet MSL
Time Zone:	UTC +11.0 (Daylight Saving Time)
Map	WAC 3357

Time Schedule:

Preliminary Entries Due	30th June
Final Entries and fees Due	31st August
Reserve Pilots Accepted	30th October
Airfield Availability for Training Flights	Always available
Registration & Technical Inspection	28th to 30th December [Earlier/Later dates may be available on request].
Configuration changes closes	2nd January at 9:00am
Unofficial Training	28th to 30th December
First Official Team Captain Briefing	30th December at 7pm
Official Training	31st December to 2nd January
Mandatory Safety Briefing	31sr Dec 9.30am
Opening Ceremony	3rd 10am
Contest Flying	4th to 17th January
Farewell Party	17th January evening
Closing Ceremony and Prize-Giving	10am 18th January

Championship Organisers:

- Gliding Federation of Australia: C4, 1-13 The Gateway, Broadmeadows, Vic 3047, Australia
- Lake Keepit Gliding Club 234 Keepit Dam Rd, Keepit NSW 2340, Australia

Competition Officials:

- Championship Director – Mandy Temple
- Deputy Director – Anita Taylor
- Task Setter – Bruce Taylor
- Chief Scorer – Neil Campbell

International Jury:

- President – Gisela Weinrich (Germany)
- Remote Jury Member - Wojciech Scigala (Poland)
- Remote Jury Member - Max Stevens (New Zealand)

Stewards:

- Chief Steward – Frouwke Kuipers

Addresses for Correspondence and Entries:

Details for entries will be on the entry form on the official website wwgc2019.com
General enquires to mandytemplecd@gmail.com

B. General

Documents applicable to these championships:

- These rules are based on V2019
- Sporting Code General Section 2018/9.
- Sporting Code section 3. 2019/20
- Sporting Code Section 3a. 2019/20

1.3.1 Championship Classes

The 10th FAI Women's World Gliding Championships will be held in following classes as described in the Sporting Code, Chapter 5.

- Club Class
- Standard Class
- 18m Class

1.3.2 Handicaps

We will use the published IGC Procedures for Handicapped Classes

1.4.2 Additional safety rules

Please note that throughout the competition Proximity Analysis (PAT)will be performed using the IGC files (PAT will be used as an educational tool). The digital safetybox Flytool competition will be used to collect safety remarks.

1.4.5.2 Control point file format

The official Control Point file will be published at the site wwgc2019.com in SeeYou CUP file format.

1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit, and Horizontal limit

The controlled airspace file will be published at the site wwgc2019.com in Open Air format.

The competition airspace “Sporting Limit” is set approximately 500 feet below and 1000m horizontally from published legal forbidden airspace limits, creating a “buffer zone’’ (or Sporting Limit.)
Entry into the vertical buffer zone will be penalised in accordance with Annex A at 1 point per metre up to 100m.
Entry into the horizontal buffer zone will be calculated in 2 ways;

1. $nx10(d/100)^{2.}$ For example n = 1 and d = 200m penalty is 40 points, n = 1 and d = 1000 m is 1000 points
2. an outlanding at the point of maximum infringement

Following these calculations the pilot will be awarded the more favourable score.
The penalty will be applied each time an infringement occurs until the day score is zero.

C. National teams

3.4.2 Entry Fee

Entry fee is 700 Euros. The rate in AUD is $1135 (based on rate at 1st August)
This includes membership of the Lake Keepit Soaring Club but not the Gliding Federation of Australia (required)

3.4.3.a Number of allowable entries per NAC

Each NAC may enter 3 pilots in each class, plus current World champions.
A substitute pilot can replace a nominated pilot in the case of a withdrawal, provided that the entry fees for the officially entered pilots have been received.
A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the Sporting Code.

3.4.3.b Total number of allowable entries

The total number of allowable entries shall not exceed 100 in total, with a maximum of 40 in each class. If the total number of entries exceeds 100, or the class entry exceeds 40, the removal of pilots will be made according to the Country Ranking of the IGC Ranking list, valid at the closure date for Final Entries. A NAC that has not entered 3 pilots in each class will not lose an entry until all Teams that have entered 3 pilots have lost an entry.

3.5.4.a Additional documentation required

The organiser will require the following additional documents:
For pilots:

- Membership of the Gliding Federation of Australia

For a sailplane:

- Registration certificate of the glider.
- Flight manual and Log Book.
- Valid weight and balance sheet.
- calibration of GNSS FR not older than 5 years.

3.5.4.b Documents required to be carried on board the sailplane

All documents as specified in the aircraft Certificate of Airworthiness, Experimental certificate or Permit to fly.

3.6.2 Personal Medical Insurance
Personal medical insurance is required for **all** team members, covering accidents and sickness, including any hospital costs and cost of transport back to the team member's country of residence.

3.6.1 Third Party Insurance coverage
Third party insurance is required for each participating sailplane.
The required coverage must be the at least AUD$1,000,000.

Other
Team captains must have a serviceable cellular telephone with an Australian SIM card. We recommend that pilots also obtain an Australian SIM to reduce call costs.

D. Technical Requirements

4.1.1 c, d Additional Equipment and requirements
For the Sailplane;

- Each sailplane must be equipped with a radio able to communicate at aviation frequencies with 25 kHz spacing.
- Serviceable Audio variometer
- Removable instruments, such as flight computers, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected, and connected in such a way that they do not impede an emergency evacuation.
- No High visibility markings are required.
- FLARM: The installation and use of a proximity warning device (FLARM) is mandatory. Australia uses 921MHz
- At technical inspection competitors will be required to demonstrate that the Flarm is operational.
- The Flarm must remain operational during all flights in order to improve safety.
- The organisation will use a range of checking procedures to verify that Flarm transmission and reception is functioning. This may require pilots to submit a Flarm trace or validation from Flarm radar.
- Non-functioning Flarms may be penalized as a safety breach. First offence a warning, subsequent breaches (n-1) X 25 points.

Oxygen:
Civil Aviation Legislation in Australia requires Oxygen when flying above 10,000 feet. At technical inspection we will check if your glider is equipped with oxygen. If you do not have oxygen fitted then we expect you to remain below 10,000 feet for your flights. Exceeding the limit without oxygen fitted will be treated as a safety violation and may result in a safety penalty being applied. First offence a warning, subsequent breaches (n-1) X 25 points.
Oxygen re-filling (by Keepit Glider Tech the commercial glider maintenance operator on field) will be available on site for $20AUD.

Emergency Locator Beacons (ELB)
Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device as much of the contest area is remote with low population and so communication may be limited.

4.1.2 b Instruments that must be removed from the sailplane
The following instruments shall not be carried on board:
• Gimballed compass
• Turn indicator

• Artificial Horizon

Pilots must sign a declaration at registration confirming that they will not use any other device or embedded function to assist with cloud flying.

4.1.1.c Carriage of GNSS data transmitters for public displays

The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish.

4.2.2 Procedures for checking aircraft take–off mass

Initial Weighing

The organizers will initially provide the following weighing operation during scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- Glider at maximum take-off weight with pilot and parachute, all batteries, tie-down equipment, oxygen, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight.
- Reference main wheel weight in towing-out configuration with all removable equipment on board that would normally be on the glider when towing out. This configuration is required at weighing each day, no variation.
- The tail wheel weight will be recorded for future comparison; tow out equipment will be photographed and must not be changed. Up to three litres of drinking water will not be included in this weighing.

Regular weighing

- On all competition days all gliders will be weighed in their towing-out configuration as described above with all removable equipment on board at the weighing point on their way to the grid. Pilots may be asked to demonstrate that all of these items are on board. The main wheel weight determined by the scrutineers will be used as the reference weight. Tail wheel weight may be checked. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- Only personal belongings may be added to the glider on the launch grid, such as up to 3 litres of drinking water, food, additional clothing etc. and navigational equipment like maps, task sheets and portable navigation equipment (for example Oudie). All the other items are supposed to be in the cockpit in the tow out configuration. No other items may be added without consulting the Chief Steward.
- Water ballast that has leaked out of the glider may only be replaced under the supervision of Steward.
- The organisers may require a glider to return to the weigh station if there are any concerns about the weight.
- A mass check will be required after re-lighting for another launch if water ballast is added.

E. General Flying Procedures

Special Circumstances: Smoke or Dust storm visibility

1. In the case of visibility being impaired by smoke or dust, the organisers will use 10km visibility as a safety limit.

2. The Organisers may, with Steward Agreement, authorise a member (or members) of the organisation to launch in a glider or power plane to gather information about the conditions in the task area.

Explanatory Material/ Procedures (not in the rules but an agreed process):

(a) The task setter will be cognisant of any threat of smoke or dust and task away from risky areas where possible.

(b) Any decision to launch will be mindful of the conditions in the start area.

(c) The start gate will be open if the organisation is satisfied it is safe to do so.

(d) A task may be cancelled after the start gate is open, including when gliders are on task if there is a threat of a serious reduction in visibility impacting on the safety of any competitor.

(e) If it is expected that a task may need to be cancelled, the organisation will launch the organisation observer(s) to provide information on the task area, including any change in condition (such as a swing in wind direction impacting visibility).

(f) Any cancellation mid task will be done with the intent to give pilots enough time to land safely.

(g) During Briefing:

a. The organisation will communicate any expectations of visibility hazards at briefing and will explain what they expect could happen, in which task area, at what time. They will communicate who they will launch, where they will track and how any cancellation would be coordinated, openly.

b. Provide suggestions about safe landing options.

(h) The cancellation will be announced on the safety frequency and on WhatsApp to the Team Managers, (including landing urgency).

(i) The observer(s) will be available on the safety frequency for safety/landing.

(j) The observer(s) will at all times ensure they do not interfere or assist with competition aircraft.

(k) The observer(s) will carry a logger or tracker and the file will be published.

5.2 Units of measurement

Unless otherwise stated, the following units will be used:

- Distances will be expressed in kilometres (km)
- Heights will be expressed in Feet Above Ground Level (AGL), Altimeter setting for QFE
- Altitudes will be expressed in Feet Above Mean Sea Level (MSL), Altimeter setting for QNH
- Flight Levels will be expressed in Feet (FL). Altimeter setting for 1013.25 hPa
- Speed will be expressed in kilometres per hour (km/h) or Knots.

- Vertical speed will be expressed in meters per second (m/s) or knots (kts)
- Mass will be expressed in kilograms (kg)
- Tracks and radials will be expressed in degrees from True north

5.3.1 Radio transmitters and receivers

Transmissions may only be made on frequencies specified by the organisers.
Many larger airfields have a Common Terminal Aerodrome Frequency (CTAF) and pilots who are below 3000 feet within 10 miles are encouraged to advise traffic of their presence. Pilots are permitted to use the listed CTAF frequency for this purpose only.

5.3.1 Radio frequencies to be used during the championships

For the championships the following frequencies will be used:
Lake Keepit CTAF (132.25 MHz) will be used for operations at the contest site including marshalling, launch, finish, landing, return gliders to tie down.
Cars used to retrieve gliders must monitor Lake Keepit CTAF 132.25. Note Car radios tuned to 88.0 FM can receive CTAF broadcasts.
Lake Keepit BASE (FREQ 122.025 MHZ) will be used to advising start gate opening, official announcements and for gaggle safety.
Team Frequencies: Each team will be allocated one team frequency for team communication related to the contest.

F. Competition Procedures

5.4.1 Altitude Control

We will use MSL for scoring purposes except that QNE must be used for Flight Levels above FL110 in Australia.

5.4 d Control Procedures

Rule 5.4d will be implemented for motor gliders, regardless of the type of power plant. In particular, competitors with jet or electric engines must provide evidence of Means of Propulsion (MoP) detection to the satisfaction of the organizers for each Flight Recorder to be used for scoring.
Sealing of engine doors may be used as verification that the engine was not used. The pilot must present to the weigh station and have the seal signed by an official. At the end of the flight the glider must be towed directly to an allocated location to have the seal checked.
If the seal is broken then the glider is assumed to have used the engine.

7.1.1 Discharging ballast

Competitors are allowed to discharge ballast after passing through weight control and before arriving on the launch grid.
Discharging water on the grid is only when advised by the organisers.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps will be available on the competition web page.

7.3.2 Launch procedures for gliders and motor gliders

Launch pattern and drop zones will be published on the competition web page in the Self-Briefing.
All Motor gliders must follow a path that enables them to stop their engine at the specified height within the nominated drop zone. Penalties may be applied in the order of 25 points per Km outside of the drop zone, at the discretion of the Championship Director.

7.3.2.a Maximum altitude of climb after self-launch
Motor gliders, after self-launching, must stop their MoP not higher than 2000 feet AGL, in the release area of the appropriate class.

7.3.3 Release Areas
We have six release areas they are shown on the Self-Briefing

- South Whisky
- South Echo
- North Echo
- North Whisky
- North Alpha
- South Alpha

Alpha North and South are based on runway 14/32 centreline extensions.
South Whisky cantered 1.5nm South West
South Echo cantered 1.5nm South East
North Echo cantered 1.5nm North East
North Whisky cantered 1.5nm North West
The release areas of each class will be announced at the daily briefing. The release height is 2000 feet AGL.

7.3.3 Areas where continuous circling is prohibited or permitted in one direction only
There is no requirement to circle in a set direction other than normal rules of the air which requires circling in the same direction as gliders already in the thermal.

7.4.3 Start Geometry
The Start Option for the championships is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the centre of the first area. Length of the line will be 10 km.

7.4.5.a Radio procedures for announcing the start
For announcing the start on the competition frequency the following phrases (repeated once) will be used:

- The start for the (xx) class will be opened in 20 minutes at (time hh:mm), - Start time will be determined as soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- The start for the (xx) class will be opened in 10 minutes, - 10 minutes before the opening of the start for the class
- The start for the (xx) class will be opened in 5 minutes, - 5 minutes before the opening of the start for the class
- The start for the (xx) class is now open - Just after the opening the start for the class
- The start for the (xx) class is delayed for (number) minutes – As soon as possible but earlier than the 10-minute warning of the gate being opened.
- The start for the (xx) class is cancelled - As soon as possible after the cancellation of the Day.

7.4.5.c Conditions for closing the start
If the start time is limited, it will be announced at briefing and specified on the task sheet.
The start line may be closed in case of adverse weather forecast.

7.6.1.a Instructions for real out landings
A competitor who has landed out shall contact his/her team captain without delay. This information may be communicated to the organisers by;

- Low Crop Aero
- Outlanding form
- Text message

7.6.3 Provision of, and requirements for aero tow retrieves

Aero tows are available from suitable fields with the landowners' permission and from recognised strips at the discretion of the organiser. All aero tow retrieves must be provided and arranged by the organiser.

7.7.2 Finish options to be used

The finish will normally be a Finish Ring of Radius 3 km. If storms are forecast the finish ring size may be increased for reasons of safety. This information will be on the task sheet.

7.7.1.a Minimum height for the finish ring

The minimum height for crossing the 3km finish ring is 1450ft MSL for Club Class and 1400ft MSL for Standard and 18m class or as specified at briefing.

7.7.4.a Finishing procedures

Arrivals must be announced on the Lake Keepit CTAF frequency 132.25 MHz. The following phrases shall be used:
(Competition number), (distance to finish line approximately 20km and then as necessary to maintain separation and awareness), (direct landing/speed finish).
Preferred landing will be a "Direct landing" to the allocated runway.
Gliders with more energy may elect to do a "Speed finish" followed by a circuit to the nominated runway. The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing, and are in the Self-Briefing.

7.9 Landing

Sailplanes are requested to land as long as possible to allow other sailplanes to land safely behind them. Any sudden change in direction of flight during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing following a circuit will be specified at the briefing and are on the Self-Briefing.

7.9.2

Having crossed the finish ring the competitors shall land without delay
The flight trace must not show excessive pull ups or dives from 10km to landing. Excessive manoeuvres will be penalised as a safety violation at the discretion of the Championship Director.
Except that if the finish ring size is increased due to storms competitors may use their own judgement to achieve a safe landing.

7.10 Flight Documentation

All flight documentation, including FR logs, shall be submitted after landing at the airfield within 6045 ~~45~~ minutes. Back-up documentation shall be handed in within 60 minutes after the pilot was notified. A valid FR log must be submitted for each flight flown on each day flown, including official training days. A link for uploading traces will be on the competition website. The time period between 21.00 and 07.00

G. Scoring

The scoring system for the championships will be:

- The Classic Scoring System
- SeeYou version 10 (or higher) will be the official scoring software.

H. Complaints and Protests

9.2.3 The value of the protest fee

The value of the protest fee is AUD$200.

I. Prize Giving

10.2.1 Requirements for flags, anthems etc

Every team shall bring the same number of flags for the closing ceremony as the maximum number of the team's pilots in any one class.
Flags should be approximately 1200mm X 1500mm
Every team shall bring one copy of their national anthem on CD disc or audio file to be supplied at registration.
Cars shall bear the registration of the glider/s they belong to.

Appendix 17

Email between Frouwke Kuijpers and GFA President 28 Jan 2020

From: **Frouwke Kuijpers** <frouwkekuijpers@gmail.com>

Date: Tue, 28 Jan 2020, 6:46 am

Subject: Personal view Frouwke Kuijpers on WWGC2020

To: <president@glidingaustralia.org>, <vp@glidingaustalia.org>, Terry Cubley - GFA Executive Officer <EO@glidingaustralia.org>, <treasurer@glidingaustralia.org>, <COP@glidingaustralia.org>, <cad@glidingaustralia.org>, <jenny@vennto.com.au>, <s2f@glidingaustralia.org>, <vneviv@gmail.com>, <chris.stephens774@gmail.com>, <ligmi@yahoo.com.au>, <brenton@addhance.com.au>, <greg.beecroft@bigpond.com>, <president@juniorsoaring.org>

Dear all, board members of GFA,

I am writing you as Chief Steward of the WWGC2020 and as Vice-President of the IGC Bureau on personal title.

As I understood the GFA did some investigations about the things which happened with the data of the used tracking system during the WWGC, in order to decide what to do about this matter.

First of all, I want to express my sadness about this whole situation, this only leads to losers. Much commotion everywhere, not only in Australia, but also in the entire international gliding world. Especially because of the involvement of Mr Terry Cubley, a well respected (ex) International Gliding Commission (IGC) Australian delegate, (ex) Vice President of the IGC Bureau, still president of the IGC stewards working group (SWG) and the current Australian Fédération Aéronautique Internationale (FAI) delegate and member of the FAI CASI group. And last but not least, as employee of the Gliding Federation of Australia (GFA).

People are very, very shocked, including myself. Of all people, instead of giving a good example, he was concerned which such bad practices. He put the whole nation in a bad light, as well as the international gliding competition world. People are upset about this.

Second thing I want to mention is the position of the Competition Director and Deputy Sporting Director.

Also for them it is very sad this happened, they were placed in an impossible situation. Whatever which decision they took in this, always someone would not agree. Friendships are broken. Unwilling, unknown what happened behind the scenes, they became involved in what maybe is the biggest scandal ever in gliding.

In fact they delivered the data which was provided via the official competition tracking system. Their good names are wasted. Therefore, I want to say that both were very competent to lead the competition.

Until the last day everything went rather smooth, even for the problem with the smoke there was a solution. During the competition I have never been able to catch them for improper use of their status. Or being influenced by any team. Firm but fair.

Now, a week after the competition, I want to share some common thoughts, which I have, and also comes to me from different sides.

Despite these kind of situations are not described (yet) in Annex A, Code Sportive, Local Procedure etc., the general opinion is that it is ethically wrong what has happened. You can discuss about definitions what is unsporting behaviour, what is cheating, was the link public or not, fact is that data of the tracking system is used in a way for which it wasn't meant.

What it even makes it much more worse is that the Mr Terry Cubley, the Australian Team Captain who is involved, knew how the general opinion is about using live tracking data because of his role in IGC, and how IGC is fighting against it.

Therefore manufacturers and IGC are working very hard to prevent the use of live data. Unfortunately the development of available techniques is going faster then rule making can manage the problem. Mr Terry Cubley even was involved in this process as President of the IGC SWG. This makes the involvement of Mr Cubley very objectionable, despite of knowing this all, he did what he did.

Finally, I know there are some countries who are discussing to make a proposal for disqualifying Australia for competing for a few years. Also to withdraw the WGC2023 at Narromine. This shows how people are looking to this.
.
Having this said, knowing you are doing an investigation what really happened, my question to you as GFA is, does all this really matters???

Fact is that the link which was used by the Australian team wasn't meant to be public. One of the crew members discovered the link after entering the administration program. Instead of telling this so it could be repaired, he kept the link for its own purpose. Deliberately.

I even think this is illegal according the Australian law? When the fence of my garden is open, that doesn't people give the right to steal my bicycle out of my garden, even when it is unlocked.

Another fact is that Mr Cubley, because of his international prominent role, knew that using this data would be at least food for discussion. He should have stayed far from it. Everything what happened after this is just a consequence of his act and is of less importance.

Bottom line is what are you as GFA doing with this knowledge? The whole world is looking at you. Whatever the outcome is of the investigation, GFA has a choice between two directions: Support these actions by making an appeal, fighting till the end, or make a statement and apologize for what have happened, and take some measurements.

The good and respected name of Australia is at stake. Damage control.

My personal feeling says if you will fight till the bitter end to contradict decisions of the Contest Director and international Jury by a statement, or by making an appeal naming all kind of futile things, *(fe "in Europe it happens all the time",* which is not true, I am TC for a long time and it is certainly not common practise*), a*t the end it will give you as GFA, the Australian nation a very bad name, even in the case if you will win a process. Fighting against the decisions made because of this, gives a wrong signal of the integrity of Australia as a nation. It is making things worse and worse.

On the other hand, if the GFA apologize in public for what have happened, take some measurements against the people involved, it shows GFA too condemns this kind of action and together with IGC, work very hard keeping the gliding sport a fair, sportive and safe sport.

What do you want???? It's up to you now.....

I strongly felt I needed to share these thoughts with you, hoping this will help in your discussion how to go further in this.

Personally I do not want to lose Australia as a respected partner in the international gliding world because of one false step.

I wish all of you much strength and wise decisions for the coming days.

With kind regards,

Frouwke Kuijpers,

Chief Steward WWGC2020
Vice President IGC Bureau

Appendix 18

PROPOSAL TO IGC PLENARY 2019

PROPOSAL TO IGC PLENARY 2019

Proposed by German Aeroclub / Gliding commission
Year 2

Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking

It is proposed that:

IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.

Affects: Annex A

Discussion

A consequence of mandating a traffic awareness system (FLARM) is that live tracking is enabled over the entire Contest Area. This enhances public interest in our competitions, but it also enables tactical tracking of all the competitors.

Recent experiences at World and Continental Championships have resulted in the generally accepted opinion that the use of live tracking for tactical purposes has reduced the value of individual decision-making and has made the competitions less enjoyable to the pilots participating.

This is a proposal to preserve the benefits of FLARM as a traffic awareness / collision avoidance system, while making live tracking for tactical purposes difficult to the point of infeasibility. This is a technical challenge, but we believe that this is possible if IGC specifies both the hardware and functionality of onboard tracking devices and makes carriage of these devices mandatory.

The proposal consists of two components:

1. Allow pilots to restrict the range of their FLARM transmissions and to request "**no-tracking**" in the transmitted data, a current FLARM feature. IGC will sanction the use of ground stations that respect this request (e.g. OGN, the current version of the OGN respect that request), and consider the use of other stations to be unsporting. Pilots may be required to provide evidence of basic FLARM functionality by submission of FLARM Flight Logs. The Flarm units integrated on the flight computer/flight recorders record that set on the IGC file.

2. With input from OGN, ANDS, GFAC, and Annex A, supervise the development of a hardware and functional specification of "IGC/OGN Trackers." These trackers will report glider positions using strong encryption, which will make live tracking unavailable, except to the Organizers. The organizers can provide tracking information for the general public with a delay, making the tactical tracking useless.

We believe that the system can be specified "**Open Source**" without favoring a particular manufacturer. IGC must either control the firmware or create an approval process, similar to what we currently have for Flight Recorders.

We propose that the system to be developed in time for testing at the 2020 World Gliding Championships, and become mandatory to all CAT I competitions after WGC 2020, on a date determined by the Bureau.

Appendix 19

INTERNATIONAL GLIDING COMMISSION (IGC) PROPOSAL FORM 27 Dec 2018

Proposal submitted by British Gliding Association

INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: 27 December 2018

Proposal submitted by: British Gliding Association

This proposal is a:

Year-1		Year-2		Other	X

mark the boxes with ✗ *as appropriate*

Type the text changes in the space below *(show deletions as ~~strike-through~~ and additions as* **<u>bold underlined</u>***):*

Proposal.
That the IGC require any live tracking display of Cat 1 events published by the organiser to be supplied from a secure data source controlled by the organiser and/or IGC. That a time delay be added to any public transmission. The time delay may vary according to the status of the race.

Type the reasons in the space below:

Purpose of the proposal.
To allow time delay to be applied to any live race display therefore reducing the relevance of any competitors position data that may be used by other competitors.
To allow competitors to use discreet settings on their installed Flarm device as they see appropriate.
Allowing some anonymity to competitors will reduce following and reduce the risks associated with collision and gaggling.

Provide supporting data or reference to external documents for the proposed technical amendments in the space below:
There are significant financial and management issues that would need to be addressed and the proposer accepts these can only be dealt with by specialists in this field.
If this proposal is approved it is suggested that the IGC bureau should appoint a team of specialists to assist event organisers to comply with this proposal.

The proposal should be applicable from: Proposal to be effective immediately if approved.

Sporting Code Volume: Affects **Local procedures and FAI Bid document.**

Version/Edition:

Heading of section:

Number & heading of the paragraph:

Page number(s) if appropriate:

See the next page!

Approved Amendment (if applicable):

Final Wording of Proposal:

Overall Votes Cast: ☐ For: ☐ Against: ☐ Abstain: ☐

ADOPTED: Yes: ☐ No: ☐

Appendix 20

See attached movie file:

App 20, Getting the tracking information.mov

Appendix 21

Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Freudenstadt, Friday 2nd and Saturday 3rd March 2018

Note, reference page 37.



Minutes

of the Annual Meeting of the

FAI Gliding Commission (IGC)

held in Freudenstadt

Friday 2nd and Saturday 3rd March 2018

at Conference Center - Kurhaus

Ver. 1.4 06/12/2019 AMENDMENT p.37

1. Opening and Welcome (Mr. Eric Mozer)

The President welcomed the delegates to the 2018 IGC Plenary meeting and thanked them for coming to Freudenstadt. The President also welcomed all guests present at the meeting, in particular Mr. Julian Osswald, the Mayor of Freudenstadt and Ms Sigrid Berner, the Vice-President of DAeC, who gave their opening remarks and also welcomed the meeting participants and guests in Freudenstadt. The President then asked people that were participating in the IGC meeting for the first time to present themselves. Finally, the President thanked the local organisers of the meeting, in particular Mr. Axel Reich and Mr. Christof Geissler for their support which allowed the meeting to be well prepared.

1.1 Absent friends (Mr. Eric Mozer)

The President then called the meeting to order and requested the observation of a moment of silence in honor of friends and colleagues lost in the previous year.

1.2 Roll Call (Mr. Visa-Matti Leinikki)

Mr. Visa-Matti Leinikki, FAI IT Manager, called the roll. It was determined that 36 votes were present including 5 proxies (from Ireland to UK, from Ukraine to Lithuania, from New Zealand to Australia, from Estonia to Latvia and from Portugal to Spain). Thus 19 votes would be required for an absolute majority on any ballot, 24 votes for a 2/3rds majority and 21 vote for a 2/3rds majority for any late agenda items.

Mr. Leinikki called the roll at the beginning of the second day, Saturday 3th March. The quorum was the same as on the first day.

Mr. Leinikki called again the roll before agenda item 8.4. There were 31 votes present including the 5 proxies, requiring 16 votes for an absolute majority on any ballot, and 21 votes for a 2/3rds majority. The following agenda items were affected: 8.2.14, 8.3.6, late proposal from Finland and Lithuania as well as items 9 – 10.

1.3 Administrative matters (Vladimir Foltin)

- The IGC Plenary appointed monitors to oversee the counting of ballots during the meeting.

- The IGC Secretary Vladimir Foltin briefed the meeting about the administrative matters and practicalities for the IGC social event on Friday evening, where all delegates, meeting participants, companions and FAI staff were invited.

1.4 Declaration of Conflicts of Interest (Mr. Eric Mozer)

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

2. Minutes of previous meeting, Budapest 3rd and 4th March 2017 (Eric Mozer/Vladimir Foltin)

The President presented the minutes of the previous meeting held in Budapest 3rd and 4th March 2017 prepared by IGC Secretary Mr. Vladimir Foltin and called the delegates for their approval. The minutes were unanimously approved.

3. IGC President's report (Eric Mozer)

The IGC President referred to the written report circulated before the meeting. He highlighted the successful 8th FAI/IGC Sailplane Grand Prix Final 2018 held recently in Vitacura, Chile as well as five FAI Gliding Championships held in 2017 – the 9th FAI Women WGC in Zbraslavice (Czech Republic), the 2nd FAI 13.5 meter WGC in Szatymaz (Hungary), the 10th FAI Junior WGC in Pociunai (Lithuania) and the two 19th FAI EGCs, one in Lasham (UK) and another one in Moravská Třebová (Czech Republic). He also expressed his appreciation of all the work of the Bureau, committee chairs and their members as well as all the specialists contributing to various IGC activities and events. He also welcomed all new participants to the IGC Plenary meeting.

Mr. Mozer then briefed the meeting participants about the recent FAI decision to hold the FAI 2020 World Air Games in Turkey and outlined next possible steps to ensure success of the gliding events to be competed there. He noted that the organizers had requested a Sailplane Grand Prix type event and a Match race similar to that held in Dubai.

Finally, Mr. Mozer concluded that the meeting agenda is full and there are many important items for discussion therefore, he asked all the delegates to contribute to these discussions.

4. FAI Matters (Visa-Matti Leinikki)

4.1 FAI's report to the IGC Plenary

The report was presented by Mr. Visa-Matti Leinikki on behalf of Ms. Susanne Schödel, FAI Secretary General. The verbal report covered in particular the preparations of World Air Games (WAG) 2020 where Organizers Agreement (OA) was signed and negotiations with organizers on technical details were ongoing. The Air Sport Commissions (ASC) will be fully engaged thus will be a vital part of the project. Inonu site was selected for gliding event. Another important event for FAI will be 1st Drone World Championships in China.

The IGC President welcomed plans of early involvement of ASCs and committed to nominate IGC liaisons for the WAG 2020 soon.

5. Finance (Mr. Dick Bradley)

Note: The 2017 Financial statement and 2018 budget is available for download at the FAI web.

5.1 Treasurers Report and 2017 Financial Statement

The IGC Treasurer Mr. Dick Bradley presented the 2017 Finance Report and the 2018 budget based on very recent data from FAI.

The 2017 report showed an income of 44,177€. The expenditure was 36,971€. The reserves increased by 7,206 € to 78,251 €. Budgeted income from sanction fees was overestimated, there was lower number of pilots participating in IGC sanctioned championships. However, this was compensated by lower travel expenses of IGC officials and the cost of IGC meetings. The collection of fees from the Ranking List and web advertising was similar as budgeted.

The Financial Report was accepted by the IGC Plenary with a caveat that the figures are still provisional and small adjustments could be made following the final review.

5.2 2018 Budget

The 2018 budget showed expected income of 42,275 € and expenditure of 40,840 €. The budgeted capital expenditure (RL upgrade and soaring web portal) is 6,500 €.

The following short discussion followed on the budget.

Mr Artur Rutkowski (POL) asked about meaning of item 'Incorporation of Sports Marketing Co.' The treasurer replied that is it a redundant line from the past, which should be removed. Mr. Mogens Hansen (DEN) invited the IGC Bureau to discuss and make position on the level of IGC funds and announce it to the Delegates. The treasurer commented that the IGC yearly expenses can be in certain circumstances as high as 60,000 € and IGC needs to be able to finance it. He as a conservative treasurer and recommended to keep IGC reserves as it is.

The Budget for 2018 was accepted by the IGC Plenary.

6. Reports not requiring voting

Note: All received reports are available for download on the FAI web-site.

6.1 OSTIV report (Dr. Rolf Radespiel)

Dr Radespiel reported on OSTIV activities since the last IGC Plenary as presented in the written report. In particular he highlighted work on micro-light glider standards containing proposal for self-declaration. He invited the delegates to the OSTIV congress 2018 taking in in Příbram[1], Czech Republic.

6.2 Standing Committees

6.2.1 Sporting Code Section 3D Report (Mr. Alexander Georgas)

Mr. Georgas reported that the Committee concentrated last year on introducing a number of proposals clarifying existing rules of the Sporting Code. This year, the efforts will focus on simplifications of the rulebook that can be achieved by small changes to the code. The Committee also brings forward some new proposals with ambition to generate debate within the IGC that can guide the future work.

6.2.2 Sporting Code Section 3D, Annex A (Mr. Rick Sheppe)

Mr. Sheppe referred to a written report that lists all changes incorporated in the Code during 2016 and also a Year-2 proposal (unchanged from Y-1) tabled for the discussion by the Plenary.

Sporting Code Section 3D, Annex A Handicaps (Mr. Christof Geissler)

Mr. Geissler had nothing to add to the written report.
Mr. Pauwels from Belgium mentioned concerns of pilots about the recently published list and suggested that in the future it must be 100 percent correct before publishing.

6.2.3 Sporting Code Section 3D, Annex D (Mr. Reno Filla)

Mr. Reno Filla presented the Ranking List (RL) statistics which showed noteworthy increase in competition classes since 2010 while the increase of pilots and competitions remains similar as before. He also asked for support of IGC delegates in resolving a number of duplicated pilot IDs in the RL. He concluded by thanking to Mr. Bjørnevik from Norway for his help with the RL improvements.
Mr. Guerin from France commented that they pay a lot of sanction fees for competitions included in the RL but is not getting back expected support.

[1] Post meeting note: The OSTIV Conference 2018 has been moved to Hosín, Czech Republic following the change of venue of the FAI World Championships 2018.

Mr. Fila confirmed that there are a lot of problems with the RL and also resources. There is only one volunteer available for RL support during July and August. He apologized for the problems and mentioned that the last year was exceptional and that the RL administrators took measures e.g. involving more volunteers.
Mr. Spreckley (UK) recalled that 2 years ago IGC asked Mr. Reno Fila to take over the RL and promised him that it would be rather easy. Unfortunately, the system was designed as a PhD. project some 20 years ago and runs on an outdated technology therefore there are problems. He concluded that IGC is lucky that Mr. Fila is sorting them out.

6.2.4 Air Traffic, Navigation, Display Systems (ANDS) Report (Mr. Rick Sheppe)

Mr. Sheppe referred to the written report and mentioned in particular the progress on specification of standard for a machine-readable task format which should be revealed soon.

6.2.5 GNSS Flight Recorder Approval Committee (GFAC) Report (Mr. Ian Strachan)

Mr. Strachan presented recent GFAC activities, like the work and solutions regarding problems with engine recording. He also mentioned that number of approved FR is now 59 from 20 different manufacturers and concluded that GFAC needs new members with some expertise of different Flight Recorders (FR). Mr. Casado commented that the weakest part of older designs is security and that it needs to be revisited.

6.2.6 Championship Management Committee Report (Mr. Peter Eriksen)

Mr. Eriksen reported that he received eleven bids for IGC Championships, which could be considered as a good offer for the IGC delegates. However, he also mentioned a disappointment with some bidders because some bids were not fully completed or contained only a brief notification or were delivered only a few hours before deadline. Therefore new deadline (30 November) will be proposed to the Bureau to be used from this year onwards. The IGC President commented that tabled proposals may have an influence on overall management of the championships. Mr. Terry Cubley (Australia) reported that the stewards working group is following closely all issues identified at the championships and even issues which may have gone public. E.g. there will a proposal put forward during this meeting to have a specific rule in Annex A to cover issue of abusive behavior of a pilot at competition. Also, real time tracking is becoming an issue and has effect on competitive aspect of our sport. Therefore, the IGC will have a discussion on this matter later during this meeting. He concluded that there is a need to get more stewards available for our championships, as the group struggled to find a good number for this year's competitions. The IGC President added that he intends to draft a strong letter on a pilot behavior that happened during SGP Final in Chile. All organizers are volunteers and he has very little tolerance on abusing these people which give their free time to support our sport. He concluded that IGC will look at possibilities to strengthen its capability to protect the organizers.

6.3 Working Groups

6.3.1 Championship Structure (Mr. Peter Eriksen)

Mr. Eriksen briefly recalled past activities. The working group spent a lot of time in 2016 discussing various options but did not reach an agreement. Therefore, he asked the Bureau for guidance. Following the Bureau discussion, the group had only a limited activity. The IGC President added that this group was considered as a temporary structure and its purpose was to have a look where we have been, where we are now, and where we go with our

primary product…World Gliding Championships and classes. The work has generated some proposals thus, the work of the group has concluded.

6.3.2 Safety (Mr. René Vidal)

Mr. Vidal referred to the written report on group past activities and presented statistics and analysis of the IGC safety data, now containing all accidents at major IGC events (35 in total). All of them were classified in accordance with a common classification scale. The main issues (represent 60% of ALL accident/incidents) are:
- Hard landings (outlandings and field landings: 32 %
- Final stage (final glide, approaching etc.): 14%
- Flying gaggles + mid-air collision: 14%

There is a 60% decrease in the average number of accidents and incidents since 2012, which means a reduction of 73%. The WGC, Junior WGC and EGC are the highest rated in terms of accidents/incidents in contrast to SGP Final, Women WGC and Pan-American Championships are the lowest rated. All three fatal accidents (8 years, 35 major championships) happened in mountain regions. The group recommends continuing gathering information from reports and flight analysis, to establish strategies to reduce incidents and accidents, focused on most relevant issues (flying gaggles, mid-air collision, hard landings), to share statistics and proximity analysis with pilots and, to continue developing behavior´s survey during briefings at the competitions. He concluded that reduction of accidents/incidents and the behavior change shows that the main goal of moving to a Safety Culture is on its way.
Mr. Bjørnevik (Norway) commented that statistics with accident per competition does not always work, because e.g. SGP has approximately 1/5 the number of pilots compared to WGC or EGC. He suggested to consider number of flight hours. Mr. Georgas responded that SGP is a series with ~150 pilots per year. Mr. Rutkowski proposed that only international competitions be counted in the statistics, with a rationale that if QSGP would be included then also national championships should be included. The IGC President responded that statistics is about IGC competitions and that IGC has no resources to get data from outside. Mr. Rutkowski clarified that including Qualifying SGP event is misleading, because there is a difference between the final and qualifying SGP events, and therefore these data should not be compared with other conventional competitions. Mr. Spreckley concluded that the group will try to work on causes of accidents in order to try to address them.

6.3.3 Scoring Software (Mr. Angel Casado)

Mr. Casado reported that all information is included in the written report and mentioned two proposals as outcomes that are presented to the IGC Plenary, one from Spain and from the Working Group.

6.3.4 History Committee (Mr. Peter Selinger)

Mr. Selinger referred to the written report and asked the Delegates for help with history data for three documents as in the report. The missing information will help to understand history of the IGC or its predecessor called CIVV (Commission Internationale de Vol à Voile) or CVSM (Commission de Vol Sans Moteur). The IGC President urged the IGC Delegates to help in getting the missing information if it is available.

6.3.5 Country Development (Mr. Alexander Georgas)

Mr. Georgas mentioned that there was no written report this year because of his engagement with the Sporting Code Committee.

6.3.6 IGC Media (Mr. Brian Spreckley)

Mr. Spreckley mentioned that there are two proposals that will be discussed later during the meeting.

6.4 IGC Representatives

6.4.1 CASI Report (FAI Air Sport General Commission) (Mrs. Marina Vigorito)

Mrs. Vigoritto referred to the written report on CASI activities and highlighted the work of the role of Jury President, where conclusion was that he/she cannot cancel the competition because the contractual agreement is between FAI and the organizers. As a consequence, Annex A needs to be corrected. Mr. Leinikki, representing FAI however clarified that Jury President can remove the sanction and clarified in reply to question from Mr. Cubley that it means that if the organizer decides to continue, the event will not be official event of FAI. The IGC President expressed gratitude to work of Mrs. Vigoritto for her work at CASI on behalf of IGC.

6.4.2 EGU/EASA (Mr. Patrick Pauwels)

Mr. Pauwels provided update to the written report, in which he mentioned EGU recent activities like successful EGU Congress 2018 and status of ongoing European regulatory activities. In particular he mentioned that that Part DTO (Declared Training Organization) will allow for extra opt-out for gliding until 2020, Part-OPS (Operations) and Part-FCL (Flight Crew Licensing) are being developed by EGU and, that there is an upcoming opportunity for gliding federations to become qualified entities to conduct regulatory activities on behalf of the authorities. Finally, he appealed that EGU needs more members to cover the workload and welcomed Hungary as their most recent member.

6.4.3 Environmental Commission Report (Mr. Bernald Smith)

Mr. Sheppe conveyed apologies and message from Mr. Smith for not being able to attend the IGC Plenary meeting. Mr. Smith believes that the Environmental Commission is doing important work and that IGC should be searching someone who can carry this work further.

6.4.4 FAI Medical Commission (Dr. Jürgen Knüppel)

Dr. Knüppel distributed a written report which mentioned contribution on medical matters to OSTIV safety panel and cooperation with Perlan project (one representative). He added that whenever there is work on safety, the old OSTIV medical papers are valid and are still available at the OSTIV web page. He concluded by a plea for delegates to ensure the athletes have a good insurance when traveling, covering at least the local medical care and repatriation as those may cost a fortune. He suggested they visit the Olympics page on how athletes are covered. The IGC President added that IGC needs to ensure that officials are well covered and thanked to Dr. Knüppel for highlighting it.

6.4.5 On-Line Contest Report (Mr. Christof Geissler)

Mr. Geissler referred to the written report and indicated that he has nothing to add to what is in the report.

6.5 IGC Specialists

6.5.1 Trophy Management (Mrs. Gisela Weinreich)

Mrs. Weinreich referred to the written report and its Annexes containing set of information and rules of IGC – FAI Challenge Cups. The IGC President expressed his gratitude to Mrs. Weinreich for her work on collecting information about the IGC Trophies.

7. Championships (Mr. Peter Eriksen)

7.1 Reports from Past Championships

Mr. Eriksen provided a brief introduction and review. He reminded that for past championships, the Jury President's or Chief Steward's reports were made available to the relevant committees and the IGC Bureau. The reports were not presented and there were no remarks to their content presented at the meeting. There were no remarks from the Plenary There were no remarks to any of the below listed competitions under (agenda items 7.2.1 – 7.2.5).

7.1.1 2nd FAI World 13.5m Class Gliding Championship, 2017 Szatymaz, Hungary
7.1.2 9th FAI Women's World Gliding Championship 2017, Zbraslavice, Czech Republic
7.1.3 10th FAI Junior World Gliding Championships 2017, Pociunai, Lithuania
7.1.4 19th FAI European Gliding Championships 2017, Moravská Třebová, Czech Republic (Club, Std., 20m)
7.1.5 19th FAI European Gliding Championships 2017, Lasham, UK (15m, 18m, Open) (Standard and 15-Meter Class with handicaps)

7.2 Reports about Future Championships

Mr. Eriksen introduced the agenda item. For future championships, general information is made available through the Bulletins; only items requiring action or special attention from the Plenum were presented.

7.2.1 35th FAI World Gliding Championships 2018, Příbram[2], Czech Republic (18m, 20m, Open)

Mr. Kluger from the Czech Republic invited all teams to participate at the Championships. He mentioned that unfortunately Annex A does not allow two 20m Two-seat class gliders from one nation at the WGC and urged IGC to consider it in the future (there could have been 10 more participating gliders at the event). The IGC president responded that such proposal could be considered in the future. Mr. Foltin from Slovakia added that the current rules allow two entries in the 20m two-seat class at the continental championships.

7.2.2 35th FAI World Gliding Championships 2018, Ostrow Michalkow, Poland (Club, Std., 15m)

[2] Post meeting note: The FAI World Championships 2018 have been moved to Hosín, Czech Republic.

Mr. Rutkowski reported that all preparations are according to schedule.

7.2.3 The 3rd FAI World 13.5m Class Gliding Championship, 2019 Pavullo, Italy

Mrs. Vigorito reported that the organizers are ready to accommodate any outcome of the discussion on future of the 13.5 meter class and asked the delegates to approve a new Competition Director Aldo Cernezzi and new dates 1-14 September 2019. Both changes were approved by the Plenary.

7.2.4 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary

Mr. Gyöngyösi asked the delegates to approve new dates 28 July – 10 August 2019 due to overlap with dates of the EGC in Prievidza. The IGC Plenary approved the change.

7.2.5 10th FAI Women's World Gliding Championship 2019, Lakekeepit, Australia

Mr. Cubley referred to the written update where it was proposed to change the dates to 3 – 18 January 2020. Furthermore, the organizers confirmed that they intend to run three classes, but will ask for provisional entries in late 2018 in order to ascertain numbers before making the final decision. Mrs. Kuijpers (Netherlands) commented that the pilots would like to know which classes will be held and wondered why the decision is postponed to the end of 2018. She added that there are some pilots who are not willing to fly in a class with only 10 pilots. Mr. Cubley confirmed that that the intention is to hold three classes as in the bid and if entries will be insufficient e.g. in club class the organizer will run only two classes. However, if the number of entries per class will be sufficient number according to the rules (5 NACs and 10 pilots) then organizers will hold the championships in three classes.

7.2.6 36th FAI World Gliding Championships 2020, Stendal-Borstel, Germany (18m, 20m, Open)

Mr. Eriksen mentioned that that the current dates collide with dates of the WGC in France. Also, the dates of WAG in September are quite close. Therefore, the only option is to move the WGC in Germany one week earlier. Following that Mr. Geissler informed the delegates about preparations for the event, i.e. that WGC slogan will be '*100 years of competitions in gliding*' commemorating the first 1st competition in this format at Wasserkuppe in 1920. He reported that organizing committee is established and added that there should be training opportunities already in 2019 during the German nationals (two separate classes). On a regulatory side, the 8.33 VHF channel spacing will be required on all gliders. Furthermore, the organizers intend to assist with acceptance of non-EU glider pilot licenses already during the registration process. The IGC President asked about mixed class at the German national championships: Will it be at the same class as for the national championships? What will organizers do if there are too many foreign pilots? Mr. Geissler asked the nominated Championships Director to answer: The international pilots will fly along the national championships, but in a separate class.

7.2.7 36th FAI World Gliding Championships 2020, Châlons-en-Champagne, France (Club, Std., 15m)

Mr. Eriksen reassured the delegates that he will speak to French organizers about the change of dates.

7.2.8 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)

Mr. Rutkowski informed that preparations are working well, that office containers will be available to the teams and, that the national championships open to foreign pilots will take place at Turbia in 2018. He concluded that no problems are foreseen. Mrs. Vigorito asked whether the 8.33 radio will be mandatory. Mr. Rutkowski confirmed that it is be mandatory as in all EU and that the Polish authorities may exempt only aircraft registered in Poland. Mr. Foltin from Slovakia clarified the applicable airspace and airworthiness requirements in the European Union. Mr. Eriksen (on behalf of Denmark) suggested that there could be a possibility to assign specific 25 KHz channels for international pilots.

7.2.9 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)

Mr. Foltin from Slovakia informed about preparations, which are progressing according to plan. There will be numerous training opportunities for international pilots to fly competitions in Slovakia during 2018 - 2019 and there will be also a possibility to use other dates for individual training at the Championships venue.

7.2.10 3rd FAI Pan-American Gliding Championships 2019, SW Ontario, Canada (18-Meter and Handicapped Classes)

Mr. Stieber from Canada informed that Pre-PAGC will be organized this year and the dates are in the report.

7.3 Approval of Competition Officials (Terry Cubley)

All nominations were accepted at once.

7.3.1 Approval of Officials for 2018 Competitions

The following FAI/IGC officials were approved for competitions in 2018:

a. 35th FAI World Gliding Championships 2018, Příbram, Czech Republic (18m, 20m, Open)
Chief Steward: Robert Danewid (SWE)
Steward: Enrique Lippe (ARG)
Jury President: Rick Sheppe (USA)
Jury Members: Bob Bickers (UK) Jaroslav Vach (CZE) both remote

b. 35th FAI World Gliding Championships 2018, Ostrow Michalkow, Poland (Club, Std., 15m)
Chief Steward: Lasse Virtanen (FIN)
Steward: Bruno Ramseyer (IRL)
Jury President: Marina Vigorito (ITA)
Jury Members: Juha Silvennoinen (FIN), Wojciech Scigala (POL) both remote

7.3.2 Approval of Officials for 2019 and 2020 Competitions

The following FAI/IGC officials were approved for competitions in 2019-2020:

a. 3rd FAI 13.5m Class World Gliding Championships 2019, Pavullo, Italy
Chief Steward: Brian Spreckley (GBR)
Jury President: Bob Bickers (GBR)

b. 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary
Chief Steward: Christof Geissler (GER)
Jury President: Juha Silvennoinen (FIN)

c. 10th FAI Women World Gliding Championships 2019, Lakekeepit, Australia
Chief Steward: Frouwke Kuijpers (NED)
Jury President: Marina Vigorito (ITA

d. 36th FAI World Gliding Championships 2020, Stendal-Borstel, Germany (18m, 20m, Open)
Chief Steward: Robert Danewid (SWE)
Jury President: Eric Mozer (USA)

e. 36th FAI World Gliding Championships 2020, Châlons-en-Champagne, France (Club, Std., 15m)
Chief Steward: Frouwke Kuijpers (NED)
Jury President: Peter Ryder (GER)

f. 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)
Chief Steward: Dick Bradley (RSA)
Jury President: Angel Casado (ESP)

g. 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)
Chief Steward: Patrick Pauwels (BEL)
Jury President: Peter Ryder (GER)

h. 3rd FAI Pan-American Gliding Championships 2019, SW Ontario, Canada (18-Meter and Handicapped Classes)
Chief Steward: Renato Tsukamoto (BRA)
Jury President: Rick Sheppe (USA)

Guest speaker: Angel Casado - Glider Tracking Challenges on competitions

Mr. Casado started with outlining three focus areas of his presentation i.e. how is the live tracking changing strategies at the competitions; Challenges for live scoring; and some issues linked with tracking, visibility and drones. He initially presented the overview of available technology (10 technical solutions) and efforts aiming at combining all the positions into a single presentation, which was successful at the SGP Final in Chile. Within the second area he mentioned that technology is now available and there are positive consequences like organizers knowing position of all gliders, improved publicity and 2D or even 3D presentations. However, there are also challenges e.g. everyone can know the position of each other and the tracks are marked with colors showing the thermals which we will see soon integrated in the cockpits. Therefore there is natural conflict between the live tracking for public and current rules and associated tactics. Moreover, new challenges are on the horizon (e.g. LIDR radars, Big Data) that will allow for full thermal maps based on flights records and weather to be used by the pilots. Finally, there are also external developments that could not be ignored like those related to visibility of gliders and, the evolutions in the drones segment, where the authorities and drone manufacturers have a role. There are also the other considerations (e.g. security, police) interested in knowing position of drones. Mr. Casado concluded that IGC needs to adapt to the new situation and change the rules, including implementation of the real time scoring.

Strategic discussion (Open forum): On use of real-time data available to teams (e.g. FLARM, weather, etc.) for pilot tactical decisions at IGC competitions

The IGC President Eric Mozer introduced the discussion and highlighted its importance for the future of our sport. Then he mentioned that the IGC dealt with the issue in the past through a delay of presentation of glider positions. He asked: Can the information be encrypted in such a way that it would be only available to the organizers? Mr. Casado: Yes, it is possible, but the question is how to ensure that someone else will not create a parallel tracking means. Mr. Leinikki from FAI: What do you think will happen when 10.000 paragliders will join OGN (Open Glider Network)? Mr. Casado: I initially thought that the OGN will collapse with 100 stations, but the technology has evolved and OGN now uses 1.000 stations without a problem and, even a part of the technology is provided by the FAI. Mr. Spreckley from UK: Who pays for the technology? Mr. Casado: The cost is born by the one who installs the antenna. OGN is a cooperative organization and the resources are for everyone. Mr. Spreckley: Is there a risk of the OGN commercialization as the system grows? Mr. Casado: There is always such a risk. Mr. Bjørnevik from Norway: How many systems are used for the OGN? Mr. Casado: OGN is only a few systems that run by a dozen of people. Prof. Peter Ryder, the IGC President of honor: What frequency channels are used by the OGN? Mr. Casado: OGN utilizes 860 MHz public channel with some restrictions. It can use it for a max 1% of the time and only with a limited power. The OGN Trackers respect these rules as well as the FLARM, but the PowerFLARM is using higher power setting. Mrs. Kuijpers: Some pilots are switching FLARMs off or use the antenna switch to stop transmitting. When would be the OGN tracking devices available for the IGC competitions (~ 150 pieces)? Mr. Casado: If pilots prefer not to be followed at all, they could not be located in case of accident/incident. It is the pilot's decision, which cannot be controlled. However, it is possible to detect a sudden loss of signal, which is suspicious and it could mean that someone is doing something wrong with the transmitter. In response to trackers availability, in a semi-industrial way it would cost in a range up to 100 €. Mr. Geissler from Germany: That would be impressive, in such a case the OGC would be used very much. If we are going to rely on the OGN, how we can control it? M. Casado: There is no company, it is fully cooperative arrangements of a few persons (7-10) who contribute with 90 % of all efforts. We could think about giving up some of the control to the FAI. It is up to us. Mr. Spreckley: Our principal concern is the effect on our championships. Pilots complain that the sport is not as it should be. We need to take these concerns into account. There are two information to be considered, one that is available to pilot on board and another one is the external information available to teams on the ground. We should start addressing the latter. Mr. Bjørnevik: We have a new sport now, one pilot in the plane and 10 pilots on the ground. Mr. Cubley from Australia: We are in a transition phase that is the concern. Once we have the OGN trackers available and working we would be more in the control and the pilots will get used to it. It may change our sport, but at the moment only a few teams have a capability to make a good use of the information that is available. Small teams cannot follow these developments. We need to address this gap. The concern is that people will start to switch the FLARM on and off all the time. We need to find a way to control the situation. Mr. Casado: One clarification, the OGN trackers can live in parallel with the FLARM. If the tracker would be off, we can see what has happened (the reason). The tracker power is 5 time more than the FLARM. Also, I do not agree that the best organized teams will get an advantage when we will use own trackers. There is also no much difference on the computing power. Mr. Peter Eriksen, the IGC secretary of honor: There is a way ahead, i.e. to use the FLARM or trackers for online scoring. Also, we should be able to award pilots taking risk for departing early. Mrs. Vigorito from Italy: From the Jury perspective, there is a need for a clear statement in the rules to cater situations when the pilot switched it off intentionally or it is just a power supply problem. Mr. Georgas from Greece: The current rules do not foresee the pilots to carry FLARM, so anyone can switch it off without any record of

that. Tracker would have such a function. Mr. Bradley from South Africa: I accept this is the future which will change our competition. But the current rules do not allow external help. It does create a disadvantage in a significant way. We can get around it if asking the pilots to sign the document that the external help is not allowed by the rules. Mr. Spreckley: For clarification, the Annex A has some rules on the external help, but it does not apply for a cooperation between the pilots flying the same competition. Mr. Strachan, the GFAC chairman: There are many flight recorders approved by the IGC and there a technical possibility to link FLARM with the recorder. Mr. Spreckley: However, the FLARM is not mandatory. Mr. Motuza from Lithuania: One can think the discussion is about future, but it is reality. We could see it at the Junior WGC, features like online average speed, identification of the highest climb rate at the moment. Team captains can have access to and use such information. This is not a problem, but an opportunity. We were aiming for this by inventing expensive trackers, now we have them. We have all information online. We should consider this. We need to create more drama for the followers on internet to attract more audience. Event market should be considered to allow for a hidden start, no one would know whether the pilot has started or not. This would create a story. Mr. Rutkowski from Poland: Regarding the penalization of interruption of transmission, how we could control it? Mr. Casado: The idea is that the tracker will be transmitting the data which will be also stored in the memory and the latter will be used for the final score. However, we need to build in all necessary security as it was for the GNSS FR. Mr. Georgas: It depends on us on to provide tracker for the scoring, to recognize the technology and look for an opportunity how to use it for our sport. It is important to keep it as a sport for individual pilots rather than a sport for big teams. Mrs. Kuijpers in reaction on Lithuania and Greece: It is a challenge and also an opportunity. We are the ones who could change the rules, we must not discuss it too long, we should decide. Cockpit data are important, but could be less important in the future. We have to consider extra bonuses or awards. It is important too, the pilots like it. And the competitions must remain fun. I invite all to think about it and make proposals to the IGC. The challenge is here. Mr. Guerin from France: We should be careful about the possibility for pilots to turn their FLARM off, but unfortunately that option exists already today and everybody can see it happening live. However, the competitiveness of contests remains. Killian Walbrou won in Benalla because he was first at the first and also the last turning point. Also, Wolfgang Janowitsch finished first flying alone in Lasham. It is not a real concern, still the best pilots will win. Mr. Vidal from Chile: Could we eliminate the external aid, if pilots will be made aware it is forbidden? Mr. Fila from Sweden: The power of the data disappears with time. Once received on the ground, it could be already obsolete. How to manage it? We need to adapt our rules that use of the data is not encouraged. Mr. Leinikki from FAI: Regarding the early bird bonus, some organizers use a very complicated algorithm and that makes it very complicated for audience. Mr. Wolfgang Weinreich, The FAI President of honor: The past is repeating, the pilots will always find a way around. Indeed, the watching of online tracking was very interesting for the crowd on the ground at Zbraslavice. However the technology needs to be adjusted for that specific purpose. Mr. Spreckley: There are one or two options available. A number of people suggest that the benefitting from data should cost. One option is to make the rules so not to allow data to pilots at all or, we should be looking for modifications of the rules so we would be able to reflect the benefit of data in our scores. Mr. Motuza: We have a mix of tasks. There are not only two but three options, e.g. a competition without transmitting a signal like they do it at the general aviation navigation competitions. Mr. Spreckley: The question is about the objective of gliding sport: Should it be for individual pilot? The answer would give a clear signal on a way forward and we also need to find a way forward in our rules. Mr. Rutkowski: We have also the country ranking list, so the sport should not be a purely individual, but a combination of both. One cannot compete as a single pilot in a serious competition today. The IGC President Eric Mozer thanked to Mr. Casado and concluded: I encourage everyone to have a frank and

open discussion on opportunities this new technology brings. It was a very interesting discussion. We will certainly use the open fora in the future.

7.4 FAI World Sailplane Grand Prix Championships (Mr. Brian Spreckley)

Mr. Spreckley reported on the SGP developments since the last IGC Plenary meeting (items 7.4.1 – 7.4.4). He recalled the SGP objective “To showcase our sport to a wider audience”.

7.4.1 Report on 8th series (Mr. Brian Spreckley)

The main milestones during the 8th Series were related to use of the OGN trackers, SGP team development, and introduction of “Race Highlight” videos. 140 pilots competed in 9 National SGP events and the Final SGP during the period from December 2016 to January 2018.

7.4.2 SGP Final 2017, Vitacura, Chile (Mr. Brian Spreckley)

In addition to written SGP Final report Mr. Spreckley presented statistics about online audience that has nearly doubled since the SGP Final at Vareze. It was for the first time that a digital pen was used to visualize the live commentary. The event also triggered a number of gatherings in gliding clubs to watch the final race of the competitions as evidenced through a group photo competition launched by the SGP team.

7.4.3 Progress for 9th and 10th series (Mr. Brian Spreckley)

There are 9 national events planned from January to July 2018 and the SGP Final in La Cerdanya, Spain in June 2019 planned for 9th Series. The rules will be reviewed and amended with feedback from pilots and organizers as usually. The following changes will be considered: Qualification for the final in Series 9; Start penalty and height procedure; Wing loading limit versus mass limit; Finish height penalty.

The 10th Series will start in June 2019 and will last until September 2020 when the SGP Final will take place at the WAG 2020. The deadline for bids is 31 September 2018 (bid guidance is available on SGP web page www.sgp.aero). The 10th Series objectives will be: Series partner; live scoring; In-flight live film transmission.

7.4.4 SGP Management (Mr. Brian Spreckley)

Mr. Spreckley concluded that the FAI/SGP needs commercial management. The questions are: Who it should be? If not within IGC should we sell the series?

The IGC President Mr. Eric Mozer opened the discussion. Mr. Motuza: The SGP is competition for private pilots, because they do not need to go through the national team qualification process and are able to qualify to the SGP Final directly. Mr. Spreckley: Yes, that is correct, but they still need a sporting license issued by the NAC. Mr. Motuza: We talk about commercialization of the SGP already several years. Mr. Vidal from Chile: From an organizers perspective any negative publicity of the event is unfair in comparison to the job done and associated benefits for the organizers. We have to consider what impact it may have on our sport.

7.6 Presentation of Bids for Future Championships (max. 10 minutes each)

The bids were presented in countries’ alphabetic order.

7.6.1 37th FAI World Gliding Championships 2021 (18m, 20m, Open)

- Montluçon (LFBK), France

- Matkópuszta (LHMP), Hungary

- Ostrow (EPOM), Poland

7.6.2 11th FAI Women's World Gliding Championship 2021

- Lisie Katy (EPGI), Poland

- Santa Cilia (LECI), Spain

- Husbands Bosworth, UK

7.6.3 12th FAI Junior World Gliding Championships 2021

- Wiener Neustadt (LOXN), Austria

- Tabor (LKTA), Czech Republic

- Leszno (EPLS), Poland

7.6.4 21st FAI European Gliding Championships 2021 (Club, Std., 15m)

- Pociunai (EYPR), Lithuania

7.6.5 4th FAI Pan-American Gliding Championships 2021

- Luís Eduardo Magalhães (SWNB), Brazil

7.7 Question to all bid presenters

Mr. Cubley: Do you offer discounted entry fee to overseas pilots? All bidders replied negatively. However, the bidders from the Czech Republic (Tabor) offered 3 free take-offs discount for all overseas competitors and bidders from Lithuania (Pociunai) offered unspecified discount for overseas pilots. Mr. Geissler (to France): The bid mentions a compulsory insurance; can you explain it? Mr. Guerin: There is no need for a special insurance, the usual one would be sufficient. Mr. Geissler (to UK): Should we expect any complications with Brexit[3]? Mr. Spreckley: The organizers are absolutely certain there will be no complications related to Brexit. Austria reported that unfortunately they have not got yet an approval from the authorities on the proposed venue. Mr. Sheppe (to PAGC) Will the organizer offer enough standard class (monotype) gliders for rent? Ms. Caselato from Brazil: Yes.

8. Proposals requiring voting (Eric Mozer)

[3] The UK is in the process of leaving the European Union.

Unless specifically mentioned in the minutes, Year-2 proposals endorsed by the meeting will be valid and included in the FAI Sporting Code from the 1st October 2018.

8.1 Year-2 Proposals

8.1.1 Change of the 1000 Point Distance Requirement (Annex A Committee)

The proposal affects Sporting Code 3, Annex A, 8.4.1a and 8.4.2a:

To change the distance required for 1000 points to:

13.5 Metre and Club class	*250 km*
Standard, 15 Metre, and 20 Metre Two-seat classes	*300 km*
18 Metre and Open classes	*350 km*

In addition, analogous to the change of the minimum distance for a 1000 points day, the minimum distance of 100 km (Dm) should change into:

13.5 Metre and Club class	*100 km*
Standard, 15 Metre, and 20 Metre Two-seat classes	*120 km*
18 Metre and Open classes	*140 km*

Mr. Sheppe briefly introduced the proposal, which was the same as the Year-1 proposal.

Votes for: 34, against: 2, abstentions: 0

Repeated[4]: Votes for: 35, against: 0, abstentions: 0

The proposal was adopted.

8.1.2 Definition of Silver distance (Sweden)

The proposal affects Sporting Code 3, definition of silver distance in 2.2.1.a and as a consequence introduction of a new flight term “launch point” in 1.2.:

It is proposed to change the wording from “a straight distance flight of at least 50 km from the release point” to “a straight distance flight to a way point that has a distance of at least 50 km to both the release point and the launch point”.

This makes it necessary to add a definition of the launch point to section 1.2, proposed as follows: “LAUNCH POINT 1.2.13 The WAY POINT where the glider is positioned for launch, found as the last FIX prior to the glider attaining non-zero ground speed with the intention of getting airborne.”

[4] Vote was repeated at the end of Agenda item 8 due to incorrect presentation of the proposal the first instance.

Mr. Georgas, the chairman of the Sporting Code Committee, commented that the significance of the Silver Distance is that it is the first cross country achievement. Therefore, it should be simple. The Committee could not support the proposal due to its complexity and is of the opinion that would be a move in wrong direction. Mr. Spreckley from the UK proposed following amendment:
"a straight distance flight of at least 50km to a way point that has a distance of at least 50km to the release point or a start point."
He added: We believe that the statement that the silver distance has become a flight of 2x25km has no foundation. The 50km flight is the first cross country qualification and has most relevant to the local club environment. The rule must be as simple as possible to allow local club instructors and observers the maximum flexibility to conduct the flight in a fashion that is appropriate to the club environment. Adoption of the amendment dispenses together with the requirement to define the "launch point" further complication of the sporting code.
Votes for the amendment: 12, against: 20, abstentions: 4
The amendment proposed by the UK was lost.

The discussion on the original proposal from Sweden continued. Mr. Stieber from Canada: The distance needs to be true 50km from the home field. Mr. Howard Mills from Germany: There are clubs where the silver distance is a problem. The proposal may force pilots to go flying somewhere else. Mr. Rutkowski: If there are such locations, the silver distance could be done on several attempts, not necessarily during the first flight.
Votes for: 26, against: 7, abstentions: 2
The proposal was adopted.

8.1.3 Move of FR technical requirements from SC3 (SC3 Committee)

The proposal affects IGC Internal Regulations paragraph 2.9, SC3 rules regarding Fix sampling rate, Required FR calibration time period and Additional HAFR requirements.

It is proposed:
To replace the current 2-year process for changes of technical requirements for flight recorders in SC3 with the following process:
1. Bureau or GFAC makes a request for a change in the rule. In the event that GFAC is requesting such a change, the Bureau must approve the request
2. GFAC proposes the recommendation for the requirement change
3. Sporting Code Committee drafts the new rule language
4. IGC Bureau approves the rule change
5. Rule change is adopted in the following publication of SC3 or upon recommendation of the Bureau, immediately, if there is a significant reason to safeguard the integrity of the rules.
This procedure will only apply to technical requirements for Flight Recorders (FRs), not procedures involving how pilots and OOs use FRs to document flights.

Mr. Georgas introduced the proposal and added that the technical requirements may change in time. Therefore, it is proposed to remove them from the normal approval process. The IGC Bureau and the experts could deal with them.
Votes for: 34, against: 1, abstentions: 1
The proposal was adopted.

8.1.4 Control and use of multiple FRs (SC3 Committee)

The proposal affects

The proposal is following:
Current SC3 rules regarding the interpretation of flight evidence from multiple FRs for Badges and Records be replaced by the following set of rules:
1. All FRs in the glider during the flight will be considered in documenting a soaring performance.
2. If the pilot wishes that one or more FRs be excluded from consideration, they will make a declaration to the OO pre-flight, documenting the devices to be considered as controlled for the flight.
3. If there is any ambiguity in the declaration as to which devices should be considered as controlled, all the devices in question will be considered as controlled.
4. IGC files from all controlled devices in a flight must be submitted with a claim to a sporting performance. If the claim is for a Silver Badge or Gold Badge performance, the OO may choose to submit IGC files from the FRs they consider as adequate for the documentation of the claim, provided there is no reason to suspect that additional IGC files contain evidence that would invalidate the claim.
5. Data from any of the controlled FR IGC files may be considered by the validating authority in examining whether the claim to the sporting performance is valid.
6. For every IGC file submitted, the coordinates of the declared way points must either be the same as listed in other IGC files or may be blank. The names of way points are not taken into consideration. Should there be a mismatch of declared way points, any claim to a performance requiring the declaration of way points is invalid.
7. Should there be a mismatch between elements of the declaration relating to the identity of the pilot, crew or glider associated with the performance, the OO can supply additional evidence as observed in their monitoring of the flight to clarify any ambiguity which might otherwise invalidate a flight claim.
8. Where it is allowed for PRs to be used, all above rules applying to FRs with relevance to PRs will apply to these devices as well.

Mr. Georgas introduced the proposal and also the intentions behind it which are to make simple rules for the work of Official Observers. Furthermore, the proposal introduces the principle that the badges and the records should not be bureaucratic for pilots thus should be as simple as possible. Mr. Casado: Would it apply only to the badges and the records (not for the contests)? Mr. Georgas: Yes. Mr. Spreckley: There is a need to clarify whether the IGC approved FR is necessary. Mr. Georgas: The Sporting code is clear on that aspect. Mr. Bjørnevik: Do all flights from all loggers need to be delivered? Mr. Georgas: There are two paths, if it is the record, the FR declaration is needed, but that is not required for the badges.

Votes for: XX, against: YY, abstentions: ZZ (*exact vote numbers missed*)
Proposal has been adopted.

8.1.5 Correct table of badge and record requirement errors (SC3 Committee)

The proposal affects:
• In the table of Badge and Record Requirements, change “OK if declared as start/finish point” to “no” in the Release or MoP stop column.
• In the table of Badge and Record Requirements, change the “declared” column of the Max # of TPs to “0” from “3”

It is proposed:
1. To specify that the release point (or stopping the Means of Propulsion) is not an option for starting a declared closed course task.

2. To specify that a Goal distance declaration has to contain only a start and finish and no turn points.

Mr. Georgas introduced the proposal and the discussion. Mr. Mills from Germany: The proposal is trying to solve errors and inconsistencies introduced by editing and conversions from the previous code and it should not be considered as the rule change itself but a summary of corrections. Mr. Sheppe from the USA proposed an amendment to delete part 2, which was not seconded by any delegate. Mr. Cubley: Can you explain why the proposal contains two parts, 1 and 2? Mr. Georgas: *input missed.* Mr. Fila from Sweden proposed to discuss parts 1 and 2 separately because it is not appropriate to discuss it together, which was subsequently seconded by other delegates.
Discussion continued on point 1. Mr. Mills from Germany: Original proposal is correcting errors. Now it looks completely different and it is change of its spirit. Mr. Cubley: Now the proposal is completely different and should be out of order.

Votes for the amendment as proposed by Sweden: 9, against: 23, abstentions: 3
The amendment was lost.

Discussion continued on the original proposal. Mr. Fila: I understand, as is already indicated in the text, that the proposal is about editorial changes (changed table). Mr. Georgas: Yes, if one never looked in the table. It was there for a number of years, but there were consequences some unwanted consequences. Prof. Peter Ryder: The actual proposal is in part 2. Mr. Georgas: That is correct. Mr. Eriksen: A year 2 proposal should contain exact text of the code, I am confused. Mr. Georgas: That is right, apologies for that.

Votes for: 33, against: 2, abstentions: 1
Proposal has been adopted.

8.1.6 Triangle distance geometry planning (SC3 Committee)

The proposal affects Sporting Code 3, 3.1.8 - Changes … “official distance“ to “course distance”.

It is proposed:
To examine the validity of an FAI triangle flight performance based on the claimed geometry of the planned leg lengths, as opposed to the final official distance after any possible deductions are made for Cylinder observation zones and height loss.

Mr. Georgas introduced the proposal.

Votes for: 34, against: 1, abstentions: 1
Proposal has been adopted.

8.1.7 Elimination of waypoint codes (SC3 Committee)
The proposal affects Sporting Code 3, 1.2.2 – to delete the last sentence of the waypoint definition.

It was proposed:
To remove the option of using a waypoint code published by an NAC in an electronic or paper declaration, requiring instead that all waypoints declared list the lat-long coordinates of the position.

Mr. Georgas introduced the proposal and added that the aim is simplification and removal of unnecessary burden.
The discussion: Mr. Spreckley: The proposal does not make it simpler. The GNSS FRs use the way point list, I cannot see anything making it simple. Mr. Bjørnevik: In practice, it will be in the GNSS FR either way. Mr. Strachan, the chairman of the GFAC: You need to have a code there as it is required by the GNSS FR. Also, it needs to be a national list of way points for that year. Mr. Georgas: I do not thing it is superfluous in principle. One thing that matters here is multiple FR etc., the typing errors should not make the performance invalid. It is a small procedural way to help in this. Mr. Cubley: This proposal removes the paper declaration. I cannot understand why we should do that. Mr. Georgas: There are some exceptional situations where this may not be the best solution, but in the vast majority of use cases it would be all right. We cannot address all details. Mr. Spreckley: Definition of the position is latitude/longitude, it is no dispute. When I am doing it I choose the turn point name not the coordinates, actually it is a burden. Mr. Georgas: Should the rules examine the numbers and names or, only the one (coordinates) is fine?

Votes for: 29, against: 5, abstentions: 1
Proposal has been adopted.

8.1.8 World Soaring Cup (IGC Bureau)

The IGC President Mr. Eric Mozer introduced the proposal as follows:
1. The WORLD SOARING CUP (WSC) is to be awarded annually to the IGC CHAMPION PILOT OF THE YEAR.
2. A Qualifying Competition is any FAI-sanctioned World Gliding Championship that becomes valid in a given calendar year. The IGC CHAMPION PILOT OF THE YEAR will be selected from the World Champions in all the classes in all Qualifying Competitions. The selection will be made after the date of the Closing Ceremony of the final Qualifying Competition of the calendar year.
3. In each class in each Qualifying Competition,
a. The World Champion's Final Score (FS) is the final score of the World Champion;
b. The Maximum Possible Score (MPS) is the sum of the winning scores of every valid competition day.
c. The World Champion's World Soaring Cup Score (CS) is: $CS = 100 \times FS / MPS$

4. Each calendar year, the World Champion with the highest WSC Score will be given the title of the IGC CHAMPION PILOT OF THE YEAR and awarded the WORLD SOARING CUP. Ties will result in Co-Champions.
5. The WORLD SOARING CUP will be awarded to the new IGC CHAMPION PILOT OF THE YEAR in January of the year following the performance resulting in the award of the WSC. The winner has the option of having the WSC shipped to him/her by FAI or receiving the WSC at the IGC Plenary meeting normally held in February/March.
6. The current IGC CHAMPION PILOT OF THE YEAR will surrender the WORLD SOARING CUP to the FAI Home Office in Lausanne on or before December 15 in the year he/she has held the WSC.
7. A historical record of the WORLD SOARING CUP will be kept in the FAI/IGC archives and every current and former IGC CHAMPION PILOT OF THE YEAR will be chronicled on the FAI/IGC website.

The discussion. Mr. Guerin from France: I am still not convinced, I do not understand the intentions behind the proposal, missing formula etc. The team cup formulas may have

several effects, both positive and negative. Mr. Fila: The proposal makes sense, I have no problem with it. Why not to have a special pilot of the year?

Votes for: 30, against: 2, abstentions: 4
Proposal has been adopted.

8.1.9 Combine Junior and Women WGC from 2021 (IGC Bureau)

The IGC President Mr. Mozer introduced the following proposal:
The IGC may also accept bids for a combined Junior and Women WGC in a single event starting from 2021. Such combined event will have two competition classes for each category, juniors and women.

The discussion. Mrs. Kuijpers from the Netherlands: Every delegate should have received my email on this matter, which is also linked to a late proposal to be discussed later in the afternoon. The Netherlands is against, because of the negative feedback from the pilots at the junior and women WGCs. According to them it is not a good proposal. The atmosphere at those two championships is completely different. It is not a good idea to combine them. Mr. Cubley: Australia is completely against, the current bids could offer a rather small competitions at smaller sites. We struggle to find juniors, we have one junior woman in the team and she may need to choose which event to fly, if both are combined. Mr. Mozer: I would like to clarify that the proposal states “may” and not “shall”. Mr. Casado: Spain is totally against, these are two different types of championships. If combined, some little countries may not be able to organize these kind of WGCs. Mr. Motuza: These event are too different based on the recent experience, the preferences of participants are different. The proposal would also affect the side events, which address a different community. The team captains and coaches are different too. Each group requires a different treatment. Mr. Rutkowski: The only problem is the number of classes, it could be difficult to manage and also more costly. Mr. Georgas: The proposal is well intended because of containing “may” instead of “shall”. Anyway, it could be superseded, because of the number of other proposals trying to solve the issue. Mr. Eriksen: Based on experience, it would be also difficult to manage it as the organizer.

Votes for: 2, against: 30, abstentions: 4
Proposal has been lost.

8.2 Year-1 Proposals

8.2.1 Calculation of speed points and distance points (USA)

The summary of the proposed new scoring system is:
The proposal is to give each pilot distance points or speed points, but not both. There are two steps:

1. *Calculate each pilot’s distance points and speed points as follows:*
2. *Give the pilot a score equal to his distance points or his speed points, whichever is greater.*

We justify the choice of 750 for maximum speed points as follows:
In the current system, the boundary between speed points and distance points depends on the number of outlandings. This creates the undesirable effects on tactics and the nonsensical reverse incentives that were described in last year’s proposal.
In addition to those undesirable effects, the doubling of the slope of the points/performance curve on a good day (from 10 points per percent of the winner’s speed to 20 points per

percent) creates a doubling of point spreads that has no effect on the placings. The pilots would be ranked the same if the points/performance curve had a constant slope from the bottom to the top of the scoresheet. In effect, finishers receive 666 distance points and share 333 speed points. On days with outlandings, the number of distance points can be much higher than 666.
Thus, in the current system, if we ignore the artificial doubling of speed points, pilots get something between 666 and 1000 "effective distance points," depending on the difficulty of the day.
So, in a system that uses a points-performance curve of constant slope, a maximum value of 750 distance points is not out of line with the current system.

Mr. Sheppe from USA introduced the proposal and its objectives: Reduce late start, Reduce gaggling, Increase reward for finishing every day, Encourage bold tactics and, Remove strange incentives. Then he explained and visually presented the consequences that proposal would have on the scores.

The discussion. Mr. Georgas: I am curious if we do not want luck factor in our competitions. The luck is linked to taking sporting risk, adapting to evolution of situation. Mr. Mogens Hansen from Denmark: I am not in favor of what has been just said by Greece. We have seen in history that there was only one finisher who in the end won the whole contest. (To originator) Please consider point differences (point spread) in the Year-2 proposal. Mr. Sheppe: The point spread is double in the current rule compared to the proposal. Mr. Georgas: We have had discussion on this last year. We should discuss the principles Instead of a detailed discussion (Year-1 proposal). We can rewrite it, the calculation is very complex. (To originator) Have you considered testing a similar system to the SGP system? Do you have such an example so the delegates could compare? Mr. Sheppe: Unfortunately, not. Mr. Eriksen: I respect the proposal, but I am not comfortable with it. Furthermore, the preparation of Year-2 proposal should not be dealt by the country initially proposing it, but by the Annex A Committee. Mr. Sheppe: The Annex A Committee will have an official opinion on this next year. Mr. Casado: I request to present the simulation for the last 10-20 years, because the devil is in the details. Otherwise, we may have unexpected problems in the future. Mr. Mozer: I welcome everybody to engage in this discussion, including simulation. Mr. Kristian Roine from Finland: There is a simulation software available as mentioned in the minutes of the IGC Plenary meeting 2017, item 8.2.2 (http://apps.nil.fi/new-scoring/).

Votes for: 36, against: 0, abstentions: 0
Proposal has been adopted.

8.2.2 Remove cylinder OZ deduction (SC3 Committee)

The proposal affects the Sporting Code 3, paragraph 1.3.6.

It is proposed:
To remove the deduction of 1km from the official distance of a performance for every cylinder observation zone claimed.

Mr. Georgas introduced the proposal and mentioned that it had created a number of debates both last year and within the Sporting Code Committee. He added: When you declare the performance, the FAI sector is decided once you have made the flight. The avionics cannot tell you the distance until the flight is completed. Question is: Is the cylinder an advantage of the sector? E.g. energy line beyond the TP may be in favor of the sector. Mr. Fila: Sweden is very much in favor of the proposal. Many pilots were disappointed of not completing the task

because they were scored e.g. 749,7km instead of 750 km due to small technical errors. Mr. Casado: I strongly support the proposal, because I had to reject the national records claims on two occasions. Mr. Mills from Germany: The current rule is well understood, one should not plan the exact distances. The answer is simple, the flight was not achieved. Also, it is about records, not contests. The German sporting committee suggested classic zones instead of cylinder. For the time I do not support this. Mr. Cubley: I have no sympathy to those planning wrongly, I agree with Mr. Mills and I would rather delete the cylinder. The proposal is not supported by Australia. Mr. Georgas: The motivation is to make the rules simpler. Mr. Stieber: Canada is opposed, there are many records done using the sectors and if someone flies the record he/she should be up to date with the rules. Mr. Casado: The problem is that onboard equipment is telling the pilots the flight is all right, but the post flight analysis shows that it is not. And then we (official observers) are the bad guys. Mr. Georgas: There is only one specific case of 100km triangle, which needs to be addressed. Mr. Spreckley: If the intention is to simplify rules, how does having as separate rule for 100km triangle is making it simpler? Mr. Leinikki from FAI: I cannot remember any record claim using the cylinders (all international records are handled by the FAI office). Mr. Mills: I second what Mr. Leinikki just said, but when using the cylinders we do not have the reduction. Mr. Georgas: If the IGC Plenary wants, we (The Sporting Committee) may have a look at it when preparing the Year-2 proposal. Mr. Reich on behalf of Germany: The intention is that the records could be flown also during competitions. Mr. Foltin from Slovakia: The issue seems to be more about the flights for diplomas than about the records at contests.

Votes for: 22, against: 13, abstentions: 1
Proposal has been adopted.

8.2.3 Eliminate landing certificate (SC3 Committee)

The proposal affects the Sporting Code 3, paragraphs 4.4.2e and 2.5.3b.

Mr. Georgas introduced the following proposal:
That the current requirement for a landing certificate be removed from the rules.

Votes for: 36, against: 0, abstentions: 0
Proposal has been adopted.

8.2.4 Simplify declared 3TP performance task (SC3 Committee)

The proposal affects the Sporting Code 3, paragraph 1.4.2f and Table of Badge and Record Requirements.

It is proposed:
To simplify the definitions of the declared 3TP performance by making the following changes:
1. The turn points must be claimed in the order declared
2. If a Sector OZ is claimed, its orientation is defined by the way points as defined in the declaration and not by any fix selected post-flight as the finish point
3. If the task is finished by selecting a fix post-flight, the distance claimed for this last leg should be calculated relevant to the declared leg applicable, rather than as the distance from the last claimed way point to the finish fix. The exact method of calculation of the distance might be one of the following (to be determined for year-two):
a. The distance of the applicable leg, minus the distance of the finish fix to the declared distance (as in Annex A)

b. The projection of the fix to the leg applicable, as declared
c. As in b, but with a maximum distance not exceeding the applicable leg, as declared
4. If a task is started from release, instead of from the declared start, the same formulation as in (3) is applied for the first leg.

The proposal was introduced by Mr. Georgas.
The discussion. Mr. Roine from Finland: The advantage of current situation is that it allows tasks not optimal for the weather but allows achieving of the record instead of a declared task. This is about how to set the task for the record and that is incredibly difficult. Mr. Georgas: I agree with everything said. The first point is what we want from the declared tasks. Depending on the answer we will know how to make it happen. The second point is the complexity of the task. Mr. Cubley: This approach looks like "call it a declared task" where there is actually no need to fly what was declared. Mr. Guerin: How it affects the free flights? Mr. Georgas: The current rules already allow free tasks, but this aspect will be considered when developing a Year-2 proposal.

Votes for: 31, against: 2, abstentions: 3
Proposal has been adopted.

8.2.5 Eliminate straight distance performance (SC3 Committee)

The proposal affects the Sporting Code 3, paragraph 1.4.2d and Table of Badge and Record Requirements.

It is proposed:
That the straight distance performance type be eliminated.

The proposal was introduced by Mr. Georgas who added: It is a record category that was cancelled years ago. The distance records are now ruled separately.

Votes for: 31, against: 4, abstentions: 1
Proposal has been adopted.

8.2.6 Change of definition of FAI 13,5 meter class (Lithuania)

The proposal affects the Sporting Code 3, Annex A, paragraph 4.2.1 part f.
Note: The proposal if adopted as Year-2 would not affect the class definition as in the Sporting Code 3

The proposal is following:
With the intention of giving more sport interest, space for innovations and safety to the class, we propose the following definition of the FAI 13.5 m Class:
- *Wingspan of 13.5 m;*
- *MTOW 350 kg.*

The proposal has been introduced by Mr. Motuza. He said: It is a very simple proposal. The small gliders nowadays in reality can fly very fast average cross country speeds. There is a necessity of changes, especially to accommodate the engines and to allow for a possibility for all pilots to fly them. Therefore, there is a need to increase the maximum mass. The proposal is based on the opinion on pilots flying in the 13.5 meter class. It would also help development of this class. Dr. Rolf Radespiel, the OSTIV President: The last year the IGC was calling for minimum safety standards for these gliders (ref.: Participating sailplanes must

comply with basic requirements to ensure safety and fairness of the competition). This proposal does not address this objective. OSTIV suggestion from the technical point of view is to add a slightly amended sentence i.e. “Participating sailplanes have to fulfill the minimum safety requirements”. Mr. Motuza: Yes, that is acceptable (by Lithuania). Voldemars Gavars from Latvia: I have started flying 13.5 meter miniLAK only last year. Before I have checked what is on the market, I have had a look at Silent. Unfortunately, the miniLAK is the only really available project. I am not lobbying for miniLAK or Blanik or Jantar or Ventus B, I have flown with all of them. I am lobbying for 13.5 meter class because now there is an opportunity to develop this class. Pilots who flew this class signed the proposal. Mr. Spreckley: The last couple of years a great time was spent on the wing loading limit in this class, in particular. Also, bearing in mind a result of accident in Vitacura, I believe the wing loading is a factor of safety. Therefore I prefer wing loading limit than the mass limit. Mr. Vidal: I am still lost in this class. It was created as a heritage of world class with the objective to bring more pilots to the gliding. We see the same pilots as in other classes and the gliders available are not inexpensive anymore. We are missing the main goal here. Mr. Guerin: Not sure if the 350 kg would reach a very high wing loading. Also, cannot see how it could be more dangerous than the current situation. Mr. Motuza: Please have a look at what pilots have signed. They are asking for 350kg MTOM. The GP14 has the smallest area and the wing loading 50kg/m2 which is like LS8. Mr. Foltin from Slovakia: The certification specifications typically use MTOM limit and not the maximum wing loading limits. The minimum safety requirements sentence as suggested by OSTIV and already accepted by the originator (Lithuania) are already included in the discussed proposal. Mr. Rutkowski: The wing loading could be issue in the mountains and in such a case it could be addressed through local procedures. Mr. Spreckley: It is not issue of the current gliders but the future ones. Do we encourage it? Mr. Foltin from Slovakia: Regarding the design of future gliders, we have to accept that “we do not know what we do not know”.

The amended proposal:
With the intention of giving more sport interest, space for innovations and safety to the class, we propose the following definition of the FAI 13.5 m Class:
- *Wingspan of 13.5 m;*
- *MTOW 350 kg.*

Participating sailplanes must comply with basic requirements to ensure safety and fairness of the competition.

Votes for amended proposal: 26, against: 5, abstentions: 5
Proposal has been adopted with amendment.

8.2.7 Delete communication of start times (Spain)

The proposal affects the Sporting Code 3, Annex A, paragraph 7.4.1.

Mr. Casado introduced the following proposal:
To delete completely ANNEX-A paragraph 7.4.7 Communication of Start Times if real time tracking is provided.

The discussion. Mr. Sheppe: I like the proposal very much. Mr. Fila: The requirement was introduced as a means for media interaction, but it did not materialize. Mrs. Kuijpers: We brought the requirement back during the IGC Plenary meeting in Papendal. The Netherlands can agree with the proposal, but organizers should have a live tracking capability if there will be no communication of start times. Mr. Casado: This amendment is accepted by Spain (originator). There was not further discussion on the amended proposal.

Votes for amended proposal: 32, against: 0, abstentions: 4
Proposal has been adopted with amendment.

8.2.8 Scoring programs (Spain)

Mr. Casado introduced the following proposal:
In order to improve the transparency on the scoring process, to mandate to the scoring program to print the checksum (aka message digest 5 – MD5) of the key elements of the computing process (Handicap list, configuration data, program itself, scoring script if exists, etc., …).
Those MD5 values will be printed along with the results of the day, so any change can be detected by the jury, stewards, CD or team captains comparing with the values of the previous days.
If any change on the MD5 values from previous days needs to be explained to everyone.

He added: The proposal is supported by Scoring Software Working Group. Scorers sometime change formula in the Software even without informing the competition director. Therefore, there is a need to have electronic signature and visibility of such changes to all. The software suppliers SeeYou and StrePla support the proposal too. Mr. Georgas: I support the intention. However, it should be included in Annex A because we do not have an official software program for the championships. Therefore, the requirement should be part of our rules, Annex A or other. Mr. Casado: Annex A requires publishing of results with the signature. Mr. Fila: This is about making sure that the software was not interfered and that could have an impact on any program used. The requirement should not be software specific and should be technology neutral. Mr. Casado: I totally agree. Mr. Leinikki from FAI: I understand the problem, but I fail to understand how the proposal solves the problem. Mr. Sheppe: The proposal is not suggesting addressing a dishonest motivation of scorers.

Votes for proposal: 34, against: 0, abstentions: 1
Proposal has been adopted.

8.2.9 Annex A starting procedure (France)

Mr. Guerin introduced the following proposal:
7.4.5.b. A pre-start altitude (MSL) limit must be imposed and shall be specified at the briefing. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized.

He then described the situations at the WGC in Benalla when pilots launched late were actually disadvantaged because they were unable to gain the same height as the other pilots who took off much earlier. The issue is visible in particular when the launching takes longer. Mrs. Vigorito: I suggest using ‘shall’ instead of ‘must’. Mr. Guerin: I agree. Mr. Eriksen: The proposal will not solve the problem; the CD may set the pre-start altitude so high that it would be useless. Mr. Guerin: There is an example of computation of the pre-start altitude, which aims at all pilots having the same period of time to reach maximum altitude. Mr. Fila: What about unsafe diving to record just 1 fix below the announced altitude? We may run into other problems. Mr. Guerin: There are plenty of days when the pre-start altitude does not need to be set, but sometimes there are situations which would require it. Mr. Casado: What would happen if the CD decides not to apply it or not to penalize it? Mr. Guerin: There will not be a valid start similarly like starting before the start line is open. Mr. Casado: I did not mean that, but a situation when the CD decides not to set the pre-start altitude at all. Mr.

Cubley: There is a rule in Annex A and it was used successfully. It is not for the start, but it requires a point below a defined altitude any time before the actual start of the pilot. Normally the altitude should be slightly above what is altitude of the clouds. Mrs. Kuijpers: I agree, it is useful rule especially in case of the wave conditions. It often happens that organizers do not set the limit and then some pilots may have an advantage. The Netherlands supports the proposal. Mr. Eriksen: No rule will compensate a bad Competition Director. There is also a possibility to delay the start line. We may overcomplicate the rule. Why to penalize severely for a few meters higher? Mr. Guerin: I agree, but some Competition Directors do not use this tool. Mr. Spreckley: I have the same concern Mr. Eriksen. We should rely on the stewards to look after it. Mr. Rutkowski: I second what Mr. Spreckley just said. We should wait positives and negatives before introducing it. It may create a higher workload for pilots therefore, there must be a good reason to introduce it. It should not be mandatory. Mr. Antti Koskiniemi from Finland: The argument presented is for unexpected weather, but the briefings could be several hours before the launches. Mr. Vidal: If it would be mandatory, the Competition Director may decide to set it very high thus making it ineffective. Mr. Guerin: The same applies in case of a late start line opening. It just prevents a few cases that happened.

Votes for proposal: 17, against: 17, abstentions: 1
Proposal has been lost.

8.2.10 IGC rules (incl. penalties) for proper visibility of all gliders of the Championship (Germany)

Mr. Geissler introduced the following proposal:
IGC is asked to define rules (incl. penalties) to arrange proper visibility of all gliders of the championship. Noncompliance must be penalized.

The discussion. Mr. Casado: The solution is going towards trackers. Mr. Geissler: The organizers may not have the right expertise. Mr. Sheppe of behalf of Annex A Committee: The presentation states that the proposal affects The LPs only but elsewhere it is mentioned that it will be reflected in Annex A, could you please clarify it? Mr. Geissler: A better solution should be applicable. Mr. Sheppe from USA: OGN does not exist per se, it would need to be in place before this proposal could be agreed.

Votes for proposal: 27, against: 6, abstentions: 2
Proposal has been adopted.

Mr. Casado proposed to help to draft a Year-2 proposal, which was gladly accepted by Mr. Geissler.

8.2.11 Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking (Germany)

Mr. Geissler introduced the proposal as follows:
IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking.

The discussion. Mr. Fila: While I understand the reason why this is proposed, I cannot see the physics. How can you forbid someone to have own receivers? Mr. Geissler: We see the way through the use of small OGN trackers which could be located away of pilots reach. Mr. Georgas: I like the aim of this proposal, but I have concerns to establish what a basic

purpose of FLARM means. Would Germany consider rewording to delete a reference to FLARM? Mr. Casado: The rationale behind is understood, but I am afraid we could not do anything about it. The solution is a tracker linked with the scoring. Then no one will be able to switch it off. Mr. Sheppe from USA: It is not about FLARM, but about the tracking. Mr. Vidal: I like to see the Year-2 proposal but I realize the issue is a bit tricky. Mr. Cubley: I agree with separating tracking/recording form the safety warning. Mrs. Vigorito: I suggest concentrating on the tracking side of the proposal.

Votes for proposal: 33, against: 2, abstentions: 0
Proposal has been adopted.

8.2.12 External aid to competitors as part of the rules (Germany)

Mr. Geissler introduced the following proposal:
External aid to competitors should become part of the rules.

The discussion. Mr. Georgas: We should aim sport of for individual pilots. Mr. Cubley: The team captains are part of the team, we should specify the source of information. Mr. Guerin: The proposal is hypocrisy, because all pilots have phones with live OGN information already now. Mr. Motuza: I agree with Australia, the external aid should be defined. The information from the team captain it is not external help. Prof. Peter Ryder: There is a need to distinguish between information available to all teams and information available only to some teams/pilots. Mr. Vidal: The sporting code refers to individual performance of pilot not combination of the team support and pilots skills. Mrs. Kuijpers: It is very difficult to define external help, it is really uncontrollable. We should accept it.

Votes for proposal: 27, against: 3, abstentions: 4
Proposal has been adopted.

8.2.13 Allow instruments for cloud flying in the cockpit (Germany)

Mr. Geissler introduced the proposal and added that the cloud flying will be still forbidden.

The proposal:
To allow instruments for cloud flying in the cockpit.

The discussion. Mr. Casado: Spain supports the proposal, but the use of such instruments has to be recorded in the IGC file. Mr. Roine: You cannot remove the instruments anymore, because of the integration with gliding computers. Also the switching on/off is recorded in the IGC file. Many do not remove such instruments even if standalone because it is difficult. I personally installed an app for testing and it did not work on my phone, but I have not tried other phones. It is quite easy to fly with artificial horizon, if allowed there won't be any way to control its use. Mr. Spreckley: I appreciate the principle in this proposal, but it would send completely wrong signal to the pilots. All modern instruments could be switched off. By allowing them we may encourage flying in the clouds. Mr. Guerin: I concur with Finland, the existing devices do not work properly. May be the GFAC should be tasked to look at it. Mr. Cubley: I agree with the UK and France.

Votes for proposal: 5, against: 31, abstentions: 0
Proposal has been adopted.

8.3 Other Proposals

8.3.1 E-Concept gliding competition (IGC Bureau)

Mr. Spreckley introduced the proposal by explained its background and objectives for creation of the working group, which were to develop a competition to deregulated machines and for gliders with electric Mean Of Propulsion (MOP). He also provided statistics of participation at the last two WGC (12 pilots in 2012, 14 in 2017). The issues are: Maintaining the current wing loading limit, there will be no development of new higher performance gliders and not enough gliders for a WGC. Removing the current wing loading limit would cause that the Microlight gliders will not be competitive and no contest would encourage development of Microlight gliders. The emphasized that the proposal affects only the WGC in 2019 and that the review of project and plan for future events will be presented at 2020 Plenum.

The following proposal was presented:
1. The 13.5m class should no longer be included in the IGC calendar for WGC events.
If point 1 is approved the IGC Plenary will vote on the following two points (2 and 3).
2. The 2019 13.5 WGC currently on the calendar for Pavullo, ITA is proposed to be renamed to the 1st FAI E-Concept World Gliding Championships.
It is proposed that the 1st FAI E-Concept Gliding Championship will be hold at the same time as the FAI World 13.5-meter WGC 2019 in Pavullo, ITA.
3. Participation in this 2019 WGC will be in two groups.
a. E-Light Class (Electron)
i. a 35kg W/L limit,
ii. Electric Means of Propulsion (MOP)
iii. Self-launching capability required.
b. E-Racing Class with
i. Span of 15m or less,
ii. no wing loading limit,
iii. the current 15m class weight limit
iv. Electric Means of Propulsion (MOP).
It is not yet clear how gliders using electric MOP will develop so the 2019 contest should be open to all current machines with a span of 15m or less. To fairly accommodate current 13.5m gliders in competition with 15m span gliders the 2019 contest would have a span factor applied in the E-racing group.
Following the experience of the 2019 event the IGC will consider the future structure and rules of the event.

Then Mr. Spreckley concluded that maintaining the 13.5m span limit would cause that there will not be enough gliders for WGC and it would also restrict development of 15m electric powered gliders. Finally, he explained the way how the proposal will be tabled. Following that the proposal was split in three separate parts, which were discussed and voted separately.

The discussion on point 1. Mr. Sheppe: USA is completely in favor of E-class, but IGC cannot to remove the class in less than 2 years, because it would be illegal according to the Sporting Code. Mr. Geissler: Germany proposes the following amendment:
a. E-light class
i. instead "a 35kg W/L Limit" ==> 40kg W/L Limit (can also be 38 if that incorporates the additional mass of motor and battery.)
He added that the limit for 35 kg W/L originates from World class glider PW5. By adding electric Motor and Batteries for electric self-launching the possible W/L must be increased to a reasonably higher number.

The amendment was seconded. Mr. Spreckley: The proposal is not relevant to point 1. being discussed now. Mr. Geissler: The comment is accepted (amendment by Germany was withdrawn). Mr. Voldemars Gavars from Latvia: The approved meeting agenda should not be changed in that way. The IGC President Mr. Eric Mozer clarified the way how the proposals could be handled during the IGC Plenary. Mr. Fila from Sweden propose amendment: to add “after 2019” at the end of sentence, which was seconded. Mrs. Kuijpers: I am not clear about the consequences. Mr. Spreckley: There is no change of the class definition in the sporting code. Mr. Motuza: I am not clear what are we discussing and also the Latvian delegate is confused. Mr. Sheppe: I am happy to vote for if we call it a Year-1 proposal. Mr. Fila: Now we discuss it as a Year-1. Mr. Georgas: I have a question. Year-1 and Year-2 process is related to changes of the Sporting Code. The Championship Calendar is not in the Sporting Code. Is the Year-1/Year-2 process applicable? Mr. Sheppe on behalf of Annex A Committee: Yes, the calendar is not in Annex A. therefore the process in not applicable. Mr. Spreckley: This is not the change of the rule. The consequences are: If we vote 13.5m class championships out of the calendar, we can bring it back anytime in the future. If 13.5 m class will not be there, there is also back up proposal by the Bureau.

Vote on the part 1 of the proposal to be amended as proposed by Sweden:
Votes for the discussion about the amendment: 22 against: 7, abstentions: 6

Point one has been amended as follows:

1. *The 13.5m class should no longer be included in the IGC calendar for WGC events <u>after 2019</u>.*

Discussion on point 1 as amended. Mr. Gavars from Latvia: I appeal on the IGC to reflect the later Lithuanian proposal. We have accepted/created this class, but the new “child” does not fit in existing limitations. Now, when gliders are modern, affordable and show the direction of development the IGC wants to stop the development and move the glider out from the scene. It is hard to understand why to change a good existing product to the concept which is not clear. Mr. Motuza: It is a nice name of the working group - 13.5meter class promotional group. In fact it is class killing group, which proposed to kill the class. We have nothing against the E-concept, but we need to separate it from the removal of the class. Main message is: What is our face as the IGC or the Bureau like the partner for business? Yesterday we have discussed a possibility to sell the SGP competition to partners. How will the partners see us? After 4 years we are trying to move to a rule that is only for one plane, which is Silent 2. Pilots can have money to buy a sport machine now and we are cancelling the class? Consequence could be that IGC is not seen as a good partner. Mr. Cubley: Is this definite deletion of the 13.5m class? Mr. Spreckley: This is not in any way to stop these gliders to fly competitions. We are creating a new home for these gliders. We need to change now. If we do not do something now, we will not have 13.5 meter WGC in 2019. We are trying to find right way forward for this class. Mr. Guerin: Are the figures presented by Mr. Spreckley (12-14 pilots at WGC) considered as unsatisfactory? Mr. Spreckley: That was not said. Mr. Guerin: Do we define future class with an existing (15 meter) class? I am quite surprised to see the proposal. I am not sure we could shake these guys every year. Some people were putting a lot of money into a new glider and were relying on the IGC to keep the rules stable. Mr. Fila: There is another proposal 8.2.6, about 13.5 meter class. Now we are discussing its discontinuation. I am not sure that is the right way forward. Mr. Spreckley: The reason for the change of order was to not to discuss the thing that could be unnecessary. Mr. Rutkowski: The class was setup two years ago and now we have a proposal to cancel it. It is simply too early. We do not need to cancel the class to establish the E-concept. It should be vice versa. We could incorporate or merge 13.5m with E-concept later. I do not agree

with the outcome of our job. We should clearly indicate that the E-concept is clearly for 13.5 meter class.

Vote on the part 1 of the proposal as amended by Sweden:
Votes for the amended proposal: 14 against: 19, abstentions: 3
The amended proposal was lost.

The whole proposal (parts 1, 2 and 3) was modified as follows:
It is proposed that the 1st FAI E-Concept Gliding Championship will be held at the same time as the FAI World 13.5-meter WGC 2019 in Pavullo, ITA.
The remaining text was deleted.

Discussion on the amended proposal. Mr. Guerin: I request clarity on order of the proposal. Mrs. Kuijpers: Deleting of point 3 does not mean that we could not organize it like initially proposed? Mr. Spreckley: E-Concept will be completely inclusive event. Mr. Rutkowski: We need to think about a completely separate event to be able to test it properly. Ms. Nina Shalneva from Russia: What will be the name of competition? Can we establish any name? MR. Spreckley: IGC has the power to name it. Mr. Guerin: We have tried to reduce the number of classes and now are proposing a new event. We are running out of people. Mrs. Kuijpers: I was hesitated before, but the Netherlands never liked the 13.5 meter class because it is just another class with the same kind of competition. The E-concept is something really new, we can use it for promotions. It is green, it is in addition to what we have. I appeal on the IGC Plenary to support the E concept. We really need it and we also need a place for Microlight gliders and that we can do well within the E-concept. Mr. Fila: I would like to reemphasize what the Netherland just said. It is not just another contest, but new exciting rules for this concept, with which our sport may further evolve.

Votes for the amended proposal: 31, against: 3, abstentions: 2
The amended proposal was adopted.

A follow up discussion on point 3. Mr. Reich on behalf of Germany: The initial presentation contained a wrong glider availability numbers, at least for one manufacturer. Mr. Geissler: We should support the evolution as it was in the case of 18m class.

8.3.1a E-Concept draft rules (IGC Bureau)

Mr. Spreckley introduced the new rules and outlined the main points and principles of these rules as follows:
1. *These rules are an initial draft to be used in the 2019 FAI E-concept Championships.*
2. *The rules are based on the FAI Sailplane Grand prix rules*
3. *These rules apply to all classes of E-concept competitions.*
4. *Modification and amendments to these rules will be approved by the IGC bureau*
5. *Scoring is based on a total elapsed time system. (similar to the Tour de France)*
6. *To accommodate day devaluation issues no pilot will receive more than 1.2 x the elapsed time of the competitor immediately faster than them.*
7. *All outlanding pilots will receive 1.2 x the slowest finishers time.*
8. *Requirements for energy measurement will be published in the event Local procedures.*

The discussion. Mr. Georgas: What is the rule for using electric engine during the flight? Mr. Spreckley: There is no such a rule, it is about kW used (energy) for that part of powered flight. Mr. Gavars from Latvia: What is the working group membership? May be it would be good create a new group for the E-concept. The IGC President Mr. Mozer: The bureau will

consider this constructive proposal. Membership will be sent by the IGC secretary Mr. Foltin. Mr. Geissler: Regarding point 2, the gliders should not be on a heavy end of the spectrum, but rather lighter ones. Mr. Mozer: It is a very good point, the working group will take it into consideration. Mr. Fila: The rules would need to address *input missed*. Mr. Rutkowski: A new procedures could be tricky for organizers. It is also linked to definition of wing loading limit and problems with measuring it. We should be careful with inducing a limit for such a new class to the working group. However, we should be mindful about. Poland is in favor of the future evolution of this class.

Votes for the proposal: 34, against: 1, abstentions: 1
The proposal was adopted.

8.3.2 Integration of 13.5 meter class WGC from 2022 (IGC Bureau)

The proposal has been introduced by Mr. Eric Mozer, the IGC President on behalf of the Bureau:
It is proposed to:
Combine 13.5-meter, club, and standard, 15 meter classes into one WGC event with maximum 6 entries per NAC with a limit of 2 entries per class.

The Discussion. Mr. Motuza: This would eventually limit the number of pilots in these classes. Mr. Foltin: The proposal allows the teams to decide which class to support. Mr. Geissler: There will be two classes in 2019, Germany would prefer to link the E-concept with the 13.5m championships. Mr. Cubley: We want to encourage the E-concept, maybe it is a bit early for that. Mr. Georgas: The 13.5 meter class may develop into something entirely different than the conventional WGC. Mr. Rutkowski: The combination of the WGC in 13.5 meter class and the E-concept would be a good idea, but it would not give the pilots a chance to decide which championships to fly, if they have flown both previously. Furthermore, it also reduces chances of the E-concept to attract more pilots.

Votes for the proposal: 18, against: 12, abstentions: 6
The proposal was lost.

8.3.3 WGC calendar (IGC Bureau)
The proposal was tabled after the proposal in the agenda item 8.3.4.

On behalf of the IGC Bureau, the IGC President Mr. Mozer introduced following proposal:
To continue the World Gliding Championships (WGC) calendar, starting from 2022, as follows
- WGCs shall be held in the Club, Standard, 15-meter classes and Women (WWGC) in even years.
- WGCs shall be in the 18-meter, 20-meter multi-seat and Open classes and Juniors (JWGC) in odd years

The discussion. Mrs. Kuijpers from the Netherlands proposed the following amendments:
To continue the World Gliding Championships (WGC) calendar, starting from 2022, as follows:
- WGCs for Women (WWGC) and WGCs ~~shall be held~~ in the Club, Standard, 15-meter classes shall be held in even years
- WGCs for Juniors (JWGC) and WGCs ~~shall be~~ in the 18-meter, 20-meter multi-seat and Open classes shall be held in odd years
~~- WGCs for Women (WWGC) and Juniors (JWGC) shall be in odd years~~

Votes for the amendment: 31, against: 1, abstentions: 2
The amendment was accepted.

The discussion on the amended proposal. Ms. Nina Shalneva from Russia: The effect of the proposal is that e.g. women may not be able to compete at another WGC because Women WGC are in the same year. Mr. Rutkowski: Will the proposal be directly applicable i.e there will be Women WGC both in 2021 and 2022? Mr. Mozer: Yes, correct. Mr. Eriksen: If the Women WGC will be two years in a row I would prefer the Junior WGC two years in a row. Mrs. Kuijpers (in response to Russia): Indeed it is in the same year, but the competitions will not be at the same time. Mr. Georgas: The Women champions from the previous Women WGC will be invited. Mr. Motuza: That is not fully correct, because the woman champion will prefer most likely to fly Woman WGC than other (non-restricted) WGC.

Votes for the amended proposal: 31, against: 4, abstentions: 1
The proposal was adopted with amendment.

8.3.4 Future WGC schedule (UK)
The proposal was tabled and discussed before proposal under the agenda item 8.3.3.

Mr. Spreckley introduced the proposal as follows:
The period between WGC and CGC events be changed from a 2-year cycle to a 3-year cycle.

The discussion. Mrs. Kuijpers from the Netherlands: I have sent (by email) the amendment to the WGC calendar proposals, which suggests to keep the WGC in two year cycles. Mr. Georgas: The change from a 3 year cycle (the UK proposal) to a 2 year cycle (the amendment by the Netherland) is a fundamental change. It would be wrong to amend this proposal before the other proposal is discussed. The IGC president Mr. Mozer explained that the bureau decided on the sequence of proposals. Mr. Cubley: The amendment from a three to a two year cycle goes against the original proposal from the UK. Mr. Mozer: The correct way forward is to defeat the amendment. The amendment by the Netherland has been withdrawn.
(The discussion continued on the original proposal by the UK) Mr. Motuza: I am always confused, especially this year. On the first day we discuss how our sport is changing like the discussion on the OGN an how to promote our sport and at the same time we try to reduce our visibility like in this proposal. Lithuania has never fielded a full team to all championships, but had it as a possibility. Accepting this proposal would not be possible for us. Mr. Georgas: It is a great proposal, the problem is that there are the WGC with all those different classes. Our direction is diluted. With this proposal adopted we will have a WGC during the first year, another WGC in the second year and we will have again two WGCs in the third year. This proposal also allows for EGC. It is a great way forward. Mr. Cubley: I see it in combination with the Junior and Women WGC. It is very much anti junior and woman. Mr. Spreckley: There is no issue with amendments, the real focus is on a big cycle. But the proposal actually impacts the Junior WGC in 2022, it reduces opportunity. Mr. Rutkowski: I can see the idea behind it but the WGCs will be imbalanced throughout the three years. Three years is a bad idea. Mr. Stieber: Canada would support it if 15m and 18m classes will be separated. Mr. Motuza: The problem of our community is that the number of pilots goes down. If young pilots start early, they disappear, but eventually return later after being well settled. The IGC should have a target for as many juniors and as much as competitions. It will result in newer member in the clubs which is the best promotion. Especially the Juniors WGC should be every 2 years. Mr. Spreckley: I would like to remind the delegates of the

original proposal which was in response to the costs of frequent championships, lack of officials, low number of bids, exposure of world champions, need to focus. Regarding the juniors, a good idea would be to bring back the Junior EGC. Mr. Vytautas Sabeckis from Lithuania: In the end it will be the same pilots at the different championships, some of them are professionals. The good pilots may fly in many classes, which mean there are less faces in total.

Votes for the proposal: 12, against: 21, abstentions: 2
The proposal was lost.

8.3.5 Task GFAC to improve the requirements to properly identify any part load power as well as for part load electric driven machines (Germany)

Mr. Geissler introduced the proposal as follows:
To task GFAC to improve the requirements to properly identify any part load power as well as for part load electric driven machines.

The discussion. Mr. Strachan, the GFAC chairman presented the GFAC work on the issue. The recent GFAC tests were successful. Mr. Georgas: We need to address this issue. Mr. Geissler: The aim was to bring the issue to GFAC attention. Mr. Cubley (to Mr. Strachan): They were able to check engine records (readings) in Benalla and it was successful. Mr. Strachan: We talk here about the IGC file, which is an independent method. Mr. Reich: To know the time of engine run would be very useful. Mr. Strachan: It does not give that information. Mr. Fila: There is a requirement to check ENL recording. We should demand to run engine at different RPM to get the traces.

The proposal was withdrawn.

8.4 Late proposals

Note: The quorum has changed, for more details see item 1.2.

8.2.14 Participation of reigning Champions at FAI WGC 2018 (Germany)

Mr. Geissler asked the IGC Plenary to discuss this late proposal.

Votes for acceptance of the late proposal for discussion: 7, against: 14, abstentions: 10
The proposal was not accepted for discussion.

Late proposal - Withdrawal of the current version of Annex H (Finland)
Mr. Kristian Roine asked the IGC Plenary to discuss this late proposal and proposed to process it in two separate parts.

Votes for acceptance of the first part of late proposal for discussion: 23, against: 6, abstentions: 2

The first part of the late proposal was accepted for discussion as follows:
1. We propose that current Sporting Code 3, Annex H (15 Jan, 2018) is withdrawn immediately and replaced by Annex H (11 May, 2017).

Discussion on the first part of the late proposal. Mrs. Vigorito: It is not correct to introduce the proposals at such a late stage. The delegates could not discuss it within the NAC. Mr.

Motuza: The club class is the biggest success for the IGC, but it is also very sensitive to the handicaps.

Votes for the first part of the late proposal: 12, against: 19, abstentions: 4
The first part of the late proposal was lost.

Votes for acceptance of the second part of late proposal for discussion: 26, against: 2, abstentions: 3

The second part of the late proposal was accepted for discussion as follows:
2. We propose that in the future IGC Plenary votes for Annex H annually, and it is published only after approval by Plenary.

The second part of the late proposal has been introduced by Mr. Roine.

Discussion on the second part of the late proposal. Mr. Casado: It is a question of procedure. Every single handicap should not be discussed, but a complete list could be then rejected or approved by the IGC Plenary. Mr. Fila: I strongly advise against this proposal. There is lack of transparency, it is like a scientific disagreement, which should be open for open discussion on the web. Mr. Guerin from France (member of the Handicap Committee): If it goes like proposed, every year there will be a reason to reject the list. Mr. Roine: There are 30-40 years old gliders in the list. How many times do we need to change the handicap of those gliders? I fail to understand. Mr. Kuijpers: Like Mr. Casado said, I can imagine the process how the handicaps are calculated. The current list is based on the reality. We should not discuss every single handicap separately. Mr. Roine: The new handicap list is based on IDAFLIEG measurements and a very old mathematical model. We do not have access to this information anymore. Obviously the process is not working; the results are wrong. I strongly disagree that it is scientific. It is product of a wrong process. Mr. Spreckley: We do not want to discuss the details of handicaps, but I agree on the process to be followed by the committee. Prof. Peter Ryder: The DAeC list is calculated for decentralized competitions where flights last from early morning till late evening. We should not discuss it at this level, but to discuss why there is a need for change and discuss the process. Mr. Geissler: In terms of data availability, the measurement data were passed from the IDAFLIEG for those gliders that were measured. Also, the method of calculation is published. The emphasis was on comparing older standard class gliders (e.g. Discus or LS-4) with the original club class (LS-1 or ASW-19). The IGC reference mass has been considered (like flown without water). Mr. Mozer: I would like to ask all delegates to focus on the proposal. Mr. Sabeckis: I support the proposal. May be the committee calculated it right, but there are many gliders now that are not able to fly in WGC. The change of the handicap las year seems to be political. Mr. Georgas: The handicapping is not exact and perfect in any sport. Taking into account the age of gliders (30+ years old) etc., are we trying to say that the IGC Plenary will approve job of experts? That is very incorrect. Mr. Fila: The delegates as politicians could be overruled by experts, but it is stipulated in the By-Laws that all committee decisions needs to be approved by the Plenary. Mr. Rutkowski: I do not understand why we need this discussion. We should have the possibility to scrutinize all proposals. Mr. Guerin: Do we proceed in the same way in case of GFAC? Do we approve every FR at the Plenary? The IGC President Mr. Mozer explained that all newly approved GNSS FR are listed in the GFAC report which was always accepted by the IGC Plenary.

Votes for the second part of the late proposal: 11, against: 17, abstentions: 8
Also, the second part of the late proposal was lost.

- To include all gliders from DAeC list 2017 in the IGC Club class handicap list (Lithuania)

Mr. Motuza asked the IGC Plenary to discuss this late proposal.

Votes for acceptance of the late proposal for discussion (2/3 majority without proxy): 20, against: 7, abstentions: 4
The proposal was not accepted for discussion.

8.3.6 Women WGC classes (France)

Mr. Denis Guerin asked the IGC Plenary to discuss this late proposal.

Votes for acceptance of the first part of late proposal for discussion: 25, against: 1, abstentions: 4
The following proposal was accepted for discussion:
The WWGC shall be organized in only two classes - instead of three today.
This proposal will apply for the 2019 WWGC in Australia and also next editions of WWGC.

Mr. Guerin introduced the proposal and the rationale behind.
The discussion on the late proposal: Mr. Eriksen on behalf of Denmark proposed the following amendments:
The WWGC shall be organized in only two classes - instead of three today from 2022 onwards.
~~*This proposal will apply for the 2019 WWGC in Australia and also next editions of WWGC.*~~

Mr. Eriksen: The IGC Plenary meeting accepted the bid for Women WGC in Australia and we cannot change it legally anymore. Therefore, it should be applicable as of 2022. The proposal was seconded.
Discussion on amended proposal. Mr. Guerin: We have intended the proposal for Women WGC 2019. Mrs. Kuijpers: It is very difficult to decide, I do not like the idea, but we need to do it. There is also a feedback from women pilots which shows that some pilots are not coming due to a small number of pilots in class. We have to do something. Mr. Spreckley: The UK will support the amendment because the bids were approved under a different conditions. Mrs. Vigorito: I agree with UK. Mr. Geissler: Yesterday we have seen motivated bid from UK, we should not reduce the number of classes at this time. I do not recommend it. Mr. Luděk Kluger from the Czech Republic: For us is not a good idea because we were sending three pilots to each class from the Czech Republic.

Votes for the amendment by Denmark: 31, against: 4, abstentions: 1
Amendment was accepted.

Discussion about amended proposal. Mr. Cubley: Australia proposes another amendment as follows:
The WWGC shall be organized in only two classes - instead of three today from 2022 onwards if there are at least 16 entries in the class.
~~*This proposal will apply for the 2019 WWGC in Australia and also next editions of WWGC.*~~

Mr. Guerin: That would be completely against the original proposal as tabled by France. Mr. Cubley: The argument was that the classes are too small, 16 is a good number. Mr. Rutkowski: Will you cancel the class after the deadline for entries if there will be less then 16 pilots? What to do then? Mrs. Vigorito: I have a similar comment, at the time of entries the budget and the team are approved. This may create a lot of problems for all.

Votes for acceptance of the late proposal for discussion: 7, against: 14, abstentions: 10
The proposal was not accepted for discussion.

Mrs. Kuijpers: When would be this applicable? Mr. Mozer: The proposal will be applicable with immediate effect.

Votes for the late proposal as amendment by Denmark: 21, against: 11, abstentions: 4
The late proposal was adopted.

- Unsporting behavior (IGC Bureau)

The IGC President Mr. Mozer asked the IGC Plenary to discuss this late proposal.

Votes for acceptance of the late proposal for discussion: 29, against: 2, abstentions: 4
The proposal was accepted for discussion. Amendment 06/12/2019

Mr. Mozer introduced the late proposal and the reasons for it.
It is proposed:
To add "Unsporting Behavior" to the list of penalties in Annex A. It is also proposed that this change be applied with immediate effectiveness.

The discussion: Mr. Hermann Trimmel from Austria: How to define an unsporting behavior? Mr. Spreckley: The current process used at the championships is that competition director awards penalty, then there could be complaint and protest. Mr. Cubley: How would it work in practice? Mr. Motuza: There could be a bilateral case between the pilot and the organizer. Both parties should be heard. Mr. Leinikki from the FAI: The only other members at the IGC competitions are the Team Captains. Mr. Cubley: When reviewing the reports at the stewards meeting we have examples that some pilots have abusive behaviors to organizers' ground staff. Our rules do not have a tool for the competition director to make an action. Complaint - protest process should address it (in response to remark by Mr. Motuza). Mr. Georgas: I do not see this as a problem. The crew members do not have a sporting license. Competition directors should have a right to authorize or not to authorize people at the contest site. Mrs. Vigorito: Usually the crew members have accreditation/registration with the organizers, thus they are recognized members of the teams. Mr. Motuza: There is a need to specify a bit more definition of unsporting behavior, because for our mentality also the stealing the FAI flag is unsporting behavior, but for some other nations it is a joke. Mr. Hansen from Denmark: Thanks for the proposal, Denmark is in favor. The sanction should be for all at our competitions. The solution could be that all crew and other members are included in the penalty. The problem however could be if they are only visitors. Mr. Fila: If crew members are not accredited and they have no license, the organizers have no right to remove these people from the site. Mr. Leinikki: I was not saying that the crew members should not be penalized, but we are changing the Sporting Code. These persons should not be mentioned in the Sporting Code. Mr. Cubley: The way could be that they all will be official team members. The IGC President Mr. Mozer: Mr. Leinikki indicates that this proposal should be only applicable for those with a license. Mr. Rutkowski: Team Captains do not need to have a sporting license, but are referred to in the Sporting Code so it should not be a big problem. But how to penalize the team captain for misconduct of the crew? We need to allow team captains to act e.g. to remove member from the team. Mr. Leinikki: Team captains are required to have a sporting license.

Votes for the late proposal: 35, against: 0, abstentions: 1

The late proposal was adopted.

9. Votes on bids

9.1 37th FAI World Gliding Championships 2021 (18m, 20m, Open)

The Championship was awarded to Matkópuszta (LHMP), Hungary with 22 votes in the second round.

9.2 11th FAI Women's World Gliding Championship 2021

The Championship was awarded to Husbands Bosworth, UK with 21 votes in the second round.

9.3 12th FAI Junior World Gliding Championships 2021

The Championship was awarded to Tabor (LKTA), Czech Republic with 28 votes in the first round.

9.4 21st FAI European Gliding Championships 2021 (Club, Std., 15m)

The Championship was unanimously awarded to Pociunai (EYPR), Lithuania.

9.5 4th FAI Pan-American Gliding Championships 2021

The Championship was unanimously awarded to Luís Eduardo Magalhães (SWNB), Brazil.

9. IGC awards

9.1 Lilienthal Medal

Not awarded.

9.2 Pirat Gehriger Diploma

The Pirat Gehriger Diploma was awarded to Mr. Rick Sheppe, USA.

9.3 Pelagia Majewska Medal

Not awarded.

10. 2019 IGC Plenary Meeting (Eric Mozer)

10.1 Announcement of the dates and place of the IGC Plenary meeting 2019

The IGC President Mr. Eric Mozer informed about the request for IGC to consider the next IGC Plenary meeting in Turkey, in conjunction with the CIA Plenary meeting on 8-9 March. However, no precise details were available. The IGC may eventually need to move out of the normal meeting dates which are typically in the beginning of March. Therefore he requested the IGC Plenary to authorize the Bureau to decide the venue for IGC Plenary 2019 taking into consideration potential offers received from the delegates before September 2018. The meeting will take place on 8 - 9 March 2019. Bureau will seek to avoid conflict with the dates of the EGU meeting.

Votes for the proposal: 35, against: 0, abstentions: 0

The proposal was adopted.

10.2 Useful dates and other practical information

Notification of proposals must reach the Bureau by Saturday 30 September 2018;
Bids must reach the Bid Specialist by Saturday 30 September 2018;
Proposals, nominations and reports must be finalized and delivered to the secretary on the 31 December 2018.
All material will be made available for delegates 45 days before the meeting, the exact date still to be determined.

AOB

Mr. Mogen Hansen from Denmark expressed that in his view it was a good meeting with 36 delegations present. He made a plea to make gliding easy because IGC does sometimes things quite difficult. He invited all to come up with proposal next year that will be (stupid) simple KISS.

Mrs. Frouwke Kuijpers shared her experience after being the first time in the IGC Bureau. She appreciated the leadership of the IGC President Mr. Eric Mozer both throughout the year and during the Plenary.

Mr. Visa-Matti Leinikki expresses appreciation on behalf of the FAI of the work of Mr. Axel Reich and Christof Geissler to make this meeting happen. Mr. Reich thanked all delegates, experts and officials for coming to Freudenstadt,

11. Closure

The President 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.

Vladimir Foltin, IGC Secretary

Appendix A IGC Committees and Working Groups, Representatives and Specialists
March 2018

Committee	**Chair**
ANDS:	Rick Sheppe
Championship Management:	Peter Eriksen
GFAC:	Ian Strachan
Sporting Code Section 3D	
Main Section & Annex C:	Ross Macintyre
Annex A:	Rick Sheppe
Annex A: Handicap Subcommittee	Christof Geissler
Annex B:	Ian Strachan
Annex D:	Reno Filla
Working Group Chairs:	**Chair**
Country Development:	Working Group to be renamed and the Chair to be appointed
History:	Peter Selinger
E-Concept	Brian Spreckley
Safety	Rene Vidal
IGC media	Brian Spreckley
Stewards	Terry Cubley
Juries	Marina Vigorito
Scoring Software	Angel Casado

IGC Representatives	
CASI:	Marina Vigorito
EGU:	Patrick Pauwels
Environmental Comm.:	Bernald Smith
Medical Comm.:	Jürgen Knüppel
Specialist Officers	
Sailplane Grand Prix:	Brian Spreckley
Trophy Management:	Gisela Weinreich
OLC:	Christof Geissler

Appendix 22

Decisions from IGC Plenary Meeting
Istanbul, 8th and 9th March 2019

Decisions from IGC Plenary Meeting

Istanbul, 8th and 9th March 2019

Item	Title	Proposal	Decision
7.3.1.a.	Approval of Officials for 3rd FAI 13.5m Class World Gliding Championships 2019, Pavullo, Italy	Chief Steward: Brian Spreckley (GBR) Jury President: Bob Bickers (GBR) Jury Member: Angel Casado (ESP) Marina Vigorito (ITA)	Approved
7.3.1.b.	Approval of Officials for 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary	Chief Steward: Christof Geissler (GER) Steward: Robin Van Maarschalkerweerd (NED) Jury President: Marina Vigorito (ITA) Jury Member: Peter Eriksen (DEN) Regiz Kuntz (FRA) *both remote*	Approved
7.3.1.c.	Approval of Officials for 10th FAI Women World Gliding Championships 2019, Lakekeepit, Australia	Chief Steward: Frouwke Kuijpers (NED) Jury President: Gisela Weinreich (DEU) Jury Member: Wojciech Scigala (POL) Max Stevens (NZL) *both remote*	Approved

7.3.1.d.	Approval of Officials for 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)	Chief Steward: Dick Bradley (RSA) Steward: *tba* Jury President: Angel Casado (ESP) Jury Members: Rick Sheppe (USA) Alfonso Soto (CHL) *both remote*	Approved
7.3.1.e.	Approval of Officials for 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)	Chief Steward: Patrick Pauwels (BEL) Steward: Øjvind Frank (DEN) Jury President: Peter Ryder (DEU) Jury Members: Jaroslav Vach (CZE) Gisela Weinreich (DEU) *both remote*	Approved
8.1	Year-2 Proposals		
8.1.1	Year-2 Proposal (USA) Y2 SC3A 8.2 8.3 8.4 USA 2019 Calculation of Speed and Distance Points	Text of the proposal (including Annex): https://www.fai.org/sites/default/files/documents/8_1_1_y2_sc3a_8.2_8.3_8.4_usa_2019_calculation_of_speed_and_distance_pointsv2.pdf *Note: This proposal introduces a new additional scoring system in Annex A that could be used by IGC competition organizers. The IGC Plenary will reevaluate this new system in 2022 and will decide if the current system could be removed from Annex A.*	Adopted
8.1.2	Year-2 Proposal (SC3 Committee) Y2 SC3 2.5.3.b 4.4.2.e IGC 2019 Eliminate landing certificate	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_2_y2_sc3_2.5.3.b_4.4.2.e_igc_2019_eliminate_landing_certificate.pdf	Adopted
8.1.3	Year-2 Proposal (SC3 Committee) Y2 SC3 1.4.2.f IGC 2019 Simplify declared 3TP performance task	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_3_y2_sc3_1.2.6.b_igc_2019_simplify_declared_3tp_performance_task.pdf	Withdrawn
8.1.4	Year-2 Proposal (Lithuania) Y2 SC3A 4.2.1.f LTU 2019 Change of Definition of 13.5 m Class	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_4_y2_sc3a_4.2.1.f_ltu_2019_change_of_definition_of_135_m_classv2.pdf	Adopted

8.1.5	Year-2 Proposal (Spain) Y2 SC3A 7.4.7 ESP 2019 Delete communication of start times	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_5_y2_sc3a_7.4.7_esp_2019_delete_communication_of_start_times.pdf	Adopted
8.1.6	Year-2 Proposal (Spain) Y2 SC3A 10.1.4 ESP 2019 Scoring programs	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_6_y2_sc3a_10.1.4_esp_2019_scoring_programs.pdf	Adopted
8.1.7	Year-2 Proposal (Germany) Y2 SC3A 4.1 DEU 2019 Sailplane visibility requirements	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_7_y2_sc3a_4.1.1.d_deu_2019_sailplane_visibility_requirements.pdf	Withdrawn
8.1.8	Year-2 Proposal (Germany) Y2 SC3A 4.1.1.c DEU 2019 Use of FLARM and OGN	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_8_y2_sc3a_4.1.1.c_deu_2019_use_of_flarm_and_ogn.pdf	Adopted

8.1.9	Year-2 Proposal (Germany) Y2 SC3A 5.3.1 DEU 2019 External aid to competitors	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_9_y2_sc3a_5.3.1_deu_2019_external_aid_to_competitors.pdf	Lost
8.2	Year-1 Proposals		
8.2.1	Sporting Code Section 3 (SC3)		
8.2.1	Year-1 Proposal (IGC) Y1 SC3 3.1.6 IGC 2019 Calculation of Loss of Height (LoH) for records	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_1_y1_sc3_3.1.6_igc_2019_speed_record_loh2.pdf	Lost
8.2.1.a.	Year-1 Proposal (Poland) Y1 SC3 5.5.4 5.5.6 Poland 2019 Std. and 15 Meter Class Merge	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_1_9_y2_sc3a_5.3.1_deu_2019_external_aid_to_competitors.pdf	Withdrawn
8.2.1.b.	Year-1 Proposal (IGC) Y1 SC3 3.0.c IGC 2019 Decouple National & World Records	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_1b_y1_sc3_3.0.c_igc_2019_decouple_national_world_records.pdf	Adopted
8.2.2	Year-1 Proposal (Netherlands) Y1 SC3A 1.2.3 NED 2019 Maximum Period and Minimum Separation of Events	Text of the original proposal: https://www.fai.org/sites/default/files/documents/8_2_2_y1_sc3a_1.2.3_ned_2019_maximum_period_and_minimum_separation_of_events.pdf The amended proposal contains only text in (a). Points (b) and (c) were deleted.	Adopted with amendment

8.2.2.1	Safety		
8.2.2.1.a.	Year-1 Proposal (Australia) Y1 SC3A 1.4.2 AUS 2019 Proximity Analysis	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_1a_y1_sc3a_1.4.2_aus_2019_proximity_analysis.pdf The supporting document to proposal: https://www.fai.org/sites/default/files/8_2_2_1a_y1_sc3a_1.4.2_aus_2019_supporting_document.pdf	Adopted (applicable immediately)
8.2.2.1.b.	Year-1 Proposal (Belgium) Y1 SC3A BEL 2019 List of Proposals	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_1b_y1_sc3a_bel_2019_list_of_proposals.pdf	Lost
8.2.2.1.c.	Year-1 Proposal (Poland) Y1 SC3A POL 2019 Sailplane Rules of the Air	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_1c_y1_sc3a_pol_2019_sailplane_rules_of_the_air2.pdf *Note: The proposal to be considered by the Safety working group (e.g. development of pilot code of conduct or detailed list of penalties for dangerous flying)*	Lost
8.2.2.1.d.	Year-1 Proposal (Netherland) Y1 SC3A 1.4.2 NED 2019 Digital Safety Registration System	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_1d_y1_sc3a_1.4.2_ned_2019_digital_safety_registration_system.pdf	Adopted
8.2.2.2	Year-1 Proposal (Belgium) Y1 SC3A 4.1.1 BEL 2019 Use of FLARM and OGN	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_2_y1_sc3a_4.1.1_bel_2019_use_of_flarm_and_ogn.pdf	Withdrawn
8.2.2.3	External Aid to Competitors		

8.2.2.3.a.	Year-1 Proposal (Belgium) Y1 SC3A 5.3 BEL 2019 External Aid to Competitors	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_3a_y1_sc3a_5.3_bel_2019_external_aid_to_competitors.pdf	Withdrawn
8.2.2.3.b.	Year-1 Proposal (UK) Y1 SC3A 5.3 GBR 2019 External Aid to Competitors	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_3b_y1_sc3a_5.3_gbr_2019_external_aid_to_competitors.pdf	Adopted
8.2.2.4	Starting		
8.2.2.4.a.	Year-1 Proposal (Poland) Y1 SC3A 7 POL 2019 Event Marker	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_4a_y1_sc3a_7_pol_2019_event_marker2.pdf *Note: Poland will establish a working group composed of Belgium, Argentina, Australia, stewards and safety working groups, which would consider ideas proposed in other proposals reflected under agenda item 8.2.2.4 for development of Year-2 proposal.*	Adopted
8.2.2.4.b.	Year-1 Proposal (Belgium) Y1 SC3A 7.4 BEL 2019 Starting	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_4b_y1_sc3a_7.4_bel_2019_starting.pdf	Lost
8.2.2.4.c.	Year-1 Proposal (Argentina) Y1 SC3A 7.4.1 ARG 2019 Start Procedures	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_4c_y1_sc3a_7.4.1_arg_2019_start_procedures.pdf	Withdrawn

8.2.2.4.d.	Year-1 Proposal (Australia) Y1 SC3A 7.4.2 AUS 2019 Pilot Event Marker	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_4d_y1_sc3a_7.4.2_aus_2019_pilot_event_marker.pdf	Withdrawn
8.2.2.5	Year-1 Proposal (Belgium) Y1 SC3A 7.5.1 BEL 2019 Turn Point Definition	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_5_y1_sc3a_7.5.1_bel_2019_turn_point_definition.pdf	Withdrawn
8.2.2.6	Deletion of finish line option and compulsory use of finish ring		
8.2.2.6.a.	Year-1 Proposal (Belgium) Y1 SC3A 7.7 BEL 2019 Finishing	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_6a_y1_sc3a_7.7_bel_2019_finishing.pdf	Withdrawn
8.2.2.6.b.	Year-1 Proposal (Belgium) Y1 SC3A 8.2.3 BEL 2019 Finisher	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_6b_y1_sc3a_8.2.3_bel_2019_finisher.pdf	Withdrawn
8.2.2.6.c.	Year-1 Proposal (Belgium) Y1 SC3A Part 11 BEL 2019 Local Procedures Content	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_6c_y1_sc3a_11_bel_2019_local_procedures_content.pdf	Withdrawn

8.2.2.7	Mandatory submission of all flight recorder files		
8.2.2.7.a.	Year-1 Proposal (Belgium) Y1 SC3A 5.4 BEL 2019 Control Procedures	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_7a_y1_sc3a_5.4_bel_2019_fr_control_procedures.pdf	Withdrawn
8.2.2.7.b.	Year-1 Proposal (Belgium) Y1 SC3A 7.10 BEL 2019 Flight Documentation	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_7b_y1_sc3a_7.10_bel_2019_flight_documentation.pdf	Withdrawn
8.2.2.8	New Tasks		
8.2.2.8.a.	Year-1 Proposal (Australia) Y1 SC3A 6.2 AUS 2019 Distance Handicap Task	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_8a_y1_sc3a_6.2_aus_2019_distance_handicap_task.pdf	Adopted
8.2.2.8.b.	Year-1 Proposal (Belgium) Y1 SC3A 6.2 BEL 2019 Task Definitions	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_8b_y1_sc3a_6.2_bel_2019_task_definitions.pdf	Withdrawn
8.2.2.8.c.	Year-1 Proposal (Belgium) Y1 SC3A 6.3.1 BEL 2019 New Racing Task	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_8c_y1_sc3a_6.3.1_bel_2019_new_racing_task.pdf	Withdrawn

8.2.2.8.d.	Year-1 Proposal (Belgium) Y1 SC3A 6.3.2 BEL 2019 New Assigned Area Task	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_8d_y1_sc3a_6.3.2_bel_2019_new_assigned_area_task.pdf	Withdrawn
8.2.2.9	New or Changed Scoring		
8.2.2.9.a.	Year-1 Proposal (UK) Y1 SC3A 7.4 GBR 2019 Early Bird Bonus	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9a_y1_sc3a_7.4_gbr_2019_early_bird_bonu2s.pdf	Adopted
8.2.2.9.b.	Year-1 Proposal (Australia) Y1 SC3A 8.1 AUS 2019 Place Scoring System	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9b_y1_sc3a_8.1_aus_2019_place_scoring_system.pdf	Adopted
8.2.2.9.c.	Year-1 Proposal (Australia) Y1 SC3A 8.2.2 AUS 2019 Early Bird Bonus Points	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9c_y1_sc3a_8.2.2_aus_2019_early_bird_bonus_points.pdf	Adopted by default (same proposal as 8.2.2.9.a.)
8.2.2.9.d.	Year-1 Proposal (Poland) Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 Highest Handicapped Distance Calculation	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9d_y1_sc3a_8.3.1_8.4.1_8.4.2_pol_2019_highest_handicapped_distance_calculation2.pdf	Lost

8.2.2.9.e.	Year-1 Proposal (Poland) Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 New Championship Days Parameters	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9e_y1_sc3a_8.3.1_8.4.1_8.4.2_pol_2019_new_championship_days_parameters2.pdf	Lost
8.2.2.9.f.	Year-1 Proposal (Poland) Y1 SC3A 8.3.1 POL 2019 Finisher Marking Time Calculation	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9f_y1_sc3a_8.3.1_pol_2019_finisher_marking_time_calculation2.pdf	Adopted
8.2.2.9.g.	Year-1 Proposal (IGC) Y1 SC3A 8.3.2 IGC 2019 Distance Assigned Area Task	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9g_y1_sc3a_8.3.2_igc_2019_distance_assigned_area_task.pdf	Adopted
8.2.2.9.h.	Year-1 Proposal (Argentina) Y1 SC3A 8.4 ARG 2019 Scoring with 95% of the total distance	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9h_y1_sc3a_8.4_arg_2019_scoring_with_95_of_the_total_distance.pdf	Adopted
8.2.2.9.i.	Year-1 Proposal (Poland) Y1 SC3A 8.4 POL 2019 Handicapped Distance Calculation	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9i_y1_sc3a_8.4_pol_2019_handicapped_distance_calculation2.pdf	Lost

8.2.2.9.j.	Year-1 Proposal (Poland) Y1 SC3A 8.4 POL 2019 Minimum Bonus Guarantee for Finishers	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9j_y1_sc3a_8.4_pol_2019_minimum_bonus_guarantee_for_finishers2.pdf	Lost
8.2.2.9.k.	Year-1 Proposal (Poland) Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 Longer vs Shorter Task Scoring	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_9k_y1_sc3a_8.3.1_8.4.1_8.4.2_pol_2019_longer_vs_shorter_task_scoring2.pdf	Lost
8.2.2.10	Additional penalties		
8.2.2.10	Year-1 Proposal (Poland) Y1 SC3A 8.7 BEL 2019 List of Penalties	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_2_2_10_y1_sc3a_8.7_bel_2019_list_of_penalties.pdf	Withdrawn
8.3	Other Proposals		
8.3.1	Introduction of Club Class World Gliding Cup		
8.3.1.a.	Other Proposal (Poland) OTH IGC Calendar POL 2019 Club Class World Gliding Cup	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_1a_oth_igc_calendar_pol_2019_club_class_world_gliding_cup2.pdf	Lost

8.3.1.b.	Other Proposal (Poland) OTH IGC Calendar POL 2019 IGC Championships Calendar	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_1b_oth_igc_calendar_pol_2019_igc_championships_calendar2.pdf	Withdrawn
8.3.2	Other Proposal (Germany) OTH IGC Calendar DEU 2019 IGC defined WWGC classes	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_2_oth_igc_calendar_deu_2019_wwgc_classes_0.pdf	Lost
8.3.3	Other Proposal (UK) OTH Local Procedures GBR 2019 Requirement for Delayed Time Tracking	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_3_oth_local_procedures_gbr_2019_delayed_time_tracking.pdf	Adopted
8.3.4	Other Proposal (IGC) OTH SC3D 4.2 IGC 2019 Procedures for insertion and correction of competition results	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_4_oth_sc3d_4.2_igc_2019_competition_results.pdf	Adopted
8.3.5	Other Proposal (IGC) OTH SC3D 5.6 IGC 2019 Pilot's rating score calculation for Two Seat glider entries	Text of the proposal: https://www.fai.org/sites/default/files/documents/8_3_4_oth_sc3d_4.2_igc_2019_competition_results.pdf	Adopted

9	Elections	President: Mr. Eric Mozer, USA 1st Vice-president: Mr. Brian Spreckley, UK Vice-president: Dr. Angel Casado, Spain Vice-president: Mr. Aldo Cernezzi, Italy Vice-president: Mr. Christof Geissler, Germany Vice-president: Mrs. Frouwke Kuijpers, Netherlands Vice-president: Mr. Rene Vidal, Chile Secretary: Mr. Vladimir Foltin, Slovakia Treasurer: Mr. Dick Bradley, South Africa *The Plenary confirmed the Committees, Working Groups, their Chairs, IGC Representatives and Specialist Officers (see AOB item below)*	
9.1	37th FAI World Gliding Championships 2022	(Club, Std., 15m Classes)	Narromine, Australia
9.2	12th FAI Women's World Gliding Championship 2022	(Club,18m Classes)	Fuentemilanos, Spain
10.1	Lilienthal Medal	Mr. Richard Bradley, South Africa	
10.2	Pirat Gheriger Diploma	Dr. Angel Casado, Spain	
10.3	Pelagia Majewska Medal	Not awarded	

11	Date and Place for the 2020 IGC Plenary	The Bureau is authorized to decide the venue for IGC Plenary 2020 taking into consideration potential offers received from the delegates before June 2019. The meeting will take place on 6th and 7th March 2020. Bureau will seek to avoid conflict with the dates of the EGU meeting. *Post meeting note:* *IGC Bureau decided that Budapest, Hungary will be the venue for 2020 IGC Plenary.* Deadlines for next IGC meeting: Notification of proposals and bids to the Bureau and/or the Bid Specialist: 30th Sep 2019 Final Bids: 31st Dec 2019 Proposals, nominations and reports: 31st Dec 2019 All material available for delegates: (tbc) IGC Plenary 45 days before next	
12	AOB		
12.1	Approval of expenditure for IGC tracking system	The IGC Plenary approved budget of 20.000€ for design, development and procurement of IGC owned glider tracking system for use in WGC's. Standards for the system are still to be determined but will focus on safety, fairness and transparency.	Approved
12.2	Approval of expenditure for technical support for e-concept event in Pavullo	The IGC Plenary approved budget of 2.000€ for technical support for e-concept event in Pavullo	Approved
12.3.1	Late Proposal (ANDS & GFA Committees) AOB Future Flight Recording	Text of the proposal: https://www.fai.org/sites/default/files/documents/12_2_aob_-_future_flight_recording.pdf	Supported
12.3.2	Late Proposal (Australia) Y1 SC3A 7.4.2 AUS 2019 Designated Start - late proposal	Text of the proposal: https://www.fai.org/sites/default/files/documents/12_1_1_y1_sc3a_7.4.2_aus_2019_designated_start_-_late_proposal.pdf	Adopted (applicable immediately)

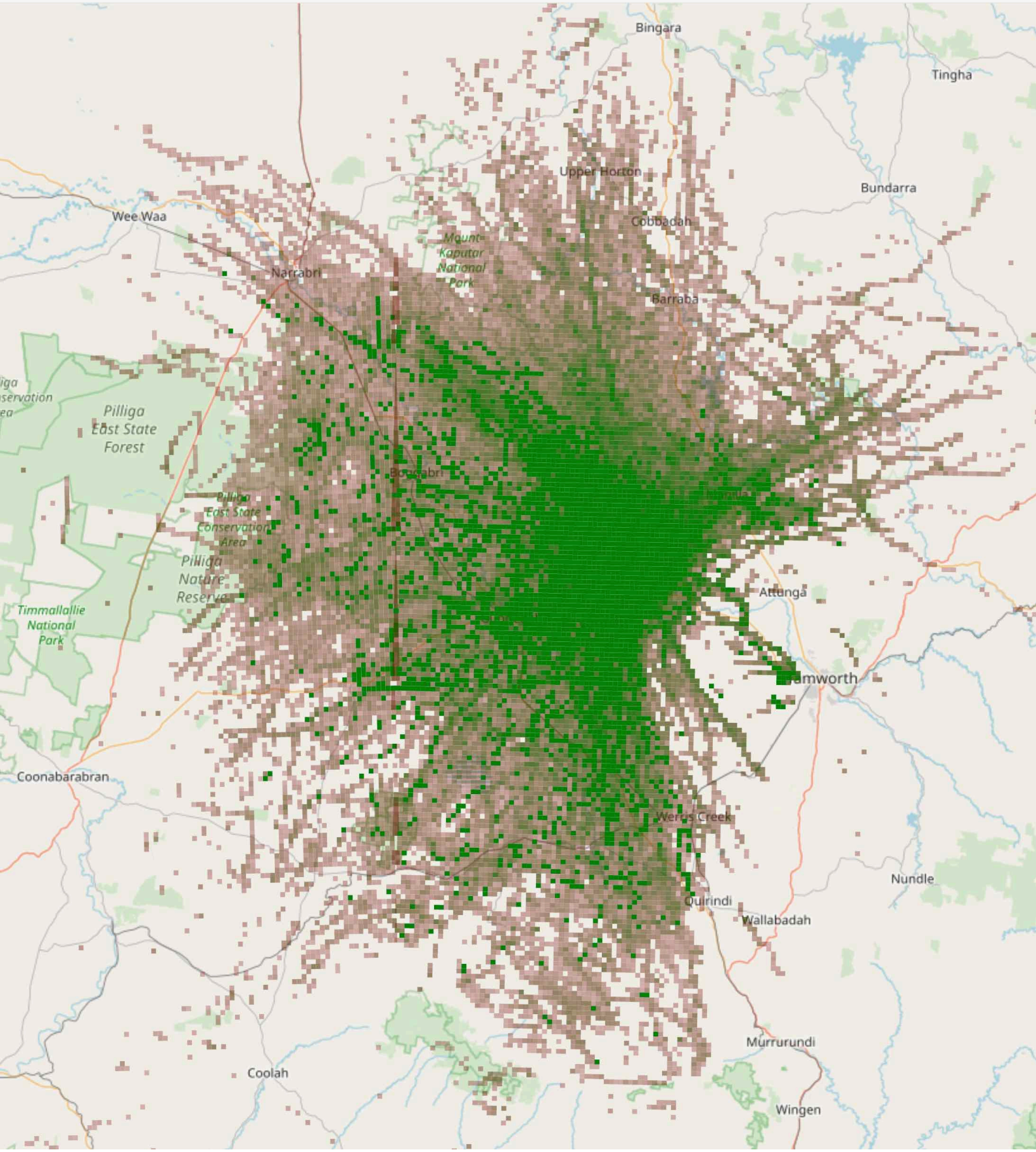
AOB	Standing Committee Chairs:	Sporting Code 3D Annex A: Handicaps: Annex B: Annex D: ANDS: GFAC: Championship Management:	R. Macintyre R. Sheppe C. Geissler I. Strachan R. Fila R. Sheppe I. Strachan P. Eriksen
AOB	Working Group Chairs:	Stewards: Safety: Scoring Software: History: Country Development: IGC Media: E-Concept:	T. Cubley R. Vidal A. Casado P. Selinger tbn B. Spreckley B. Spreckley
AOB	IGC Representatives:	CASI: EGU: Environmental Commission Medical Commission:	tbn P. Pauwels tbn J. Knüppel
AOB	Specialist Officers:	Sailplane Grand Prix: Trophy Management: OLC: Youth gliding	B. Spreckley G. Weinreich C. Geissler N. Shalneva

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Appendix 23

Open glider network (OGN) range

Open Glider Network Range



Appendix 24

Proposed Tracking rule but withdrawn

Excerpt of first draft of Annex A, submitted to the Bureau for approval:

> **7.5 COLLISION AVOIDANCE AND TRACKING**
>
> 7.5.1 Collision avoidance transceivers must be turned on and configured to transmit position information in cooperation with other transceivers within a range of 5 kilometers.
>
> .
>
> 7.5.2 Pilots are allowed to configure low power modes, limited information modes, and requests for “no tracking” by ground stations, as long as the requirements of 7.5.1 are met.
>
> 7.5.3 The use of ground stations to track gliders for tactical purposes is not allowed.
>
> > *The Organisers may track gliders for safety reasons and for the entertainment of the public, but the distribution of glider tracking information will be time delayed by at least 10 minutes.*

Response from the Bureau (Brian):

> HI Rick
> Thanks for the excellent work. I understand the problem with writing section 7, it becomes a memory test on what we actually decided. I have some comments on section 7.
>
> 7.5.1
> I am not sure it is wise to define a specific range. So much depends on the quality of the installation and we have no control over any performance changes the manufacturers may introduce or apply to different settings. I think is sufficient to simply specify the requirement and remove the last part of the para. (within a range of 5 Kilometers). Angel may have some input on this.
>
> 7.5.3
> What is the origin of this rule? I can't see which proposal leads to a rule banning use of tracking for tactical purposes. The qualification written under 7.5.3 should be a rule according to the proposal 8.3.3 approved at the last plenum.:-
>
> /The Organisers may track gliders for safety reasons and for the entertainment of the public, but the/
> /distribution of glider tracking information will be time delayed by at least 10 minutes./
>
> Otherwise I agree with the changes to the Annex

As a result of these comments, 7.5.1 and 7.5.2 were simplified, and 7.5.3 was dropped, resulting in the published version. A side effect of dropping 7.5.3 was the loss of mention of the 10 minute delay that originally appeared in italics.

Appendix 25

FAI Annex A to Section 3 – Gliding 2017 Edition



Fédération Aéronautique Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS

CLASS D (gliders)
Including Class DM (motorgliders)

2017 Edition
valid from 1 October 2017

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An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

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[1] FAI Statutes, Chapter 1, para. 1.6
[2] FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.2
[3] FAI Statutes, Chapter 1, para 1.8.1
[4] FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2; and 2.7.2
[5] FAI By-Laws, Chapter 1, para 1.2.1
[6] FAI Statutes, Chapter 2, para 2.4.2.2.5
[7] FAI By-Laws, Chapter 1, paras 1.2.2 to 1.2.5
[8] FAI Statutes, Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
[9] FAI Sporting Code, Gen. Section, Chapter 4, para 4.1.5
[10] FAI Sporting Code, Gen. Section, Chapter 2, para 2.2
[11] FAI Statutes, Chapter 5, para 5.2.3.3.7
[12] FAI Statutes, Chapter 6, para 6.1.2.1.3

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PRELIMINARY REMARKS

a) The Local Procedures describe operational procedures relevant to the site and complement these Rules.

b) In this Annex the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and “will" indicates what is going to happen.

c) In this document words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

d) Explanatory text and notes are included as unnumbered paragraphs in *italic Arial 10 font*.

e) In this document, wherever the word pilot, entry, champion or participant is used, it should be taken as crew, team-entry, champions or team, with reference to the 20 metre Multi-seat Class.

f) Geometric terms and standards, as used in these Rules, shall be in accordance with the following table:

Earth Model	The Earth Model to be used for all calculations specified in this Annex shall be a sphere of radius 6371.0 kilometers.
Distance	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
Direction	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
Lines	Unless otherwise specified, the terms "Line", "Line Segment," "Leg," etc. shall be considered to be geodesics.
Interpolation	For the purpose of evaluating the crossing of lines and boundaries, straight linear interpolation between consecutive fixes shall be used.

g) Changes from the 2016 Edition are highlighted in the margins

PART 1 GENERAL

1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

a. Select the champion in each competition class on the basis of the pilot's performance in the tasks set;

b. Foster friendship, co-operation and exchange of information among soaring pilots of all nations;

c. Promote worldwide expansion of the public image of soaring;

d. Encourage technical and operational development of the sport*;*

e. Encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

The Organizers may state any additional objectives in their Local Procedures.

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motorgliders), and specifically with Chapter 5 of Section 3 and with this document, which is approved by the IGC Plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.2. The winner will be awarded the title of World Champion, or, as appropriate, European, Pan American or other Continental Champion, provided that there have been at least four championship days (see 8.2.1) in that class.

Final places, for all tied results, should also be determined by the procedure stated in 10.2.2.

1.2.3 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. At least one non-flying rest day shall be given during the period. An official training period of three days immediately preceding the opening of the Championships shall be made available to all competitors. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 4 days.

The Organisers may declare further rest days for stated reasons such as pilot fatigue. A rest day should be declared on the day before, but may be declared earlier, or as late as the first Briefing on the day in question.

1.2.4 The official language of the Championships shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefings.

1.3 CHAMPIONSHIP CLASSES

1.3.1 The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 5, and as listed in the Local Procedures. Unless otherwise approved by the Bureau, Club Class gliders and 20 metre Multi-seat Class gliders must appear on their respective Handicap Lists,

which are published in the IGC Procedures for Handicapped Classes document.

There is no requirement for multi-seat gliders to be equipped with dual controls.

1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NACs on the first Championship day, the contest shall take place but no Champion will be declared. If classes need to be handicapped in a Continental Championship the DAeC handicap list should be used.

1.3.3 Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 **General** Before the final bid deadline, the Organisers shall cooperate with the IGC Bureau in reaching agreements regarding any special circumstances pertaining to the championships.

These may include: the number of entries allowed, the Handicap List, requirements for sailplanes and equipment, and special procedures.

1.4.2 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships. This shall include the distribution of an Emergency Plan to the Team Captains.

1.4.2.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots may be selected by vote of the other pilots in the class.

The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship.

The Organisers may issue additional rules regarding safety in the Local Procedures.

1.4.3 **Facilities** The Organisers shall provide:

a. All facilities necessary for the satisfactory operation of the Championships.

b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.

1.4.4 **Fees** The Organisers must pay sanction fees to FAI as decided by IGC.

1.4.5 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

1.4.5.1 Local Procedures

The Organisers must submit the Local Procedures to the IGC Bureau for approval in time for publication at least 90 days before the first scheduled day of competition.

Changes to the Local Procedures during the competition must be approved by the Chief Steward, announced at Briefing, and published on the official notice board.

1.4.5.2 Control Points

The Control Points are the Start Points, Finish Points and Turn Points that may be used during the Championships. The official format of the Control Point file shall be specified in the Local Procedures. The original publication of the Official Control Points file shall be no later than 30 days before the first scheduled day of competition.

Organisers are encouraged to make a clear distinction between Start, Turn, and Finish Points in the names or numbers of the Control Points. A single point may be used for more than one purpose, but this should also be made evident. Changes to the Control Point file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Official Forbidden Airspace file. The original publication of the Official Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

Sporting Limits may be used to implement graduated penalties around forbidden airspace, horizontally, vertically, or both. If used, they must be outside the forbidden airspace and must be described in the Local Procedures.

Contest area altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file.

Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.4 Task Sheet

The Task Sheets will be distributed at Briefing. The Task Sheet must include:

a) The date
b) The Class (in Multiclass Championships)
c) The Task specification (see 6.2 and 7.4.2)
d) Operational Procedures in use
e) QNH
f) Any changes to forbidden airspace or altitude limits
g) Grid Time
h) Anticipated time of first launch
i) End of legal daylight
j) Safety frequency
k) Emergency telephone numbers
l) Any other information relevant to the day's flying.

Organisers are strongly encouraged to provide a graphical depiction of the task and nearby forbidden airspace, and relevant distances and bearings. However, these depictions and parameters are not to be taken as official for scoring purposes. A change of task at Grid Briefing (see 5.2c) should include the distribution of new task sheets.

1.4.5.5 Results

a) Any scores published before all Flight Logs have been analysed shall be labeled "Preliminary Results."

b) After all the Flight Logs have been analysed, the scores shall be published as "Unofficial Results." Unofficial Results are subject to review by the competitors and Team Captains.

c) After the expiry of the protest time and after all complaints and protests have been dealt with the scores shall be published as “Final Results”.

PART 2 CHAMPIONSHIP OFFICIALS

2.1 THE CHAMPIONSHIPS DIRECTOR

2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.

a. He shall make operational decisions in accordance with the rules of the Sporting Code and of the Championships. The decisions shall be published without delay in writing on the Official Information Board in the Briefing Hangar.

b. He may penalise or disqualify a competitor for misconduct or infringement of the rules.

c. He shall give evidence to the International Jury if requested.

d. He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to his NAC and to FAI.

2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

2.2 STEWARDS AND JURY MEMBERS Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation.

The Stewards and Jury Members must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section, Section 3 including Annex A, the FAI International Jury Members Handbook, and the Local Procedures for the Championships.

2.2.1 **Stewards** The IGC Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different from that of the Organisers, except that in the event of a last minute failure to attend, a replacement Steward of any nationality and acceptable to the other Stewards may be invited.

a. The nominations shall be approved by IGC.

b. One Steward shall be present at the contest site throughout all major operational activities including during the official training period.

The primary responsibility of the Chief Steward is to ensure the timely completion of all organisational aspects of the competition.

The role of the Stewards is to provide advice and/or support to the Director, the International Jury, the Team Captains and the competitors. Stewards must have extensive experience of soaring competitions and conduct themselves in accordance with the guidance provided in the IGC Steward Handbook.

2.2.2 **International Jury**

a. A nominated Jury shall consist of the President of the Jury plus two Members. The President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided:

(i) They are available as required by the Jury President to hear a protest, and

(ii) They are available on the final day of competition to hear any protests arising from the last day of competition, and to take part in the final Jury Meeting to confirm the results.

b. In addition to being the Chairman at Jury meetings, the President has the right to require the Organisers to abide by the FAI Sporting Code and the published Local Procedures for the Championships. If the Organisers fail to do so the President of the Jury has the power to stop the Championships until a Jury meeting has considered the situation.

c. The Jury has the right to terminate the Championships if the Organisers fail to abide by the FAI Sporting Code and the published Local Procedures. They may recommend to the FAI Secretary General that all entry fees be returned.

d. **Meetings of the International Jury**

(i) Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases the Jury President may accept an eligible replacement nominated by the Jury member concerned.

(ii) Jury meetings are to be conducted in accordance with the FAI International Jury Members Handbook.

(iii) Decisions by the Jury shall be reached by simple majority. The President of the Jury shall report the details of any protest to FAI.

e. **Dissolution of the International Jury** The Jury shall only cease its functions after it has given its decision on all protests that have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task. The last action of the Jury is to approve the competition results of the Championships and declare the Championships valid, providing they have been conducted in accordance with the rules and the decisions of the Jury.

The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions but be prepared to give advice and answer queries regarding interpretation of the rules and the general running of the event if raised by officials of the event.

PART 3 NATIONAL TEAMS

3.1 SELECTION OF TEAMS Each NAC shall select its own Team Captain, competitors, and assistants. The NACs shall certify to the Organisers (normally in the entry form) that the team members qualify under these rules.

3.1.1 The Team Captain, competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the Championship, by any rulings and requirements stated by the Organizers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept, without reservation, any consequences resulting from the event (for instance see 3.6 on insurance).

3.2 QUALIFICATIONS A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.1.3 on citizenship and representation, and must;

a. Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;

b. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;

c. Hold a currently valid FAI Sporting Licence.

d. Hold a Pilot Licence or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the Championships take place;

e. Know, understand, and abide by the FAI Sporting Code, General Section, Section 3 including Annex A and the Local Procedures issued for the event.

A Team Captain:

- *Should be of the nationality of his NAC but a substitute of another nationality, holding written authority from the NAC concerned, may be accepted at the discretion of the Organisers.*
- *May be a competitor or crew member but preferably be additional to them. A crew member may be of any nationality.*

3.3 TEAM CAPTAIN'S RESPONSIBILITIES The Team Captain represents his NAC and is the liaison between the Organisers and his team members. A Team Captain not fulfilling his responsibilities, as detailed in this Section, may be suspended or disqualified in accordance with paragraph 1.2.1. The Team Captain:

a. Should endeavor to ensure the proper conduct of his team members and that the pilots do not fly if ill or under the influence of alcohol or drugs, or suffering from any disability that might endanger the pilot or others.

b. Is responsible for compliance by his team members with the terms of the Certificate of Airworthiness or Permit to Fly of the competing sailplanes and, where appropriate, with the laws of his own and those of the Organisers' country.

c. Is responsible for ensuring that all members of his team receive and understand all information given at any Championships briefing.

3.4 ENTRY

3.4.1 **Application for Entry** Application for entry shall be accepted only on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information will not be accepted.

After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

a. Entry fees shall be returned:

(i) In full, if the Championships do not take place,

(ii) Unused fees shall be paid back if the Championships are stopped or cancelled for reason of force majeure,

b. A competitor who withdraws shall have no right to the return of any fees.

3.4.3 **Pilots**

a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures. The limit is two entries per class, or 3 entries per class in Junior and Women Championships. In the 20 metre Multi-seat Class, only one entry (one crew) is allowed per NAC. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he/she is eligible according to the allocation procedure.

An entry shall be taken as a single pilot in a single seat glider, a single pilot in an Open Class glider, or the entire cockpit crew of a 20 metre Multi-seat glider. For Continental Championships with a limited number of nations participating, the IGC Bureau may approve a higher number of entries per class.

b. The safe total number of entries per class depends on the local conditions and operating procedures. Therefore the entry numbers per class for each specific contest will be decided by the IGC on the basis of evidence provided by the Organisers.

c. The maximum number of entries per class shall normally be 50. This limit may be exceeded by the participation of reigning Champions.

d. Reigning Champions are invited to participate as additional entries from their NACs as follows:

(i) For World Gliding Championships: With the exception of the 20 metre Multi-seat Class, the current Champions of the FAI Women WGC and the current Champions of the FAI Junior WGC may compete as additional members of their team in their relevant classes in any World Gliding Championship.

(ii) For Continental Gliding Championships: With the exception of the 20 metre Multi-seat Class, the current Champions of each CGC may

compete as additional members of their team in their relevant classes in that Continental Gliding Championship.

e. Two-seater sailplanes may compete in the Open class either flown solo or dual. The crew member is considered to be variable ballast and can be changed on a daily basis. Only the nominated pilot in command shall be listed in the results.

f. In the 20 metre Multi-seat Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed, each pilot may occupy either seat on a given competition day. Both pilots on board the two-seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.

g. If the total number of entries or the number of entries per class exceeds the maximum numbers set for the event the number of entries will be reduced in accordance with the IGC Country Ranking List. A detailed procedure is found in Appendix 1.

h. In Continental Championships, NACs from outside the Continent may enter one or more pilots with the permission of the Organisers, provided the entry limits are respected. These pilots shall be scored *Hors Concours*, which means:

- their participation will not be counted in the daily scoring parameters;
- their daily score will be calculated after the scoring of the regular entries;
- their daily rank will be listed as "HC," and not a number;
- they will not be listed in the overall results; and
- they will not be included in the daily or overall prizegiving.

Gliders entered *Hors Concours* must meet the same technical inspection requirements as regular entries.

In World Championships, *Hors Concours* entries are not allowed.

3.4.4 **Rejection of Entries** The organising NAC may not reject any entry to a Championship made in good faith and complying with the terms of entry.

3.5 REGISTRATION

3.5.1 On arrival at the contest site, each Team Captain and his competitors shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

3.5.2 After the close of registration, no change of sailplanes or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

3.5.3 The Organisers, if appropriate, shall require the following documents and translations:

a. Documentary proof of insurance, or medical insurance cards.

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.7);

(ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and

(iii) FAI Sporting Licence valid for the year of the event.

(iv) A Therapeutic Use Exemption (TUE)

If, due to health problems, you are taking any medicines that are on WADA's prohibited list you should obtain a Therapeutic Use Exemption(TUE). You should contact your NAC to get information on how to obtain a National TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to the Event staff upon arrival. This is extremely important in case of doping testing

c. For the sailplane:

(i) Valid Certificate of Airworthiness or equivalent (see 4.1.2); and

(ii) Third party insurance certificate for the sailplane.

3.5.4 The Organisers shall state in the Local Procedures:

a. If additional documents are required, and

b. Which documents shall be carried on board the sailplane.

3.6 INSURANCE

3.6.1 Third party insurance, as specified in the Local Procedures, is the responsibility of the entering NAC.

3.6.2 Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness. Each occupant must wear a serviceable parachute on each competition flight, unless the glider is equipped with an approved airframe recovery parachute system and the use of such a system is allowed by local regulations.

c. The Organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them.

d. The Organisers may specify in the Local Procedures additional mandatory equipment or high-visibility markings.

In the 20 metre Multi-seat Class only, and in gliders certified to be operated with modified control systems, entries that include a pilot with a physical disability may be eligible for a scoring bonus. Inquiries regarding eligibility for this bonus should be directed to the IGC Bureau before the deadline for entries.

4.1.2 Each competing sailplane

a. Must have a valid Certificate of Airworthiness or Permit to Fly not excluding competitions OR a valid registration in the UL, ULM, or Light Sport Category that includes the maximum gross weight OR a valid registration in the UL, ULM or Light Sport Category and an approved weight-and-balance certificate that indicates the manufacturer-approved maximum gross weight.

b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown.

The acceptance check will include:

i. verification of the installation of an industry-standard collision avoidance transceiver, if its use in the contest area is authorised by governing law;

ii. a demonstration by the pilot of a simulated emergency cockpit evacuation; and

iii. verification of the incorporation of at least two of the safety features listed in Appendix 2.

Organisers are encouraged to complete the acceptance checks before the beginning of the official training period, in order to allow a good simulation of racing days before

the competition begins.

The configuration shall be kept unchanged during the whole competition. Exception: In the Open Class only, it is allowed to change complete wing panels and/or winglets. No instruments permitting pilots to fly without visual reference to the ground may be used during the contest. If carried on board they must be reported to the Organisers during the acceptance check and rendered inoperative. The Organisers may specify instruments and procedures covered by this rule in their Local Procedures.

Additional configuration checks and weighing procedures that pertain particularly to the Club Class and 20 metre Multi-seat Class will be found in the document, IGC Procedures for Handicapped Classes, which shall be considered to be a part of this Annex.

All discrepancies found during the inspection must be corrected not later than 20:00 on the day before the first scheduled competition day. By that time Flight Logs (see 5.4) from all FRs in use must also have been delivered to the Competition Office. Noncompliance will result in denied competition launches.

Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable control surfaces, landing gear, winglets, and wing tip extensions. The configuration is considered to be changed if the shape, or dimensions of the primary structure are altered, or, for a motorglider, if either the engine installation or the propeller is modified. "Instruments" includes any portable devices that use a gyro or inertial platform or high precision GNSS positioning and/ or attitude sensing technology.

4.1.3 Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings; and, wing tips and winglets but not the entire outer wing panels.

If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the director of the Championships. Landing damage is normally assumed to be the fault of the pilot.

4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots will be scored as having landed at the position at which the collision occurred.

4.1.5 During the Championships, on days when tasks are set, sailplanes entered in the event may only be flown on Championship tasks, except that the Organisers, at their discretion, may permit a sailplane to be test flown.

4.1.6 The Organisers have the right to inspect a competing sailplane at any time during the Championship up to the Prize Giving.

4.2 MAXIMUM TAKEOFF MASS

4.2.1 In addition to the limits imposed by the glider's airworthiness document, the following Maximum Takeoff Mass (MTOM) and wing loading limits shall be enforced:

a. Open Class – 850 kg.

(i) Changes to the wing panels and winglets shall be permitted during a Championship.

(ii) The mass limit and configuration changes shall remain in force until 30 September 2017.

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – No disposable ballast permitted and MTOM limited to the lesser of:
- Maximum certificated Takeoff Mass, and
- Maximum certificated Takeoff Mass without waterballast

according to Type Certificate Data Sheet (TCDS).

e. 20 metre Multi-seat Class – 800 kg.

f. 13.5 metre Class – 35 kg/m^2

g. Organisers may impose additional restrictions to the above maximum take-off masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

Maximum certificated takeoff mass (according to TCDS) for any specific glider must not be exceeded under any circumstances.

4.2.2 Checking takeoff mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

The Local Procedures shall give details of the procedures for checking the mass for all Classes.

4.3 CONTEST NUMBERS

4.3.1 The contest numbers, as validated by the Organisers, shall be displayed:

a. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.

b. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or numerals or a combination of letters and numerals in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing, of low contrast or otherwise illegible. Competitors not complying with the Organiser's requirements shall be denied competition launches.

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

a. All pilots shall attend briefing except that a competitor who is unable to attend, for reasons outside his control, shall be represented by his Team Captain.

b. Safety requirements given at briefing shall carry the status of Local Procedures.

c. Flight and safety requirements will normally be provided in writing to the Team Captains. Any requirements provided verbally will be acknowledged by the signatures of the Team Captains.

d. The time between the end of briefing and first launch must not be less than 30 minutes. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the competition shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

5.3.1 **Radio Transmitters and Transceivers** Communications radios are for voice transmissions between team members and between them and the Organisers only.

a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.

b. Voice transmissions may only be made on frequencies prescribed by the Organisers.

c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

A single frequency should be designated for the launch, start, finish, and landing. One frequency should be designated for each Class flying within a common task area. To improve safety, competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing, and when thermalling with other sailplanes.

5.3.2 **Other Types of Aid** Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task or still airborne after cancellation of their task must land or return to the competition site

and land without delay and may not lead, guide or help in any way competitors in other classes still flying their assigned task.

5.4 CONTROL PROCEDURES Flights shall be controlled by GNSS Flight Recorders (FR).

a. FRs to be used in the competition must be of a type approved by IGC before the scheduled beginning of the technical checks and must meet the requirements of the current version of *Technical Specifications for GNSS Flight Recorders*. A valid calibration certificate must be provided for each FR.

b. For scoring purposes, each pilot will designate a maximum of two FRs, by submitting a Flight Log from each FR to be used. The Flight Log must be submitted after the beginning of the training period and before 20:00 on the day before the FR will be used. *(See note).* See 5.4d for additional requirements for motorgliders.

Note: Individual exceptions to this requirement may be granted by the Director. Also, note that there is no requirement that an unpowered glider be flown during the training period.

c. FR recording intervals shall be set to 5 seconds or less. Non-compliance may be penalized. FRs should be switched on for at least two minutes before first takeoff to establish an altitude baseline.

d. All motorgliders to be launched by aerotow must carry out the following procedure at least once after the beginning of the training period and before the first competition Start (and for each FR to be used): After release the engine must be started within 5 minutes and run for a maximum of two minutes to provide a positive MoP record in the Flight Log. This procedure may be used on any day to test the engine but <u>needs</u> to be carried out only once, provided that:

1) Flight Logs from FRs submitted show a positive record of the engine run.

2) Flight Logs on each subsequent competition day also show evidence that detection of MoP is enabled. Failure to provide evidence that MoP detection is enabled will invalidate the flight.

e. If both designated recorders fail and the Flight Log is interrupted for a period longer than one minute, then the glider shall be considered as having outlanded unless satisfactory evidence can be provided that the glider did not, during the interruption of the Flight Record, violate airspace or, in the case of a motorglider, use the MoP.

f. Competitors must submit a Flight Log for evaluation on each Championship Day on which a launch was made, regardless of the outcome of the flight(s). If the submitted Flight Log does not provide data from all flights made during the day, the submission of additional Flight Logs is required, for the purpose of covering all the flights made that day.

g. The Organisers will accept a Flight Log from the other FR in the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment

failures.

h. The Organisers shall be informed of any change of equipment including changes to the set of Flight Recorders carried. Non-compliance may be penalized.

5.4.1 **Altitude Control** A daily QNH will be published on the Task Sheet.

In this Annex, in the Local Procedures, on the Task Sheets, and during Briefings, all altitudes will be specified either MSL (height above sea level), or QNH (height above the published pressure level). Altitudes QNE (height above a standard pressure), also known as Flight Levels, will not be specified in the rules, but may appear in the Forbidden Airspace file.

The MSL altitude of a glider will be taken as the difference in recorded pressure altitude and the recorded pressure altitude at takeoff, plus the airfield elevation. If the pressure altitude at takeoff is missing, the Scorer will use the calibrated pressure altitude adjusted for the daily QNH, and a penalty shall apply.

MSL altitudes determined by the Scorer should agree with an altimeter set to field elevation before takeoff.

The QNH altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at the daily QNH and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNH altitudes determined by the Scorer should agree with an altimeter set to the daily QNH.

The QNE altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at 1013.2 hPa and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNE altitudes determined by the Scorer should agree with an altimeter set to 1013.2 hPa.

Organisers are encouraged to avoid the use of QNH and QNE to specify the vertical limits of Forbidden Airspace, where possible. This can often be accomplished by judicious use of altitude buffers.

5.4.2 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

PART 6 TASKS

6.1 TASK TYPES The following task types are available for use during the Championships. A single task type should not be used for more than 67% of the Championship Days in each class.

- **Racing Task**
- **Assigned Area Task**

6.2 TASK DEFINITIONS

6.2.1 **Racing Task (RT)** Speed over a course of two or more designated Turn Points, with a finish at the contest site. The task is specified by the designation of the Start, the Turn Points (in order), and the Finish.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points".

Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

6.2.2 **Assigned Area Task (AAT)** Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Speeds are calculated based on each finisher´s elapsed time or the Minimum Task Time, whichever is greater.

Non-finishers receive "distance points" only (the "distance points are calculated relative to the maximum distance flown).

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.

b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point´s Observation Zone.

c. The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the Task Distance.

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if

used), through each Turn Point to the Finish point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding Position and the next Turn Point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is the time elapsed between the most favorable valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.

(v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

6.3.2 **Assigned Area Task**

a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.

The following distances should be included in the task information for pilots:
- *The nominal Task Distance, assessed via the center of each Assigned Area, and*
- *The minimum and maximum Task Distance achievable via the Assigned Areas.*

The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

c. Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if

used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is either the time elapsed between the most favorable valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

PART 7 COMPETITION PROCEDURES

7.1 THE LAUNCH GRID The classes shall be launched separately. The complete grid order shall be drawn by lot before the first flying day.

a. The grid order of each class shall rotate after each Championship Day for that class, as follows:

i. a group of approximately 2/7 of the sailplanes shall be moved from back to front or:

ii. one or more rows of sailplanes shall be moved from back to front with the goal of moving approximately 2/7 of the total. Individual position in each row is irrelevant.

b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers.

c. "Grid Time" is the time at which all sailplanes in all classes must be in their proper positions for launching. The Organisers shall specify the Grid Time at Briefing and publish it on the task sheets.

d. Only the sailplanes on the grid at Grid Time shall be considered in any changes to the opening or closing times of the start gate.

e. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

7.2 LAUNCHING

7.2.1 **Definitions**

a. The Contest Site Boundary defines the geographical area, or areas, near the departure airfield within which a competitor may land—and be entitled to another launch.

b. The Release Area is defined as a geographical area within which the glider must be released from the tow plane or the MoP must be shut down for a motorglider.

7.2.2 **Contest Site Boundaries** Contest site boundaries shall be designated by the Organisers and described in the Local Procedures.

a. The Organisers shall designate a re-landing area which shall be shown at briefing.

b. A competitor landing outside the contest site boundaries after a regular launch shall not have any further competition launch on that day.

7.2.3 **Launching Period** The launching period shall be announced at briefing and given on the task sheet. The end of the launching period shall be before finishers are expected. If the Organisers delay the start of launching, other relevant times shall be delayed accordingly or the day cancelled.

The launch should be organised so that the time to launch the class is as short as possible. Competitors should not be refused a launch if they are ready to launch prior to the end of the launch period.

7.2.4 **Suspending Launching**

Once launching has started, the Organisers may suspend towing for reasons of safety or fairness. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the Championship Director shall either order the landing and regridding of the airborne competitors or cancel the task.

7.2.5 **Delaying or Canceling the Task**

The Organisers may delay or cancel the opening of the start gate if they consider that the conditions are not suitable for the task to be flown safely or fairly.

7.3 LAUNCHING PROCEDURES

7.3.1 **Number of Launches** Each sailplane is permitted a maximum of three launches per day.

a. If, before the first launch in the class, a sailplane cannot be launched due to a fault by the Organisers, the launch in that class shall not be started.

b. If a pilot postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall lose that launch (i.e. it will count as one of the three launches allowed).

c. A competitor requiring a second or third launch shall be launched as soon as possible. If the Director determines that a relaunch will not affect the class currently being launched, then he may authorize an immediate relaunch. Otherwise, the competitor seeking a relaunch must wait until after a launch has been offered to the last sailplane in the class that is currently being launched.

d. A failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane shall count as an official launch if the pilot elects to stay airborne. It shall not count as an official launch if the pilot lands immediately, even if outside the contest site boundaries, and reports to the launch point without delay.

7.3.2 **Motorgliders** Motorgliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

a. If they self launch their MoP must be shut down in the designated release area at or below an altitude specified in the Local Procedures. Exceeding this altitude under power will be penalized unless the glider makes an immediate landing on the airfield. If the specified altitude is higher than the standard release height, then the motorglider must descend below the standard release height before a penalty-free Start can be made. Failure to record at least one pre-start fix below the standard release height will be penalized.

b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be scored to the position at which they started their MoP.

c. A procedure that allows a new Start to be made following the use of a MoP without an intervening landing may be used if:

i The procedure is described in the Local Procedures.

ii All gliders in the class are equipped with a MoP at the close of registration for the Championships.

7.3.3 **Release Areas** Release areas and towing patterns shall be described in the Local Procedures. The release areas shall be clearly separated and positioned in a way that makes it possible to establish safe and efficient towing patterns.

The standard release height or altitude shall be given in the Local Procedures and may be modified at Briefing.

a. Each release area should normally be used by one class at a time.

b. Pilots shall not release until after the tow pilot has rocked the wings of the towplane. Pull-ups before releasing are prohibited.

c. The Organisers shall ensure that the release areas and the release altitudes for launching are selected to enable competitors to land safely on the contest site for a relaunch, after allowing adequate time and altitude to search for lift after release.

d. The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.

7.4 STARTING

7.4.1 **Definitions**

Start Point - is the midpoint of the Start Line or center of the Start Ring.

Designated Start - is the use of a set of possible start times, beginning with the original time of opening of the Start (see 7.4.5a), and including additional times at regular intervals thereafter.

Start Time - is either:

- the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second, or
- if the Designated Start option is in effect, the Designated Start time immediately before the time the competitor crosses the Start Line.

7.4.2 **Start Options** The Organisers may implement the Designated Start option. To do this, the Organisers must make an announcement at Briefing and publish the "Designated Start Interval" on the Task Sheet. The published interval must be 10, 20, or 30 minutes.

7.4.3 **Start Geometry** The Organisers shall select which start geometry will be used during the contest. The Start geometry selected for the Championship shall

be stated in the Local Procedures. The choices are:

a. **Start Line** A line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.4 **Validity of Starts**

a. A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet or leaves the Start Ring, after the opening of the Start.

b. If there is no proof that the competitor had a valid start after the opening of the Start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 metres of the Start Line or the Start Ring after the opening of the Start. The time of crossing shall be taken from that fix, but a penalty that depends on the distance from that fix to the Start Line or Ring shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.5 **Starting Procedures** The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

a. The time of opening of the Start shall be specified to a whole minute, and announced by radio. The radio procedures for announcing the start shall be detailed in the Local Procedures. At the announced opening time, the start will open.

If a delay is needed, the new opening time should be announced at least 3 minutes before the superseded opening time.

b. A pre-start altitude (MSL) limit may be imposed and shall be specified at the briefing. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized.

c. The start line or start ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the start at other times must be described in detail in the Local Procedures. After the closing of the start line or start ring, no starts will be valid.

7.4.6 **Multiple Starts** In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score. A Start made after a properly completed Task will not be considered valid.

A competitor may claim only the first task completion each day.

7.4.7 **Communication of Start Times** Pilots shall communicate their start times to the Organisers within 30 minutes of their last valid start to an accuracy of two minutes and the Organisers shall publish starting times as quickly as possible. Penalties may be given for non-compliance or incorrect notification.

7.5 TURN POINTS AND ASSIGNED AREAS

7.5.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder of 500 m radius centered on the Turn Point.

7.5.2 An Assigned Area shall be formed by:

a. A circle of a given radius, centered on a Turn Point, or

b. A geometric figure on the ground bounded by two lines of specified initial bearing from a Turn Point, a maximum distance from that point, and, optionally, a minimum distance from that point.

The Observation Zone of an Assigned Area is the airspace enclosed by the circle or geometric figure and extending vertically without limit.

7.5.3 Consecutive Assigned Areas must be separated by at least 1 km.

Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

7.5.4 A competitor is credited with a valid achievement of a Turn Point or Assigned Area if the Flight Log shows a valid fix within the Observation Zone, or if a straight line between two consecutive valid fixes intersects the Observation Zone.

7.5.5 If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 metres of the Observation Zone then credit for achieving the Turn Point or Assigned Area will be given, and a penalty will be applied. This penalty is not applied if the point of furthest progress is within the penalty zone.

7.6 OUTLANDING

7.6.1 **Real Outlandings** The position and time of a real outlanding shall be determined from the Flight Log as the fix showing the glider coming to rest, the use of the MoP, or the end of recording due to equipment failure, whichever occurs first.

a. When landing out the competitors shall comply with the instructions given in the Local Procedures. The Organisers shall be informed of an outlanding without delay. Non-compliance shall be penalized.

b. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

c. The starting of a motorglider's MoP, except as allowed by 5.4d, or a complete failure of the GNSS flight record (see 5.4e) is regarded as a real outlanding.

7.6.2 **Virtual Outlandings** For incomplete flights, the fix that represents the point of best performance will be taken as the outlanding position and time, regardless of the real landing position..

7.6.3 **Aero Tow Retrieves** The Local Procedures shall state if aero tow retrieves are permitted, and in what way they will be handled.

7.7 FINISHING

7.7.1 Definitions

Finish Point - is the midpoint of the Finish Line or center of the Finish Ring.

Finish Time - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

7.7.2 **Finish Geometry** The Organisers shall select which finish geometry will be used during the contest. The Finish geometry selected for the Championship shall be stated in the Local Procedures. The choices are:

a. **Finish Ring** A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

b. **Finish Line** A line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (MSL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight in landings, shall be penalized.

Choice a. Finish Ring is to be regarded as the preferred finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing.

Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of finishing. If possible, separate Final Turn Points should be used for each class.

7.7.3 Validity of Finishes

a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring. After crossing the Finish Line/Finish Ring the glider must land without delay.

b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

7.7.4 Finish Procedures

a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.

b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.

c. The finish line or finish ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the finish at other times must be described in detail in the Local Procedures. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the

closing time.

After finishing, pilots are expected to land as soon as possible.

7.8 TASK COMPLETION

7.8.1 **Definitions** A Completed Task is one in which the competitor has a valid Start (with or without penalty), valid achievement of all Turn Points or Assigned Areas in the correct order (with or without penalties), and a valid Finish (with or without penalty) A Finisher is a competitor who has completed the Task.

7.9 LANDING

7.9.1 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.

7.9.2 Hazardous maneuvers when approaching and after crossing of the finish line shall be penalized. Having crossed the finish line or finish ring the competitors shall land without delay.

7.9.3 Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalized.

7.10 FLIGHT DOCUMENTATION Flight Log files shall be delivered to the Scorer after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

7.10.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. These files can be handed in by any data device or transmission method, defined in the Local Procedures. All files are subject to validation. The Organizers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

PART 8 SCORING AND PENALTIES

8.1 SCORING SYSTEM The Championships shall be scored according to the **1000-Points Scoring System:** The Score is expressed in points (the maximum available Score for the day is 1000 points). Each class shall be scored separately.

8.1.1 **Team Cup**: This may be used concurrently for a secondary ranking, but not to select the individual Champions.

8.2 COMMON RULES

8.2.1 **Championship Day** In order for a Day to be counted as a Championship Day in any class:

a. For each class, a launch opportunity shall have been given to each competitor in time for the competitor to carry out the task of the Day in question, and

b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, shall have flown a Marking Distance of at least Dm (after any handicapping is applied).

Dm is defined in para. 8.3.1

In this Annex, "valid competition day" is synonymous with "Championship Day."

8.2.2 **Daily Scores** Each competitor shall be given a daily Score based on his performance on each Championship Day. The Score given to each competitor shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

8.2.3 **Finisher** A competitor is deemed to be a "finisher" if he crosses the finish line or enters the finish ring after completing the task.

8.2.4 **Handicaps** Handicapping shall be used in the Club Class and may be used in the 20 metre Multi-seat Class in Continental Championships only. Organisers shall state in the Local Procedures if Handicapping is to be used in the 20 metre Multi-seat Class.

a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.

b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.

c. Handicaps shall be applied according to 8.3.2.

8.2.5 **Penalties** Flights that have been disqualified shall be given a zero Score for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor's Score after it has been calculated, according to this Section.

If the penalty reduces a competitor's raw performance for the day (eg: outlanded at the point of airspace entry) the penalty must be applied before the calculation of the Score. The appropriate penalty should be applied each time an infringement occurs (eg exceeding the maximum permitted`altitude is penalized for each infringement).

If the Day score after deduction of any penalties is less than zero, it shall be taken as zero, unless 8.6.4 applies.

8.2.6 **Cumulative Scores** Cumulative and Final Scores shall be calculated by adding the points obtained each Day.

8.3 DEFINITIONS OF SCORING PARAMETERS

In the following tables the abbreviations RT and AAT are used for Racing Task and Assigned Area Task, respectively.

8.3.1 Championship Days

The parameters used for scoring each Championship Day are:

Dt	Task Distance. (Used in scoring RT only and defined in 6.3.1c)
Td	Minimum Task Time. (For the AAT, Td is specified at Briefing; for the RT, Td = 0).
Dm	Minimum Handicapped Distance to validate the Day. Dm = 100 km.
n1	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
n2	Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).
n3	Number of finishers, regardless of speed
n4	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm/2
N	Number of competitors having had a competition launch that Day
Ho	Lowest Handicap (H) of all competitors
Do	Highest Handicapped Distance (Dh) of the Day
Vo	Highest finisher's Handicapped Speed (Vh) of the Day
To	Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
Pm	Maximum available Score for the Day, before **F** and $\mathbf{F_{CR}}$ are applied.
Pdm	Maximum available Distance Points for the Day, before **F** and $\mathbf{F_{CR}}$ are applied.
Pvm	Maximum available Speed Points for the Day, before **F** and $\mathbf{F_{CR}}$ are applied.
F	Day Factor
$\mathbf{F_{CR}}$	Completion Ratio Factor
Day	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

D	Competitor's Marking Distance. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
H	Competitor's Handicap, if handicapping is being used; otherwise H=1
Dh	Competitor's Handicapped Distance. (Dh = D x Ho / H)
T	Finisher's Marking Time. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
Pd	Competitor's Distance Points
V	Finisher's Marking Speed. (V = D / T)
Vh	Finisher's Handicapped Speed. (Vh = D / T x Ho / H)
Pv	Finisher's Speed points
S	Competitor's Score for the Day expressed in points

Note for Scorers:
Before closure of the finish line, in order to keep preliminary results representative, it shall be presumed that competitors not accounted for are finishers, with Dh ≥ Dm and Vh = Vo, but they shall not appear in the ranking.

8.4 CALCULATION OF SCORES

8.4.1 **Racing Task**

a. Day Parameters:

Pm = the least of: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the lesser of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the winner's time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **$S = F \times F_{CR} \times (Pv + Pd)$**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.4.2 Assigned Area Task

a. Day Parameters:

Pm = the least of either: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the Task Time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **$S = F \times F_{CR} \times (Pv + Pd)$**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.5 TEAM CUP

8.5.1 FAI Medals will be awarded to the three highest placing teams at a valid FAI World Gliding Championships or Continental Championships. The scoring of the teams described in this section is known as the Team Cup.

8.5.2 For the purpose of the Team Cup, a team is considered to consist of all the competitors from a single NAC who are entered in the Championships, with a minimum of one entry in at least two separate classes.

Teams that do not meet the "2-class minimum" at the close of Registration are not eligible for the Team Cup.

8.5.3 On each valid competition day in each class:

a. Each competitor who has had a valid launch that day will receive a Competitor's Team Cup Score.

b. A Competitor's Team Cup Score is calculated as the competitor's day score minus the day score of the winner in that class, plus 1000.

8.5.4 On each day that is valid in at least one class:

a. The Team's Daily Score will be calculated as the average of all the Competitors' Team Cup Scores from all classes that had a valid day, rounded to two decimal places).

Normally, pilots with no Team Cup Score will not be included in the average. The exception is given in (b), below.

b. If, on any day on which at least one class in which a given team is represented has a valid competition day, and one or more team members do not receive a Competitor's Team Cup Score, and as a result the team's representation is reduced to fewer than two classes, then entries from unrepresented class(es) will be included in the average, until the minimum of two classes is met. Entries included in this fashion will have a day score of zero. If there is a choice of which entry to include to satisfy this condition, the entry which results in a more favorable score for the team will be chosen by the Scorer.

8.5.5 Each day, a Team Cup Score is calculated for each team, as follows: the sum of the Team's Daily Scores, divided by the number of days that the team has had a Daily Score, (rounded to two decimal places).

8.5.6 The Gold, Silver, and Bronze FAI Team Cup medals will be awarded to the three teams with the highest Team Cup Scores at the end of the competition.

8.6 PENALTIES AND DISQUALIFICATION

8.6.1 The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.

8.6.2 The Championship Director may issue one or more general warnings regarding infringements described in this Annex to all competitors at Briefing. A general warning is in effect for that competition day, and it revokes each competitor's right to a specific warning during that day.

A general warning takes the place of a "first offence" warning, and a violation of a rule covered by a general warning should result in a penalty, as if the violation were a "subsequent offence."

8.6.3 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.

8.6.4 Penalties shall be listed on the Score sheet of the Day on which the penalty was given.

8.6.5 Penalties in the following category:

- Dangerous or hazardous flying

and the following specific penalties:

- Flying under the influence of alcohol
- Positive doping control

shall be included in the competitor's overall contest results (including the competitor's cumulative Score), even if imposed during the training period or on a day which does not meet the requirements of a Championship Day (8.2.1).

8.6.6 A competitor who has been disqualified shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Overweight/Underweight of W kilograms	W x 2 pts	n x W x 2 pts	n x W x 2 pts
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
Notification of start time > 30 min after start	Warning	10 pts	25 pts
Declared start time differing from the actual time	Warning	10 pts	25 pts
Changing FR without advising the Organisers	10 pts	20 pts	25 pts
Failure to record takeoff pressure altitude	10 pts	25 pts	10 + n x 25 pts
Incorrect FR configuration (Time interval between fixes > 5 sec)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) according to time limit in LP.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Incomplete outlanding report	Warning	10 pts	25 pts
Incorrect Start			
Between 0 and 0.50 Km from the start line or Ring	50 pts	50pts	50pts
More than 0.50 km from the start line or Ring	No valid start	No valid start	No valid start
Lowest pre-start fix above the altitude limit	1 pt/m	n pts/m	Day Disqual.
Incorrect claiming of Turn Points or Areas			
Less than 0.50 km from the boundary of the Turn	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn	No Control	No Control	No Control
Incorrect Finish			
Finishing below altitude limit defined at briefing *not exceeding achieved speed points	1 pt/m*	1 pt/m*	Disqualification
Dangerous or hazardous flying			
Cloud flying or unauthorized aerobatics, para 5.1	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the local zone	Warning	(n-1) x 25 pts	Disqualification
Towing: early or late release	Warning	(n-1) x 25 pts	Disqualification
Towing: pull-up before release	Warning	Day Disqual.	Disqualification
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**):			
Excess altitude 100m or less	1 pt/m	n pts/m	Disqualification
Excess altitude >100m	Outlanded at the point exceeding 100m	Day Disqual.	Disqualification
Finish: hazardous maneuver	25 pts	n x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
Other Violations			
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MoP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Self-launch above altitude limit (7.3.2a)	1 pt/m	n pts/m	n pts/m
Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty in 20m-multiseat, 18m ,15m, Standard, 13.5m & Club Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

(#) If the span of a glider in the 20m-multiseat, 18 m, 15 m, Standard, 13.5 m, or Club Class exceeds the wingspan definition of the relevant class (or type), a penalty of a fixed number of points shall be subtracted from the daily score. The number of daily penalty points is obtained by subtracting 0.3 cm from the measured overspan, then rounding this number to the nearest whole cm.

Examples:

(i) A 2.7 cm overspan will give daily penalty points of 2.7 - 0.3 = 2.4 which is then rounded down to 2 points.

(ii) A 3.9 cm overspan will give daily penalty points of 3.9 - 0.3 = 3.6 which is then rounded up to 4 points.

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.

9.1.2 Prior to the Championships a complaint may be made by an NAC. Such a complaint may concern only failure of the organizing NAC to comply with the regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the IGC informed.

9.1.3 At any time during the Championships a complaint may be made through the Team Captain to the Championship Director or his designated official. Such complaint shall be dealt with expeditiously.

9.1.4 The complaint must be made in writing. The Championship Director will issue a written response as soon as possible.

9.1.5 The Organisers will keep copies of all complaints and responses, together with a log of the time that the complaint or response is received and the signatures of the Team Captain and Director (or his deputy).

9.1.6 If the processing of a complaint results in a new publication of Unofficial Results, then the Protest Period will be reset.

9.1.7 If a competitor has no separate Team Captain, he may lodge the complaint himself.

9.2 PROTESTS

9.2.1 Protests may not be filed against the Rules governing the Championship, which are contained in the FAI Sporting Code, General Section, Section 3 and Annex A to Section 3.

9.2.2 A protest against a decision on a complaint as described above in 9.1.2 must have been made prior to the start of the Opening Ceremony of the Championships.

9.2.3. The amount of the Protest Fee shall be stated in the Local Procedures. Minimum amount is €100. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

9.2.4 When dissatisfied with a penalty or the decision on a complaint made during the Championships, or if the Director fails to respond to a complaint within the protest period, a competitor has the right of protest.

a. Such a protest shall be made in writing, in English, and shall contain the following elements:

(i) It shall refer to the decision against which the protest is lodged;

This condition may be satisfied by the inclusion of a copy of the written response to a Complaint.

(ii) it shall include reasons for the protest; and

(iii) it shall state the remedy sought by the protester.

b. A Protest must be handed to the Championship Director or his designated official, by the Team Captain, together with the protest fee within the protest period. The protest period shall expire:

i. 14 hours after the publication of any ruling or decision against which the protest is made, on all but the final competition day; or

ii. 2 hours after the publication of the final scores or response to any complaint, on the final competition day. At that time the protest period for any previous day will also expire.

c. If a competitor has no separate Team Captain, he may lodge the protest himself.

9.3 TREATMENT OF PROTESTS The Championship Director shall deliver a protest to the Jury President without delay.

a. The President of the Jury shall call a meeting of the International Jury within 24 hours (as soon as possible on the last day) of receiving the protest from the Championship Director.

b. The Jury shall hear both sides on the matter of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations.

c. The Championship Director is bound by the decision of the International Jury.

9.4 APPEALS An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section, Chapter 6.

PART 10 RESULTS AND PRIZEGIVING

10.1 RESULTS

10.1.1 Definition of status of results:

a. Performance: The competitors' results expressed in distance (km), speed (kph), or time (h:mm:ss).

b. Preliminary Results: Performances converted to points, before all Flight Logs have been analysed and all penalties have been applied.

c. Unofficial Results: The results after all Flight Logs have been analysed and all penalties have been applied. Unofficial Results may be published more than once.

d. Final Results: Unofficial results become Final after expiry of the protest time and after all protests have been dealt with.

10.1.2 All Unofficial and Final Results shall be published on the official notice board with minimum delay clearly indicating the status of the results and the date and time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry date and time for protests and Unofficial Results and Final Results shall be signed by the Championship Director or his nominated Deputy. Each publication of Unofficial Results resets the Protest Period.

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results. Results published on the internet should be clearly labelled as Preliminary, Unofficial, or Final.

10.1.3 The cumulative scores of the Championships shall be final only after the Jury has ceased its functions. They shall be published before the Prizegiving is held.

10.2 PRIZEGIVING

10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

10.2.2 The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.

a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.

b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.

c. The Organisers shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges to all competitors, their assistants, and officials.

d. Small prizes may be given to the daily winners.

Although tie scores may occur in the daily results and in the final results, no ties will be allowed in the final place standings for the first three (podium) places. To break a tie on the podium, the following procedure will be used, beginning with the highest tied final score (and proceding until the podium is free of tied placings): tied competitors will be ranked in order of their number of daily first placings, then daily second placings, etc., until the ties are broken. Tied final placings in positions lower than third place are allowed.

10.2.3 The FAI will award a Gold, Silver and Bronze medal to the captains of the teams ranked respectively first, second and third in theTeam Cup final placings.

a. The team winning the Team Cup shall collectively bear the title of Team Champion.

b. The Local Procedures may describe other prizes to be awarded to the teams.

10.2.4 [Reserved]

PART 11 LOCAL PROCEDURES

Organisers of Championships shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

*The details in **Part A CHAMPIONSHIP DETAILS** must be completed.*

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for approval before being published. To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

The Local Procedures may not be published in any public place, including on a website, before they are approved. This is to avoid confusion arising should changes be required as part of the approval process.

The IGC shall approve the appointment of the Jury and Stewards.

After approval the Local Procedures shall be published as a stand-alone document no later than 90 days before the first scheduled day of competition.

A CHAMPIONSHIP DETAILS

Name of the Event

Location of the Event

Time Schedule

Preliminary entries due
Final entries due *3.4.1*
Deadline for approval of new GNSS FRs *5.4a*
Airfield closed for training flights
Registration period *3.5.1/ 3.5.2*
Technical inspection period (acceptance check) *4.1.2 b*
Official training *1.2.3*
Configuration change closes *4.1.2b*
First official Team Captains briefing
Opening Ceremony *1.2.3*
Contest flying *1.2.3*
Farewell party
Closing Ceremony and Prizegiving *1.2.3*

Competition Officials

Director of the Championships
Deputy Director
Task Setter
Chief Scorer

International Jury

President
Members

Stewards

Chief Steward
Steward(s)

Addresses for Correspondence and Entries

B GENERAL

1.1 Additional objectives of the Championships
1.3.1 Championship classes
1.4.2 Additional safety rules
1.4.5.2 Control Point file format
1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit

C NATIONAL TEAMS

3.4.2 Entry fee
3.4.3 a. Number of allowable entries per NAC
3.4.3 b. Total number of allowable entries and number of entries per class
3.5.4 a. Additional documentation required
3.5.4 b. Documents required to be carried on board the sailplane
3.6.1 Third party insurance cover

D TECHNICAL REQUIREMENTS

4.1.1 c,d. Additional equipment, markings
4.1.2 b. Instruments that must be removed from the sailplane
4.2.2 Procedures for checking aircraft mass

E GENERAL FLYING PROCEDURES

5.2 Units of measurement
5.3.1 a. Radio communication required for contact with Air Traffic Services
5.3.1 c. Radio frequencies to be used during the Championships

F COMPETITION PROCEDURES

7.1 e. Requirements for discharging water ballast on the grid
7.2.2 Contest site boundaries
7.3.2 Launch procedures for motorgliders
7.3.2a Maximum altitude of climb after self launch
7.3.2c Inflight procedures for motorgliders
7.3.3 Release Areas and Release Heights

	7.3.3	Areas where continuous circling is prohibited or permitted in one direction only
	7.4.3	Start geometry to be used
	7.4.5 a.	Radio procedures for announcing the start
	7.4.5 c.	Conditions for closing the start (if any)
	7.6.1 a.	Instructions pertaining to real outlandings
	7.6.3	Provision of and requirements for aero tow retrieves
	7.7.2	Finish geometry to be used
	7.7.2 a.	Minimum altitude for the finish ring
	7.7.2 b.	Minimum altitude for the finish line
	7.7.4 a.	Finish procedures
	7.7.4 c.	Conditions for closing the finish (if any)
	7.8.1	Landing procedures
	7.9	Handling of flight documentation

G **SCORING**

	8.2.4	Use of Handicaps in the 20 metre Multi-seat Class

H **PROTESTS**

	9.2.3	The amount of the protest fee

I **PRIZEGIVING**

	10.2.1	Requirements for flags, discs and tapes
	10.2.3	Additional team awards

Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for Reigning Champions will be included in the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the organisers, will set a maximum number of entries per each class. Places for Reigning Champions may be in addition of the Annex A maximum of 50 entries per class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. Every NAC may enter only 1 pilot in the 20 metre Multi-Seat Class. In the other classes, 2 pilots per class (3 in Juniors' and Women's Championships) may be entered, but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the countries. Reigning Champions, having a right of entry, are accepted in addition to the NAC nominated entries.

4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2nd and 3rd entries (as appropriate when NAC's have been offered a 3rd entry) to other classes if additional places are available.

5. At the closing date for Final Entries, oversubscribed classes are reduced to the maximum class number by removing the pilots of the lowest ranked countries which have entered a 2nd pilot (or 3rd pilot) in accordance with the IGC Country Ranking List effective at the date of closure of Preliminary Entries for the Competition.

6. A country will lose only one pilot across all classes, commencing with the most oversubscribed class, until all countries (with 2 or 3 pilots) have lost one pilot.

Safety Features

Energy absorbing foam seat cushions
Emergency Locator Transmitter or Personal Locator Beacon
Improved conspicuity by appropriate markings
Improved conspicuity by one or more strobe lights
Supplemental oxygen
Fixed rear view mirror
Spinal protection device
Increased shock absorbing landing gear
Emergency egress device
Side string angle of attack indicator
Acoustic stall warning system
Anti-submarining safety harness
Approved airframe recovery parachute system
Pilot rescue system
Energy absorbing nose

Appendix 26

Not used

Attachment 27

Tracking Rule as per Annex A – email

Re: live tracking rule

Inbox x

Chair of Annex A committee 21 Jan 2020, 14:21

to me

Hi Terry -
You are correct. There is nothing in the Annex that directly reflects this proposal (agenda 8.3.3).

The reason for this is that I could find almost nothing in the proposal that was not also in the Year 2 proposal from Germany (agenda 8.1.8), which we also approved. The lone exception is the 10 minute delay, which appears in proposal 8.3.3, but not in the German proposal.

I took care of that by adding language about the delay in Rule 7.5.3, and I thought that by doing so, I had covered both proposals. But... that rule did not make it into the final version.

The evolution of this section is attached.

You can see that Brian was not in favor of prohibiting tactical tracking. But I made a mistake when I deleted rule 7.5.3 - I also deleted the italics under it, which was the only place the 10 minute delay was mentioned.

-xxxxxx

> I note from the IGC minutes that we passed a rule re live tracking display
> (see attached). Did we end up putting this into Annex A? I cannot see it
> specifically.
>
> Terry

Attachments area

Appendix 28

Australian Protest against penalty

The Contest Director
WWGC2019
Lake Keepit Airfield
NSW Australia

Friday 17 January 2020

Protest against penalty applied to Australian Pilots

This protest is in response to the penalty imposed by the Competition Director against the Australian Team Pilots for flights on 15 January 2020.

Australia has been advised that the 250 point penalty applied to each Australian pilot on 15 January 2020 was on the basis of a breach of the Sporting Code 6.2.2 and Annex A 8.6.5 for unsporting behaviour.

In response to the penalty Australia advises the following:

1. Australian Pilots did not act in an unsporting manner
   The pilots should not have a penalty imposed as they did not act in an unsporting manner. 8.6.5 of Annex A refers to unsporting behaviour in the context of aggressive or abusive behaviour. The Australian pilots and team did not demonstrate this behaviour. Other instances of unsporting behaviour are not addressed in 8.6.5 nor in unsporting behaviour defined elsewhere in Annex A.

2. The Australian Team did not breach Annex A or the Sporting Code
   6.2.2 of the Sporting Code refers to unsporting behaviour however use of publicly available information, tracking data, OGN or flarm data is not defined as unsporting behaviour.

   When reading 6.2.2 other instances of unsporting behaviour must be referred to the "ASC" being the IGC.

   The Contest Director is not authorised to define or determine unsporting behaviour outside of that mentioned in 6.2.2 or Annex A. Such determination must be made by the IGC.

3. Failure by IGC to address this issue in contest rules
   The IGC is aware of the issue of use of real time data by various sources however it has not defined or determined what data or use of obtaining data is or is not within the rules for world gliding championships. It was common and publically known for teams at previous world championships to provide real time data to pilots using private OGN stations and IGC has not considered this to be unsporting and has refused to clarify this.

   Therefore the Australian team was not acting outside of the contest rules.
   Further, it is not for the Contest Director to re-define what is unsporting at a current competition and therefore a penalty cannot be applied.

   Application of a penalty as imposed on Australian pilots at this competition means that the same penalty must be applied to pilots using private OGN and flarm data at this world championships. The Oganisation should investigate which teams have been doing this.

4. Data was not gained illicitly
    a. it was obtained through a public URL which was not password protected;
    b. the URL contained the word “g track live” and “admin” and was easily found by someone with a reasonable level of IT knowledge; and
    c. public data does not have to be easily available, simply that is not password protected or secured in another way.
    d. Australia identified this data and did not consider it restricted or illicit data and therefore determined that use of the data did not breach the competition rules.

5. Pilots were not aware of the source of the data
   Pilots were aware they were receiving real time information however the pilots were told by the Team Captain that the information was obtained through sources which did not breach the Sporting Code and Annex A rules governing this competition (the competition rules). Use of Tracking data is not against the rules.

   From a pilots perspective the data could have easily been obtained via OGN and flarm networks.

   Other teams were providing similar real time information to their pilots equivalent to that provided to the Australian team. We are aware that some were teams using Private OGN stations to bypass “no track” requests. This should equally be viewed as unsporting if the Australian penalty stands

6. General availability of OGN and flarm networks
   OGN and flarm network was available and used by other teams at this competition and has been available and used by other teams at previous competitions. It is understood other teams made use of private OGN networks at this competition. Every pilot was in a position to use in flight flarm data during the flight noting a good flarm installation can identify gliders up to 30km away. The Australian information was ignored by our pilots as their flarm display was much more accurate.

7. Previous acceptance of use of real time information
   Previously, these actions (of using OGN – public or private and flarm data) has not been considered a breach of the rules or unsporting.

8. Use of real time information by other teams
   Should the Australian team be found to have acted in an unsporting manner which is considered a breach of the competition rules, then it is necessary to determine that any other team or pilot which made use of private OGN or flarm networks has also acted in an unsporting manner and the same penalties applied.

9. Information was made publicly available on Australian team frequency
   The majority of teams (pilots and ground crew) were listening, or could have listened in, to the Australian radio frequency and had the opportunity to obtain the same benefit from radio transmissions from the Australian ground crew.

   At least four other teams talked/transmitted information from ground crew to their pilots on the Australian allocated frequency during the competition, two teams (Luxembourg and

Japan) on a daily basis. This evidences the use of Australian information by other teams (which are party to the complaint made) during the competition. If Australia is to be penalised for this activity, these teams must also be penalised.

10. Timing of complaint

    The Sporting Code General Section 6.1.3 states that a complaint must be made by team captains as soon as possible after the event giving rise to the complaint. The complaint has been made on 17 January 2020. Australia is aware that team captains knew Australia had real time information regarding gliders from 4 January 2020. A Facebook post made by a British person was made on 15 January 2020 and a complaint was not made until 17 January 2020.

11. Australian team suggested providing everyone with real time tracking data.
    When the contest organisers questioned how Australia was obtaining real time data, Australia suggested the contest organisers provide everyone at the competition with real time data and no delay on the contest trackers. The contest organisers did not choose this option.

12. 5.3 of Annex A – external aid to competitors
    The Australian team did not receive any additional aid from use of real time tracking when compared to pilots receiving aid from their teams based on OGN data. If a penalty is imposed on Australian pilots it must also be imposed on those pilots who had ground teams using OGN data (public or private OGN).

    Given the above, in particular that the competition rules do not state use of such data is prohibited and that many other teams have used private data networks including private OGN during this and previous competitions, it is not feasible to impose a penalty on Australian pilots at this competition. No competition rule has been breached, Australian pilots did not act in an unsporting manner and there is no penalty provision available to use against the Australian pilots.

    Terry Cubley
    Australian Team Captain



    17/01/2019

Appendix 29

WhatsApp Chat with Team Captains WWGC

(reference from page 25 onwards)

29/12/19, 4:50 pm - Messages to this group are now secured with end-to-end encryption. Tap for more info.
29/12/19, 4:50 pm - Mandy Temple created group "Team Captains WWGC"
29/12/19, 4:50 pm - Mandy Temple added you
29/12/19, 4:51 pm - Mandy Temple: This group is for messages to Team Captains at WWGC 2019
29/12/19, 5:03 pm - +49 172 1396132 joined using this group's invite link
29/12/19, 6:12 pm - +1 (814) 207-9014 joined using this group's invite link
29/12/19, 8:07 pm - +61 484 604 470 joined using this group's invite link
29/12/19, 8:52 pm - +420 603 534 406 joined using this group's invite link
29/12/19, 9:51 pm - +49 172 6776077 joined using this group's invite link
29/12/19, 10:56 pm - +31 6 21576128 joined using this group's invite link
30/12/19, 2:52 am - George Schuit joined using this group's invite link
30/12/19, 2:53 am - +31 6 18810189 joined using this group's invite link
30/12/19, 8:53 am - Mandy Temple: Welcome all.
3 things
1. Remember to register yourselves with Lynley to get important information about the competition.
2. Please bring your country flags to the office we will put them up today
3. I would like to change our meeting tonight until 6pm. Is that OK?
Manfy
30/12/19, 8:54 am - Mandy Temple: Mandy
30/12/19, 9:15 am - +1 (814) 207-9014: 6pm meeting time is good. Will bring flags this AM.
30/12/19, 9:18 am - +420 603 534 406: Water filing pipe in STD area (near EU glider) is still broken. Please repare it
30/12/19, 9:19 am - George Schuit: 6 PM ok. George
30/12/19, 9:20 am - +61 484 604 470: 6pm ok. If I am not back from Tamworth Akemi will attend. Thank you Mac
30/12/19, 9:39 am - +420 603 534 406: <Media omitted>
30/12/19, 9:51 am - Mandy Temple: Plumber is coming
30/12/19, 10:14 am - +420 603 534 406: 6 PM ok. Petr Czech Team
30/12/19, 11:45 am - Eric Napoleon joined using this group's invite link
30/12/19, 2:30 pm - +44 7813 788614 joined using this group's invite link
30/12/19, 3:47 pm - Terry Cubley: Please advise where we find official TP and airspace. Not shown in downloads as stated, and a link sends us to the Benalla web site. Do we use TP exchange?
30/12/19, 3:51 pm - Mandy Temple: No not in downloads.
As advised is on Soaring spot and TP exchange thx

31/12/19, 8:48 am - Mandy Temple: Good morning captains. Please take care that your gridded gliders are secure in case of a strong thermal later in the day.
31/12/19, 10:47 am - Anita Taylor: Today I will load the Safety Briefing with notes here for your use.
31/12/19, 10:48 am - +1 (814) 207-9014: Good safety briefing Anita - thanks.
31/12/19, 1:24 pm - Anita Taylor: <Media omitted>
31/12/19, 1:49 pm - Eric Napoleon: What is the 18M start time please
31/12/19, 1:52 pm - Mandy Temple: 1405
31/12/19, 1:55 pm - +44 7813 788614: Did anyone get the start time for the standards, please?
31/12/19, 1:56 pm - Mandy Temple: 1345 now open
31/12/19, 2:01 pm - Mandy Temple: We can discuss tonight but perhaps we can also send gate times using What's app each day?
31/12/19, 5:12 pm - George Schuit: 18:00 TC Meering same place as yesterday?
31/12/19, 5:12 pm - George Schuit: meeting
31/12/19, 5:16 pm - Anita Taylor: Yes George.
31/12/19, 5:49 pm - +39 340 840 5324 joined using this group's invite link
1/1/20, 6:52 am - Mandy Temple added Peter Temple
1/1/20, 11:14 am - Anita Taylor: Good Morning Team Captains. As discussed yesterday, we have drafted a proposal in relation to the smoke visibility and the process which will be followed if we need to launch an "observer", (say for example, Bruce).
Please review the following and we will discuss this evening.

Special Circumstances: Smoke or Dust storm visibility
1. In the case of visibility being impaired by smoke or dust, the organisers will use 10km visibility as a safety limit.
2. The Organisers may, with Steward Agreement, authorise a member (or members) of the organisation to launch in a glider or power plane to gather information about the conditions in the task area.

Explanatory Material/ Procedures (not in the rules but an agreed process):
(a) The task setter will be cognisant of any threat of smoke or dust and task away from risky areas where possible.
(b) Any decision to launch will be mindful of the conditions in the start area.
(c) The start gate will be open if the organisation is satisfied it is safe to do so.
(d) A task may be cancelled after the start gate is open, including when gliders are on task if there is a threat of a serious reduction in visibility impacting on the safety of any competitor.
(e) If it is expected that a task may need to be cancelled, the organisation will launch the organisation observer(s) to provide information on the task area, including any change in condition

(such as a swing in wind direction impacting visibility).
(f) Any cancellation mid task will be done with the intent to give pilots enough time to land safely.
(g) During Briefing:
a. The organisation will communicate any expectations of visibility hazards at briefing and will explain what they expect could happen, in which task area, at what time. They will communicate who they will launch, where they will track and how any cancellation would be coordinated, openly.
b. Provide suggestions about safe landing options.
(h) The cancellation will be announced on the safety frequency and on WhatsApp to the Team Managers, (including landing urgency).
(i) The observer(s) will be available on the safety frequency for safety/landing.
(j) The observer(s) will at all times ensure they do not interfere or assist with competition aircraft.
(k) The observer(s) will carry a logger or tracker and the file will be published.
1/1/20, 11:16 am - Anita Taylor: Confirming the Safety Committee:

Steward and
-Elena Fergnani - Club class
-Sarah Arnold - Standard
-Anne Ducarouge - 18m
1/1/20, 11:45 am - Mandy Temple added +61 419 871 140
1/1/20, 12:10 pm - Mandy Temple: Confirm 1st launch 1230
1/1/20, 12:41 pm - Peter Temple: Standard class gate will open at 1310
1/1/20, 12:55 pm - Peter Temple: 18m class gate will open at 1320
1/1/20, 1:20 pm - Peter Temple: Club class gate will open at 1350
1/1/20, 2:06 pm - Mandy Temple: We need your list of 1st and 2nd logger of each pilot. Loggers must be calibrated and have MOP if necessary. You can bring this information to the meeting at 6pm or email before 8pm tonight. Thank you.
1/1/20, 8:17 pm - Mandy Temple: We decided to make a practice briefing in the Scrutineering hangar to practice for Day 1. It will be at 10am.
1/1/20, 8:51 pm - +44 7813 788614: Mandy:
Please can you consider leaving the grid open until 10 so pilots donâ€™t have a dead 30 minutes between gridding and briefing

Thanks
Jeremy/UK
1/1/20, 8:53 pm - Mandy Temple: Sure or we could do 830am to 10am? Don't the crew grid the gliders?
1/1/20, 8:54 pm - +61 484 604 470: I can see many pilots and TCs driving to grid so not all gliders are gridded by just crews.
1/1/20, 8:58 pm - Mandy Temple: <Media omitted>
1/1/20, 9:00 pm - +61 484 604 470: Thank you Mandy. I also remember we wanted to keep the window not too long for volunteer staffs so please name 90min window. 8:15-9:45?

1/1/20, 9:19 pm - Terry Cubley: We need a specific gridding time to advise the crews.
1/1/20, 9:22 pm - Mandy Temple: Gridding tomorrow 8.15 - 9.45 - but in case of smoke it may be delayed. I will advise in the morning if there is a change
1/1/20, 9:22 pm - +44 7813 788614: Thankyou
2/1/20, 7:20 am - Mandy Temple: TEAM CAPTAIN MEETING 9AM USUAL PLACE TO DISCUS OPTIONS FOR THE DAY.
2/1/20, 7:37 am - Mandy Temple: We now have new information meeting changed to 8am. Please confirm.
2/1/20, 7:38 am - +44 7813 788614: I can JUST make 8am
Please confirm other teams can
2/1/20, 7:38 am - +49 172 1396132: Confirm 8am
2/1/20, 7:39 am - George Schuit: Not before 8:15 am. Canâ€™t make 8:00
2/1/20, 7:40 am - +61 484 604 470: I Can make it anytime Mac
2/1/20, 7:40 am - +420 603 534 406: Sorry I am 35 kms far
2/1/20, 7:42 am - Mandy Temple: OK it seems 8am is difficult. We leave at 9am. We do have water now. We must discuss today's schedule and hangar briefing options.
2/1/20, 8:10 am - Eric Napoleon: yes 9h00
2/1/20, 8:24 am - +1 (814) 207-9014: TC meeting is 09:00 - right?
2/1/20, 8:24 am - Mandy Temple: Yes
2/1/20, 12:03 pm - Anita Taylor: Re Airspace

To confirm. You cannot fly in Prohibited, Restricted, A, C, and D airspace.
You may fly in Danger (Q) or F airspace (but you must follow relevant procedures)
2/1/20, 12:10 pm - George Schuit: Today we practice the designated start procedure. That is fine for today, but we found in competitions in Europe that it didnâ€™t do anything to spread traffic. On the contrary it led to glider congregations flying up and down the start line to catch the optimum start. Luxembourg TC would like to urge rhe CD/Task setter to NOT use this designated start procedure during the competition. Other TCâ€™s please agree or disagree with this request.
2/1/20, 12:16 pm - +44 7813 788614: I also would like to discuss the use of designated starts at todayâ€™s 6pm TC meeting please
2/1/20, 12:19 pm - +61 484 604 470: Is this a simple vote yes/no then Japan will vote for no. My understanding was that IGC voted against this procedure so was going to disappear? It does not make things safer, that is clear from our experience in wgc etc in Europe.
2/1/20, 12:23 pm - Terry Cubley: IGC did not vote to remove it. There are times when it adds value. If we have larg pre start gaggles because people won't start for fear of being followed then the organisers can use this option. It is in the rules and should be available.
2/1/20, 12:36 pm - +31 6 21576128: WA/ email is not a good medium to discuss things. We can talk about it next TC MEETING. Whenever that will be.

2/1/20, 12:46 pm - Eric Napoleon: Hi
I am agree with Mac
In Eurpe after WGC at OSTROW all people said it was not a good solution
2/1/20, 12:47 pm - +420 603 534 406: Czech team vote for no. I have bad experience with it
2/1/20, 1:16 pm - +39 340 840 5324: We can try today. But generally speaking we do not agree with this option too much.
2/1/20, 1:18 pm - Mandy Temple: That is the plan. It's just a test today in case we must use it later. Our largest class is 17 with only 14 Flying today.
2/1/20, 2:20 pm - Mandy Temple: 18m gate 1450
2/1/20, 2:40 pm - Peter Temple: Club class gate will open at 1505
2/1/20, 2:41 pm - +39 340 840 5324: Does it mean second slot at 15.00 for 18m ?
2/1/20, 2:41 pm - Mandy Temple: Confirm
2/1/20, 2:41 pm - +39 340 840 5324: Thnks
2/1/20, 2:51 pm - Peter Temple: Standard class gate will open at 1520
2/1/20, 3:24 pm - Mandy Temple: Confirm since no urgent issues no need for a TC meeting tonight. Can be discussed at next meeting.
2/1/20, 3:24 pm - +420 603 534 406: UfffðŸ‘□
2/1/20, 3:25 pm - +39 340 840 5324: Ok thanks
2/1/20, 3:34 pm - Eric Napoleon: ok thanks
2/1/20, 3:58 pm - George Schuit: Ok, great!
2/1/20, 4:00 pm - +61 484 604 470: Ok thank you so something tomorrow?
2/1/20, 4:01 pm - +49 172 1396132: OK, thanks!
2/1/20, 4:56 pm - +44 7813 788614: Mandy& Team:
The sky is starting to look quite dark in places.
There is a big cell to the SW.
Will staked out gliders be Ok?
(Nervous ASG29 owner)
2/1/20, 4:56 pm - Mandy Temple: Standby
2/1/20, 4:59 pm - Mandy Temple: We see no risk of hail at this time. Will have an update in 10.
2/1/20, 5:06 pm - Mandy Temple: There is a storm warning for this area with strong winds and some rain but no hail.
2/1/20, 5:34 pm - Mandy Temple: Bad wind and dust at field advise pilots to stay airborne
2/1/20, 5:35 pm - Mandy Temple: If possible
2/1/20, 5:35 pm - Mandy Temple: Or divert to Gunnedah
2/1/20, 5:54 pm - Mandy Temple: We believe all gliders are home safe. Can you advise if this is not the case?
2/1/20, 6:47 pm - George Schuit: Mandy, re vote for location; Luxembourg prefers the location at the airfield.
2/1/20, 6:48 pm - +44 7813 788614: UK ðŸ‡¬ðŸ‡§ votes S&R
2/1/20, 6:50 pm - +49 172 1396132: Germany votes for the Location at the airfield!
2/1/20, 6:53 pm - +61 484 604 470: Japan votes for airfield.
2/1/20, 6:53 pm - +39 340 840 5324: Italy votes for airfield
2/1/20, 7:04 pm - +420 603 534 406: Czech votes for airfield

2/1/20, 7:46 pm - Terry Cubley: Australia votes for the airfield
2/1/20, 7:48 pm - +44 7813 788614: (As somebody who is pro European and voted against leaving Europe) I must say this vote does feel like Briexit V2.0
2/1/20, 7:49 pm - +31 6 21576128: ðŸ˜,
2/1/20, 7:49 pm - +31 6 21576128: Itâ€™s in your genesðŸ˜œ
2/1/20, 7:53 pm - Anita Taylor: ðŸ¤£
2/1/20, 7:56 pm - Mandy Temple: Does that mean we now need an election of some sort?
2/1/20, 8:05 pm - Terry Cubley: Is Boris available to give advice?
2/1/20, 9:52 pm - Mandy Temple: We have discovered that SeeYou can't score an AAT with designated starts. So we are rescoring today without a designated start. M
2/1/20, 10:22 pm - +420 603 534 406: ðŸ˜,ðŸ˜,ðŸ˜,
2/1/20, 11:01 pm - +61 419 871 140: Hi Captains, the email notification from the website now seems to be fixed. Sorry for the inconvenience. Please let me know if you have any trouble with it tomorrow, sometimes the email is a little bit slow. Cheers Neil.
3/1/20, 7:15 am - +1 (814) 207-9014: USA votes for S&R
3/1/20, 7:44 am - Eric Napoleon: FR votes for the Airfield
3/1/20, 7:55 am - +1 (814) 207-9014: To comply with "flag on a pole" we will need to find a pole and borrow one of the flags we turned in at the start of the practice period.
3/1/20, 8:01 am - Mandy Temple: Sure - most use an 18m wing tip stick as a pole. I can find a spare if you need one? If you dropped off 2 flags one will still be in the office. If not no big deal you can march without.
3/1/20, 8:02 am - +1 (814) 207-9014: Thanks - will collect at Office.
3/1/20, 8:48 am - Terry Cubley: Neil. Soaring Spot files are not downloadable in 18m class?
3/1/20, 8:55 am - Peter Temple: Terry, they are downloadable. Maybe you tried while it was being updated?
3/1/20, 9:15 am - Terry Cubley: Thanks Pete but only FM trace can be downloaded
3/1/20, 9:16 am - Anita Taylor: It appears that manually scored flights may not be downloadable. We will discuss this. Thanks.
3/1/20, 10:54 am - Mandy Temple: Information for Day 1 tomorrow
Grid time 8am to 9.30am runway 32 expected
Briefing 9.30am in the tug hangar â€“ the one from yesterday
Grid order
Club rows 1 - 6
Standard rows 7 - 12
18m rows 13 - 17
1st launch will be advised tomorrow
3/1/20, 11:17 am - Mandy Temple added +48 536 204 523
3/1/20, 12:13 pm - Anita Taylor: RE SAFETY COMMITTEE & FLY TOOL

Dear Team Captains,
This is how we propose to coordinate FlyTool and the Safety

Committee. Weâ€™d like to minimise the load on the Pilot Representatives, and to give a little process around how we will manage the reports together.
Please have a read and let me know if you have suggestions or improvements.
Thanks
Anita

Safety Committee Rule
1.4.2.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots may be selected by vote of the other pilots in the class. The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship. The Organisers may issue additional rules regarding safety in the Local Procedures.

PROPOSAL
In order to minimise the disruption and work load of the Pilot Representatives:
â€¢ In the first instance, it is preferred that all matters are to be raised by Team Captains, with the Organisation/Safety Officer or with the Chief Steward using FlyTool. This will enable the Organisation to be aware of all issues, especially repeat offenses.
â€¢ For matters raised with the Safety Officer/Chief Steward, the Organisation will notify the relevant Team Captain(s), and give the Team Captain and the pilot an opportunity to review the matter.
â€¢ If appropriate/relevant, the Safety Officer and Steward will meet with the Pilot to hear their response.
â€¢ If appropriate/relevant, the pilots will have a private discussion.
â€¢ If appropriate/relevant, the Organisation will issue a warning or penalty, in accordance with the rules.

The Organisation will examine the FlyTool reports each evening. The Organisation will ensure a response is given to each report within 24hrs. In the event of urgent or significant matters the Team Captain to notify the Organisation of the report logged to they may respond urgently.

In the case of issues that pilots feel have not been resolved satisfactorily, the pilots/Team Captain will liaise with the Pilot Representatives and/or the Chief Steward, in accordance with the rule.

The Pilot Representative is not a â€œrefereeâ€. They act as an advisory committee with the Chief Steward, and pilot to pilot

communication channel.
3/1/20, 12:22 pm - Mandy Temple: We believe we have had a breach of Annex Z.
3/1/20, 12:41 pm - +44 7813 788614: Mandy: I donâ€™t think itâ€™s April the 1st.
So Iâ€™ll risk looking stupid: I canâ€™t find any Annex Z; Please can you elaborate.

Jeremy/ UK
3/1/20, 1:05 pm - Terry Cubley: Ask Baldrick Jeremy. It's the FAI flag
3/1/20, 1:12 pm - Mandy Temple: Will be on the website soon
3/1/20, 5:33 pm - +44 7813 788614: Mandy:
Good afternoon, Do we have a TC meeting at 9:00 tomorrow?
3/1/20, 6:32 pm - Mandy Temple: No t as far as I know. Do you have issues. Related to gliding that is....
3/1/20, 8:57 pm - Mandy Temple: Good evening. If your pilots require to have their engine doors sealed before flight tomorrow please present to the buried scales nearest to the tie down (not the scales on the runway) during gridding tomorrow to receive a seal on the engine doors. On landing the seal should be checked by the Steward Frouwke. Gliders with jet engines will have the engine log photographed on the grid by scorer Pete Temple before launching. M
3/1/20, 9:35 pm - +44 7813 788614: Mandy:
Itâ€™s probably too late now but we thought a TC meeting might discuss:
- Use of designated starts.
- The safety committee update
- The Annex Z scoring system
3/1/20, 10:07 pm - Terry Cubley: We could do that in the afternoon or early evening. Happy for 9am but nothing urgent on your list.
4/1/20, 10:03 am - Mandy Temple: Confirm Start point for Club class task A is S1. We are printing new task sheets and will have a sign sheet at the shelter shed at 11.30am.
4/1/20, 10:08 am - +44 7813 788614: Mandy do you mean 06SPS1 ?
4/1/20, 10:09 am - Mandy Temple: Confirm
4/1/20, 10:25 am - Terry Cubley: Confirmed. Aus
4/1/20, 10:33 am - Mandy Temple: Because of conflicting start lines we have prepared new task sheets for Club and Standard Class C and D task. There is a change to the start points for both and an extra point in Standard to avoid Tamworth airspace. No change to 18m task or start points. Task sheets and Captain sign sheets in the office until 11.20am. Then at the launch point.
4/1/20, 10:33 am - Anita Taylor: <Media omitted>
4/1/20, 10:33 am - Anita Taylor: <Media omitted>
4/1/20, 10:33 am - Anita Taylor: <Media omitted>
4/1/20, 10:33 am - Anita Taylor: <Media omitted>
4/1/20, 11:25 am - +44 7813 788614: Where exactly are the new

task sheets at the launch point please?
4/1/20, 11:29 am - George Schuit: Who and when will someone photograph the engine run-time?
4/1/20, 11:29 am - Mandy Temple: Peter does it now
4/1/20, 11:29 am - Mandy Temple: Pete the scorer.
4/1/20, 11:29 am - George Schuit: Ok, weâ€™ll catch him.
4/1/20, 12:19 pm - +48 536 204 523: Club class tracking is not working. No gliders visible at all
4/1/20, 12:20 pm - Mandy Temple: Due to Annex A rule no tracking before gate opens
4/1/20, 12:20 pm - +48 536 204 523: Ok. 18m and Std class is working, thats why it was confusing
4/1/20, 12:30 pm - Mandy Temple: Club class gate 1300 Task C
4/1/20, 12:57 pm - Mandy Temple: Standard gate 1325 Task C
4/1/20, 1:03 pm - +48 536 204 523: Why only club class tracking is delayed by 2 minutes?
4/1/20, 1:04 pm - Anita Taylor: Standby
4/1/20, 1:04 pm - Mandy Temple: I will check
4/1/20, 1:09 pm - Mandy Temple: It is delayed 2 hours until gliders start as per Annex A
4/1/20, 1:27 pm - Terry Cubley: 18m gate time?
4/1/20, 1:28 pm - Anita Taylor: 13:50 18m open (apologies for delay of message)
4/1/20, 1:30 pm - George Schuit: I didnâ€™t hear an announcement for opening 18m gate on 132.250 is that correct?
4/1/20, 1:31 pm - Mandy Temple: Correct
4/1/20, 1:31 pm - Mandy Temple: On 122.025 and What's App
4/1/20, 1:53 pm - Eric Napoleon: Is it open for 18m please
4/1/20, 1:53 pm - Mandy Temple: Yes
4/1/20, 1:53 pm - Mandy Temple: Since 1350
4/1/20, 1:54 pm - Eric Napoleon: Thnaks
4/1/20, 6:58 pm - Anita Taylor: Good evening Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
V57
HS
Would you kindly email these to the scorer by 9am tomorrow.
Thank you.
4/1/20, 7:08 pm - Peter Temple: The scorers are aware that some of today's traces cannot be downloaded from Soaring Spot. We are working on it but this is out of our control so please be patient.
5/1/20, 9:12 am - Anita Taylor: FYI, report form PAT person. Please check your logger intervals. Our advice 2sec.

Flight recorder status

Some competitors have their loggers configured for high interval between records. This dramatically degrades the quality of the flight

reconstruction. It is recommended to have logs with 1 or 2 second record intervals.

IDs with very high fix intervals (5 seconds or more): MF, 40, T1, JO, XBY
IDs with high fix intervals (2-4 seconds): XM, SC, FQF, FM, KW

Some competitors have loggers which are not performing well, with high number of fix dropouts or implausible fixes: BI, BM, FQF. BM and FQF are using first generation Nanos, which have poor reception performance.

Six of the flight recorders have recent firmware which fixes a GPS height datum bug that Matt Gage and I discovered earlier this year. The software running on the CPAS server do not take this bug fix into account so altitudes of those aircraft will have an offset: 1B, HS, J7, CC, FX, W8. The software I am running has been updated so I have been able to assess whether the resulting encounters are affected by this bug fix. If Matt has time, he will update the CPAS server to the latest analysis software.
5/1/20, 9:13 am - Mandy Temple: Please advise us if your have a pilot who needs a door seal. We will come to the grid after briefing.
5/1/20, 12:22 pm - Peter Temple: Standard class gate will open at 1245
5/1/20, 12:45 pm - Peter Temple: 18m class gate will open at 1310
5/1/20, 12:56 pm - Eric Napoleon: Is it open in standart please
5/1/20, 12:56 pm - Mandy Temple: Yes since 1245
5/1/20, 12:57 pm - Eric Napoleon: ok
5/1/20, 1:11 pm - Peter Temple: Club class gate will open at 1340
5/1/20, 1:47 pm - Peter Temple: At 1345 on 05 Jan, scores for 18m class on 04 Jan are now published as Unofficial Results
5/1/20, 2:37 pm - Anita Taylor: Good afternoon Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
XM
AJ
Would you kindly email these to the scorer email wwgc_scorers@glidingcomp.flights   by 8am tomorrow.
Thank you.
5/1/20, 2:49 pm - Mandy Temple: We have a few issues to discuss

so I propose a TC meeting at 9am tomorrow.
5/1/20, 3:07 pm - George Schuit: Ok Mandy
5/1/20, 3:07 pm - +420 603 534 406: XM use LX9000. Flarm trace is part of igc file.
5/1/20, 3:08 pm - +48 536 204 523: Ok, 9am
5/1/20, 3:08 pm - Mandy Temple: It is absent from LX900 trace
5/1/20, 3:08 pm - Mandy Temple: 9000
5/1/20, 3:08 pm - +49 172 1396132: also confirm 9am
5/1/20, 3:09 pm - +44 7813 788614: Flarm data in an LX9000 trace is I believe an optional setting
(Jeremy UK)
5/1/20, 3:10 pm - Eric Napoleon: Yes 9h00
5/1/20, 3:10 pm - +420 603 534 406: 9,00 OK
5/1/20, 3:11 pm - +61 419 871 140: At 15:10 on 05 Jan, scores for standard and club classes on 04 Jan are now published as Unofficial Results
5/1/20, 3:17 pm - Terry Cubley: 9am for me is fine. Terry
5/1/20, 3:38 pm - +48 536 204 523: <Media omitted>
5/1/20, 3:38 pm - +48 536 204 523: We have 2 XJY in club class on tracking
5/1/20, 3:41 pm - Anita Taylor: Thanks. Will look at this.
5/1/20, 3:44 pm - Anita Taylor: Have been advised she is carrying two trackers for testing.
5/1/20, 3:44 pm - +48 536 204 523: Ok, thx
5/1/20, 3:44 pm - +1 (814) 207-9014: Yes - XJY was given 2 trackers today.
5/1/20, 4:03 pm - Mandy Temple: Only a problem if they fly in different places :-)
5/1/20, 6:43 pm - +39 340 840 5324: Ok tomorrow 9.00
5/1/20, 7:39 pm - +48 536 204 523: Suggestions after today from my pilots:

Report from Agata, please advise the organisation: she said she was waived off at 1800' & very close to Tamworth airspace.

Suggestion #1: tug pilots to reset altimeter at the start of each class to 1150' - due pressure changes over the hour.

Suggestion #2: further away from Tamworth airspace, as they need to turn away very soon = less search area.
5/1/20, 7:40 pm - Mandy Temple: Please put this information into Flytool
5/1/20, 7:41 pm - +48 536 204 523: Sure, thx
6/1/20, 6:13 am - +44 7813 788614 changed the subject from "Team Captains WWGC" to "*Team Captains WWGC"
6/1/20, 6:13 am - +44 7813 788614 changed the subject from "*Team Captains WWGC" to "Team Captains WWGC"
6/1/20, 6:26 am - +44 7813 788614: Mandy/ Anita: please can we have an outline agenda for the TC meeting this morning.

Please could the following be considered for the agenda:
- the use of designated starts,

- the 1 hour response time for backup loggers having a closed period ie 21:00-07:30
6/1/20, 6:27 am - Mandy Temple: Standby
6/1/20, 6:39 am - Mandy Temple: <Media omitted>
6/1/20, 7:13 am - Anita Taylor: Advice from PAT Report: For information only.

IDs with very high fix intervals (average 4 seconds): JO.
IDs with high fix intervals (average 3 seconds): 40, XM, ZF.

XBY fix accuracy poor, using a portable FR (Colibri II); potentially poor reception.
KW fix accuracy poor, using a portable FR (Nano I); potentially poor reception.
6/1/20, 10:02 am - Mandy Temple: The dust will come with the sea breeze please to shut all doors and windows around the club please.
6/1/20, 10:31 am - Mandy Temple: Oxygen is now available
6/1/20, 10:41 am - Peter Temple: LOT tried to give me an SD card after briefing with 2nd IGC file for yesterday. I can't read full size SD so she'll get her TC to send it.
6/1/20, 10:42 am - Peter Temple: Sorry wrong chat group :(
6/1/20, 10:43 am - +48 536 204 523: Anyway, it is already sent :)
6/1/20, 10:49 am - Mandy Temple: We are aware of the smoke and reduced visibility. Standby.
6/1/20, 11:10 am - +48 536 204 523: What about take offsdue to smoke, still 1130?
6/1/20, 11:11 am - Mandy Temple: Standby for
6/1/20, 11:13 am - Mandy Temple: 1st launch 1130. We have good data that visibility in the task area complies with the minimums agreed by team captains.
6/1/20, 11:34 am - Mandy Temple: We believe all tasks are now downloadable from Soaring spot. Please advise if you have any issues. M
6/1/20, 11:38 am - Peter Temple: All flight logs should also be downloadable from soaring spot
6/1/20, 11:44 am - Mandy Temple: Thx
6/1/20, 11:52 am - +44 7813 788614: Mandy:
Please check viz against your standard.
51 advises itâ€™s probably close to your minima
TeamGB
6/1/20, 11:52 am - Mandy Temple: We're watching closely
6/1/20, 11:52 am - Mandy Temple: It's expected to improve with convection
6/1/20, 11:57 am - Peter Temple: 18m class gate will open at 1225
6/1/20, 12:12 pm - +48 536 204 523: My pilots say that from 1100m AGL, 7km away they almost canâ€™t see the airfield
6/1/20, 12:12 pm - Mandy Temple: Noted
6/1/20, 12:12 pm - Mandy Temple: We are watching
6/1/20, 12:26 pm - George Schuit: Is the 18m gate open?
6/1/20, 12:26 pm - Mandy Temple: Yes at 1225
6/1/20, 12:26 pm - +44 7813 788614: 18m class gate will open at

1225
6/1/20, 12:27 pm - Peter Temple: Club class gate will open at 1250
6/1/20, 12:39 pm - Anita Taylor: <Media omitted>
6/1/20, 12:55 pm - Peter Temple: Standard class gate will open 1320
6/1/20, 12:58 pm - +48 536 204 523: Our pilots say the visibility is low and they are not feeling safe to fly in such conditions.
6/1/20, 1:00 pm - +49 172 1396132: all our pilots are also reporting a very low visibility
6/1/20, 1:00 pm - +48 536 204 523: Could you please figure out something? We dont want to have increased collision chance.
6/1/20, 1:02 pm - +1 (814) 207-9014: My Club Class pilots feel visibility is marginal and is decreasing safety.
6/1/20, 1:08 pm - +48 536 204 523: LOT reports 5km vis at flying levels (2100m)
6/1/20, 1:09 pm - Anita Taylor: Thank you. We are launching Bruce a motor glider.
6/1/20, 1:09 pm - Mandy Temple: To confirm the visibility on task.
6/1/20, 1:10 pm - +48 536 204 523: Thank you
6/1/20, 1:10 pm - +61 484 604 470: Thank you. My pilot is also concerned. Japan
6/1/20, 1:11 pm - +44 7813 788614: I have NO complaints from my pilots
TeamGB
6/1/20, 1:14 pm - Mandy Temple: Noted
6/1/20, 1:16 pm - Peter Temple: At 1315 on 06 Jan, scores for 18m class on 05 Jan are now published as Unofficial Results
6/1/20, 1:27 pm - +61 419 871 140: At 1330 on 06 Jan, scores for Standard and Club classes on 05 Jan are now published as Unofficial Results
6/1/20, 1:37 pm - Mandy Temple: Bruce reports satisfactory visibility for all classes. We will update you if this changes.
6/1/20, 1:39 pm - Anita Taylor: He is confident, and will go further on track to be sure.
6/1/20, 1:46 pm - Anita Taylor: Bruce is 30km north of Keepit. Confirm Visibility is 20-30km.
6/1/20, 2:03 pm - +48 536 204 523: LOT reports that they can barely see the ground from top of thermals
6/1/20, 2:05 pm - Anita Taylor: Please come to the ops room Tomasz, so we can explain. Thank you.
6/1/20, 2:24 pm - Anita Taylor: Bruce will be in the ops room at 14:30pm if you would like to speak with him he is happy to discuss.
6/1/20, 2:47 pm - +44 7813 788614: I canâ€™t get over to the airfield to chat with Bruce, and it pains me to mention it but:
- â€œless than 8km visibilityâ€ is reported by the team 15km NW gunnedah
(Iâ€™m providing information only, as instructed, and make no request)
6/1/20, 2:51 pm - +44 7813 788614: The mine in Lead State Forest

is visible from only 6km at 5000ft AGL
TeamGB
6/1/20, 2:53 pm - Anita Taylor: Thanks for the information. We note the concerns and are monitoring as we agreed. If necessary we will launch Bruce again.
6/1/20, 2:59 pm - +44 7813 788614: Anita: A summary from our pilots:
I) the three classes are crossing each other, maximising risk
Ii) the visibility in the mountains is below that required to assess safe landing options ahead
iii) the competition has a 10k minima and the visability is below 10k
6/1/20, 3:00 pm - Anita Taylor: Thank you. Noted. Looking at things seriously. Standby
6/1/20, 3:01 pm - +48 536 204 523: Polish team also said that it is hard to find a field, visibility around 5-7km
6/1/20, 3:03 pm - +61 484 604 470: We have still many flyable days ahead... it is not like last two days.
6/1/20, 3:04 pm - Anita Taylor: We are launching Bruce.
6/1/20, 3:33 pm - Anita Taylor: Bruce is in the air. Confirms 20km plus at Rangari
6/1/20, 3:34 pm - Anita Taylor: 8500 feet
6/1/20, 3:34 pm - Anita Taylor: <Media omitted>
6/1/20, 3:34 pm - Anita Taylor: 9000
6/1/20, 3:34 pm - Anita Taylor: <Media omitted>
6/1/20, 3:35 pm - +44 7813 788614: The task area is 100km North of Rangoi...
6/1/20, 3:35 pm - Anita Taylor: He is heading to task area
6/1/20, 3:35 pm - +48 536 204 523: The problem was far to the north from Rangari. East abeam Upper Horton
6/1/20, 3:35 pm - Anita Taylor: Agree, he is in track to Upper Horton.
6/1/20, 3:35 pm - Anita Taylor: *On track
6/1/20, 3:42 pm - Mandy Temple: Task cancelled all classes. Please confirm.
6/1/20, 3:43 pm - +61 484 604 470: Confirm Japan
6/1/20, 3:43 pm - +48 536 204 523: Confirm Poland
6/1/20, 3:43 pm - +49 172 1396132: Confirm GER
6/1/20, 3:43 pm - George Schuit: Confirm Luxembourg
6/1/20, 3:43 pm - +1 (814) 207-9014: Confirm USA
6/1/20, 3:43 pm - +420 603 534 406: Confirm Czech team
6/1/20, 3:44 pm - Mandy Temple: Landing via control point of task please normal procedures landing on 14.
6/1/20, 3:44 pm - +44 7813 788614: Confirmed TeamGBðŸ‡¬ðŸ‡§ Please could Bruce announce on UK/ all teams frequency as we do not have radio contact
6/1/20, 3:45 pm - Mandy Temple: Will relay on 122.025
6/1/20, 3:47 pm - Terry Cubley: Confirmed Australia.
6/1/20, 3:47 pm - +48 536 204 523: Could you reduce tracking delay to 0 please?
6/1/20, 3:48 pm - Mandy Temple: OK
6/1/20, 3:48 pm - Eric Napoleon: Confirmed FRANCE

6/1/20, 3:50 pm - Terry Cubley: Can you please remove the delay on the tracking?
6/1/20, 3:51 pm - +39 340 840 5324: I can only say received!
6/1/20, 3:53 pm - Mandy Temple: Team captain meeting 6pm today
6/1/20, 3:54 pm - George Schuit: Ok, Lux
6/1/20, 3:54 pm - +1 (814) 207-9014: OK - USA
6/1/20, 3:55 pm - +49 172 1396132: OK - GER
6/1/20, 3:56 pm - +48 536 204 523: Ok, Pol
6/1/20, 3:57 pm - +420 603 534 406: Ok Czech
6/1/20, 4:01 pm - George Schuit: Can you bring 18m tracking back up?
6/1/20, 4:01 pm - Mandy Temple: They are working on it
6/1/20, 4:01 pm - George Schuit: ðŸ‘Œ
6/1/20, 4:02 pm - +39 340 840 5324: Ok briefing 18.00
6/1/20, 4:03 pm - Eric Napoleon: Brief for what please?
6/1/20, 4:04 pm - Mandy Temple: To explain decisions made today and to improve in the future.
6/1/20, 4:06 pm - +44 7813 788614: Mandy: personally I would like to speak to my pilots and be fully informed about the conditions before the team meeting.
I know there is a social evening, But I am sure the pilots can socialise without the team captains.
Can I request the TC meeting is put back to a time after our aircraft are back and debriefed, please.
6/1/20, 4:06 pm - Mandy Temple: Standby
6/1/20, 4:12 pm - Anita Taylor: Reminder: all flight logs to be submitted for today please.
6/1/20, 4:19 pm - Mandy Temple: Meeting stands at 6pm. We know from WhatsApp what pilots think.
6/1/20, 4:20 pm - +39 340 840 5324: Jeremy, at 14.59 you already wrote detailed info in this chat.
6/1/20, 5:55 pm - +44 7813 788614: Mandy:
I could be five minutes late Iâ€™ve only just finished uploading a logger traces
7/1/20, 8:02 am - Anita Taylor: Re Safety Committee Meeting

Good morning Captains, could you please pass this message to the SC pilots.

Morning Anne, Elena and Sarah

Would you be able to meet with Frouwke and I at 9am please?

Thank you.
Anita
7/1/20, 8:15 am - Eric Napoleon: I do
Good day
7/1/20, 8:17 am - Anita Taylor: In the Ops room please.
7/1/20, 8:20 am - +39 340 840 5324: Already done. Hope she Will be in time. Gridding...
7/1/20, 8:22 am - Anita Taylor: Thank you.
7/1/20, 8:50 am - Mandy Temple: I make a mistake. I changed the

grid from yesterday. We will leave as it is today. Then we do the grid of yesterday tomorrow. The Steward agrees that this is a fair option. Mea culpa.
7/1/20, 8:55 am - Eric Napoleon: Ok..Merci
7/1/20, 9:09 am - +420 603 534 406: Ok
7/1/20, 9:29 am - +48 536 204 523: Can we put some stickers with name of the country on the tables? There is not enough place for all I think.
7/1/20, 9:31 am - Anita Taylor: Agree. Will do.
7/1/20, 10:27 am - Anita Taylor: For Advice Only.
Fire Water bombers are operating from Tamworth to Kaputar this morning until approx 12:30. From ground to 9500feet.
They are aware of the launch time. They will be on 126.70. They are aware 122.025.
Keep a lookout in the initial stages of launch if pilots are well east of the drop zone.
7/1/20, 11:48 am - Peter Temple: Unofficial results for Task 1 and Task 2 for all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
7/1/20, 12:27 pm - +39 340 840 5324: I think gate club class 12.53. Isn"t it?
7/1/20, 12:28 pm - Peter Temple: Club class gate will open at 1250
7/1/20, 12:29 pm - +39 340 840 5324: Ok thanks
7/1/20, 12:52 pm - Peter Temple: Standard class gate will open at 1315
7/1/20, 12:55 pm - Mandy Temple: Club gate now open
7/1/20, 1:16 pm - Mandy Temple: Standard gate now open
7/1/20, 1:16 pm - Peter Temple: 18m gate will open at 1340
7/1/20, 1:40 pm - Mandy Temple: All gates now open
7/1/20, 2:11 pm - Anita Taylor: Good afternoon Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
-57 (not necessary as we confirm using LX)
-XJY
Would you kindly email these to the scorer email wwgc_scorers@glidingcomp.flights by 8am tomorrow.
Thank you.
7/1/20, 5:53 pm - +44 7813 788614: Please...
Given the general lack of derigging can we assume hail is NOT forecast
... and ThankYou
7/1/20, 5:53 pm - Mandy Temple: Standby
7/1/20, 5:54 pm - Mandy Temple: This is the link we check
http://www.bom.gov.au/nsw/warnings/
Bruce still rigged.....
8/1/20, 7:51 am - Anita Taylor: This message was deleted
8/1/20, 7:52 am - Anita Taylor: <Media omitted>
8/1/20, 11:17 am - Mandy Temple: Be aware that we have 5 or 6

club launches today. All pilots have been briefed to avoid the task area and have today's task sheets. Please speak to me if you have any concerns or questions.
8/1/20, 11:40 am - Anita Taylor: Confirming club gliders have been directed to stay to the south west and stay out of the task area. They will be on 122.90.
8/1/20, 11:41 am - Anita Taylor: Confirming competition launch at noon.
8/1/20, 12:20 pm - Peter Temple: 18m gate will open at 1245
8/1/20, 12:43 pm - Peter Temple: Club class gate will open at 1305
8/1/20, 12:45 pm - Mandy Temple: 18m gate open
8/1/20, 1:04 pm - +48 536 204 523: 18 min past Open Gate in 18m class and live tracking is not working. Some problems?
8/1/20, 1:04 pm - Mandy Temple: Standby
8/1/20, 1:04 pm - Peter Temple: Standard class gate will open at 1330
8/1/20, 1:05 pm - Mandy Temple: Club class gate open 1305
8/1/20, 1:05 pm - Peter Temple: Tracking should be up soon. Sorry, I was doing the gate openings.
8/1/20, 1:05 pm - +1 (814) 207-9014: Std class opens 13:30
8/1/20, 1:24 pm - Mandy Temple: See message from Gisela

Please ask the TCs if their pilots wish to have the babajaga event. Traditionally we had this event at all WWGCs .

Before we start to make final plans for this event (I) we should know the event is appreciated.

I am not the master of the babajaga event, but I am prepared to take care of the event if the majority likes to have it.
8/1/20, 1:30 pm - Mandy Temple: All gates are now open
8/1/20, 1:56 pm - Mandy Temple: We would like to have a TC meeting tonight discuss some important issues. Plan A is 6.30pm tonight if all landings are finished in time. We expect it should take 30 minutes.
8/1/20, 2:26 pm - Terry Cubley: OK for me. Terry
8/1/20, 2:27 pm - +39 340 840 5324: Ok 18.30
8/1/20, 2:27 pm - +48 536 204 523: 1830 fine
8/1/20, 2:28 pm - +49 172 1396132: For me also fine
8/1/20, 2:48 pm - George Schuit: Fine for me
8/1/20, 3:16 pm - Eric Napoleon: I noted 18.30
8/1/20, 5:20 pm - Peter Temple: Unofficial results for 18m class Task 4 have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
8/1/20, 5:20 pm - +61 484 604 470: Ok 18:30 Mac
8/1/20, 5:49 pm - Peter Temple: Unofficial results for standard class Task 4 have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
9/1/20, 10:11 am - Mandy Temple: We change finish ring size. 20km

radius. Altitude club 3500' MSL std and 18m 3200' MSL. Sign in the office until 10.30. Then I go to front of grid.
9/1/20, 11:24 am - Mandy Temple: Standard gate 11.45
9/1/20, 11:41 am - Peter Temple: 18m gate will open at 1205
9/1/20, 11:45 am - Mandy Temple: Std gate now open
9/1/20, 12:05 pm - Mandy Temple: 18m gate open
9/1/20, 12:06 pm - Peter Temple: Club class gate will open at 1230
9/1/20, 12:30 pm - Mandy Temple: All gates are now open
9/1/20, 12:32 pm - Peter Temple: Unofficial results for club class Task 4 and all classes Task 5 have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
9/1/20, 1:15 pm - Anita Taylor: Good afternoon Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
-P1
-MM
Would you kindly email these to the scorer email wwgc_scorers@glidingcomp.flights by 8am tomorrow.
Thank you.
9/1/20, 1:26 pm - George Schuit: Are you thinking of a rest day for tomorrow?
9/1/20, 2:37 pm - Anita Taylor: Hello George, as discussed at the briefing yesterday, the rest day is on our mind. We are still examining the best opportunity (weather forecasts, fatigue, etc). We have not decided as yet. Anita
9/1/20, 2:38 pm - George Schuit: Ok, some seem to getting pretty worn out.
9/1/20, 6:09 pm - +420 603 534 406: Mandy, can you confirm international evening tomorrow?
9/1/20, 6:12 pm - Mandy Temple: Yes we are just discussing now. We confirm International night tomorrow. ðŸ˜ƒðŸ˜ƒðŸ˜ƒðŸ˜ƒðŸ˜ƒ
9/1/20, 6:13 pm - +420 603 534 406: Thx
9/1/20, 8:06 pm - Mandy Temple: First launch tomorrow expected at noon.
10/1/20, 7:36 am - +44 7813 788614: Dear Esteemed CD

TeamGB â€œTC and crewâ€
think itâ€™s UNFAIR that you are letting the pilots fly, again, today.
My pilots have just presented the crew with a HUGE shopping list and have told the crew all the food has to be prepared and the cooking has to be done before they get back from flying; So the pilots can have a party with their friends!!!

We have checked the rules carefully and apparently TC and crew are allowed to be abused in this way by the pilots.

Itâ€™s hard being a man in a world of women ;-)

10/1/20, 9:41 am - +49 172 6776077: Dear TCs , Members of the International Society of the Flying Broomstick invitev the Teams to the Babajaga ceremony this evening following dinner, to be held in the. amphitheatre outside the Sport and Rec Briefing room beside the pool .
10/1/20, 10:01 am - Mandy Temple: Confirming Task C today for all classes.
10/1/20, 12:18 pm - Peter Temple: 18m class will open at 1245
10/1/20, 12:19 pm - Terry Cubley: My pilots would prefer the witches ceremony to be held on a different evening. What do other pilots think?
10/1/20, 12:31 pm - +420 603 534 406: Czech team -9 pilots prefer also different day
10/1/20, 12:37 pm - George Schuit: All Luxembourg pilots also prefer another day.
10/1/20, 12:37 pm - +61 484 604 470: Japan also.
10/1/20, 12:39 pm - +48 536 204 523: Same in Polish team.
10/1/20, 12:41 pm - +39 340 840 5324: Ok for another day
10/1/20, 12:41 pm - Peter Temple: Club class gate will open at 1310
10/1/20, 12:45 pm - Mandy Temple: 18m gate now open
10/1/20, 12:47 pm - Mandy Temple: As discussed please ask pilots to report via TCs not on the radio using the agreed scale 1 2 3 or 4 about the visibility
10/1/20, 1:04 pm - Peter Temple: Standard class gate will open at 1335
10/1/20, 1:05 pm - +48 536 204 523: Polish team says 2,5. A bit worse to north
10/1/20, 1:06 pm - +420 603 534 406: Czech pilots 1/2
10/1/20, 1:10 pm - Mandy Temple: Club class gate is now open
10/1/20, 1:35 pm - Mandy Temple: All gates are now open
10/1/20, 2:31 pm - Peter Temple: Unofficial results for Task 6 all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
10/1/20, 5:10 pm - +44 7813 788614: Off Topic
Does any team based near the sports and wreck have any cooking oil?
10/1/20, 5:10 pm - +44 7813 788614: Or airfield
10/1/20, 5:14 pm - +420 603 534 406: Visibility level 4!
10/1/20, 5:14 pm - Mandy Temple: Where
10/1/20, 5:14 pm - +420 603 534 406: <Media omitted>
10/1/20, 5:16 pm - +420 603 534 406: About 30-40km to 2nd TP std and club
10/1/20, 5:17 pm - +420 603 534 406: Visibility about 5 kms
10/1/20, 5:20 pm - Anita Taylor: Thank you for the reports. We are looking at the fires, information, trackers and have mobilised the observer. Will advise if he launches. Standby.
10/1/20, 5:23 pm - Mandy Temple: Have also reduced delay on Standard tracking so we can locate the gliders. Bruce launching shortly to assess. We are aware of a new fire in the Pillaga.
10/1/20, 5:37 pm - +39 340 840 5324: I suppose the international

party will be cancelled. Isn't?
10/1/20, 5:38 pm - +44 7813 788614: <Media omitted>
10/1/20, 5:38 pm - Mandy Temple: Just a little delayed I think
10/1/20, 5:52 pm - Mandy Temple: Due to late finishers International night is postponed until tomorrow night. Let us know if you need extra fridge space.
10/1/20, 5:56 pm - +39 340 840 5324: Ok thanks
10/1/20, 6:06 pm - +44 7813 788614: Sort of Fab
Ayala can finish her own most complicated Recipe for 50 people. Her Crew and TC have no experience at cooking in industrial quantities
10/1/20, 6:07 pm - Mandy Temple: As we are expecting many outlandings please use Low crop Aero as much as possible. Also we are confident conditions are OK for Club and 18m to continue are checking on Standard Class with Dimona.
10/1/20, 6:09 pm - +420 603 534 406: Club and std fly same task
10/1/20, 6:10 pm - Anita Taylor: Our information is that Club are further on track and past the worst of it.
10/1/20, 6:17 pm - +48 536 204 523: Could you reduce delay on club class to help our pilots find good fields or airfields?
10/1/20, 6:20 pm - Anita Taylor: On track north of Pine Station, standard class. Bruce says visibility is acceptable. No cancellation. If any teams need help with extra crew please let us know.
10/1/20, 6:21 pm - Mandy Temple: All tracks now reduced to zero delay
10/1/20, 6:32 pm - Anita Taylor: <Media omitted>
10/1/20, 6:32 pm - Anita Taylor: <Media omitted>
10/1/20, 6:34 pm - Anita Taylor: Maryland, Boggabri airfield ok for aerotow
10/1/20, 6:35 pm - Anita Taylor: Baan Bar is possible maybe. Hard to tell.
10/1/20, 6:36 pm - Anita Taylor: Advise not land at Turrawan
10/1/20, 6:39 pm - +48 536 204 523: What about retrieve from field? Is it possible? Our club class is on the field which have hard ground and is 1600m long
10/1/20, 6:39 pm - Anita Taylor: Yes
10/1/20, 6:39 pm - Anita Taylor: Is possible
10/1/20, 6:40 pm - Anita Taylor: Have good pictures to confirm condition: wind, surface, no long grass or big stones
10/1/20, 6:47 pm - Mandy Temple: It is getting late for aerotows so probably trailers are best now
10/1/20, 6:47 pm - Anita Taylor: Confirm Baan Bar is good
10/1/20, 6:47 pm - Anita Taylor: Narrabri also of course
10/1/20, 6:48 pm - Anita Taylor: Erinvale possible
10/1/20, 6:48 pm - +48 536 204 523: Great. Somebody have trailer for ASW19 and Jantar?
10/1/20, 6:48 pm - Mandy Temple: Always possible to aerotow tomorrow if necessary
10/1/20, 6:52 pm - +61 484 604 470: Sorry something not for all TC, but Could German team captain please help me get contact detail for pilotnor crew of S7? Allan Barnes the owner needs

something out of their trailer urgently. Thank you Mac
10/1/20, 6:53 pm - +49 172 1396132: Heino Teichmann 2.vcf (file attached)
10/1/20, 6:53 pm - +49 172 1396132: This should be the right Number mack
10/1/20, 6:54 pm - +49 172 1396132: Somebody i coming to the Trailer
10/1/20, 7:01 pm - +61 484 604 470: Thank you we have talked to Heino and all is organised.
10/1/20, 7:01 pm - +49 172 1396132: ðŸ‘□
10/1/20, 7:09 pm - Anita Taylor: https://lowcrop.aero/wwgc2020/
10/1/20, 8:13 pm - Mandy Temple: We believe all pilots are now accounted for. Are you concerned for any unaccounted pilots?
10/1/20, 8:17 pm - Terry Cubley: Australia all OK
10/1/20, 8:17 pm - Mandy Temple: We have 33 reports on Low Crop Aero. Please add the rest if possible we appreciate all to be updated so we know when everyone is safely home. Thx
10/1/20, 8:17 pm - +39 340 840 5324: Italians ok
10/1/20, 8:26 pm - +420 603 534 406: Czech ok
10/1/20, 8:27 pm - Eric Napoleon: FR ok
10/1/20, 8:27 pm - Eric Napoleon: SC here
10/1/20, 8:28 pm - +48 536 204 523: PL ok, â€žPâ€□ here, all other on lowcrop
10/1/20, 8:40 pm - +61 484 604 470: Japan ok
10/1/20, 8:40 pm - +49 172 1396132: GER now also ok.
10/1/20, 10:39 pm - Terry Cubley: Eric. Our crew is looking for your pilots in Burren Junction. Ailsa's trailer will work with an JS3 and they will rig early in the morning and you can use that. Terry
10/1/20, 10:42 pm - Eric Napoleon: thank you for the proposition tomorow morning, but normaly, we could use the trailer of brad js3 . we keep in touch!
11/1/20, 1:54 am - Eric Napoleon: FR ..FQ ,JPA on the way back
11/1/20, 1:54 am - Eric Napoleon: FM,V57,ET Will sleep in the airfield
11/1/20, 2:04 am - +48 536 204 523: PL going to retrieve J1 now, good luck France!
11/1/20, 2:20 am - Eric Napoleon: Thx
11/1/20, 4:36 am - +48 536 204 523: <Media omitted>
11/1/20, 5:04 am - Eric Napoleon: FR...Pilots 18M arrived now at Lake keepit
11/1/20, 5:41 am - Eric Napoleon: <Media omitted>
11/1/20, 5:42 am - Eric Napoleon: FQ on.the park..I am going to pick FM
11/1/20, 7:56 am - Anita Taylor: Oh Iâ€™m so sorry about the outlandings! I hope you all get a good rest today. Very glad every one is safe. Iâ€™m sure there are some wild stories.
11/1/20, 7:57 am - Eric Napoleon: it is Anita
11/1/20, 8:07 am - Mandy Temple: If anyone needs an aerotow retrieve this morning please go to the office ASSP to discuss with Val. We have poor visibility and a strong wind is coming soon - the gist front is already at Gunnedah. M

11/1/20, 8:13 am - +420 603 534 406: <Media omitted>
11/1/20, 8:14 am - Eric Napoleon: <Media omitted>
11/1/20, 8:18 am - +420 603 534 406: Czech team ask to borrow trailer for LS8 this morning. Can you help me?
11/1/20, 9:36 am - +1 (814) 207-9014: Will there soon be a decision on International Night? Some teams prepared food yesterday and would like to take steps to preserve it (if possible).
11/1/20, 9:40 am - Mandy Temple: No change in plan announced yesterday. 6.30 to 7pm tonight at Sport and Rec. Let us know if you need extra fridge space.
11/1/20, 9:49 am - Eric Napoleon: FR..
FM we are leaving the field ..still 230kilðŸ˜,
11/1/20, 10:39 am - Terry Cubley: Re LS8 trailer. CC crew says you can use L7 trailer if Ayala is back. CC and LT trailers not available until later - some work to do.
11/1/20, 10:41 am - +420 603 534 406: Thank you, we manage trailler from the Germany team.
11/1/20, 11:16 am - +44 7813 788614: CD/DC: I have left the two UK trackers that came back late last night on the table in the operations centre.
11/1/20, 1:01 pm - Peter Temple: Unofficial results for Task 7 all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow. Have a great day.
11/1/20, 4:36 pm - +48 536 204 523: <Media omitted>
11/1/20, 4:50 pm - Anita Taylor: Where we had briefing the first time.
11/1/20, 6:35 pm - +49 172 6776077: FYI
a list for the Babajaga event . The names of the pilots who will become a member of the Babajaga Club: Novices. The names of the pilots selected to be Godmother
Gisela
11/1/20, 6:36 pm - +49 172 6776077: <Media omitted>
11/1/20, 8:07 pm - +48 536 204 523: Polish novices will be absent on babajaga event. We are still rigging the gliders.
11/1/20, 8:14 pm - +48 536 204 523: Joanna Biedermann will be absent too
11/1/20, 8:24 pm - Anita Taylor: Sorry to hear. Have a good night.
11/1/20, 8:53 pm - Terry Cubley: Babajaga is planned for Tuesday I believe. Not tonight.
11/1/20, 9:17 pm - +48 536 204 523: Thx
12/1/20, 7:40 am - +44 7813 788614: Mandy/ Anita: is there a briefing today?
12/1/20, 7:42 am - Mandy Temple: We believe the weather window is too small for a fair task, even for one class. Day cancelled. See you at briefing tomorrow
12/1/20, 7:42 am - Mandy Temple: sent to WWGC - not clear??
12/1/20, 7:42 am - +44 7813 788614: You can still have a briefing, podium etc?
Safety chat?

12/1/20, 7:46 am - Mandy Temple: not today - day off for us too ðŸ™‚
12/1/20, 9:17 am - +49 172 6776077: Team Captains
A proposal to hold the Babajaga event on 14th Jan at Sport and Rec beside the swimming Pool at 20:00 / 20:30 . Will this be ok?
Gisela
12/1/20, 9:40 am - +39 340 840 5324: Is there a dinner before?
12/1/20, 10:41 am - +49 172 6776077: If you like to have dinner at the Sport and Rec we have to advice Chris Bowman
12/1/20, 11:37 am - Mandy Temple: This afternoon at 5pm Matt Gage will give a presentation on the Proximity Analysis Tool (PAT) in the Operations Centre. Team Captains or their delegate welcome to attend. M
12/1/20, 1:18 pm - Mandy Temple: The following trackers have not been returned for charging from Poland, Germany, and Australia. Trackers T1, OG, XZ, 1B, LOT P1. Please return as soon as possible for charging.
13/1/20, 8:09 am - Anita Taylor: We note the tailwind. We expect it to reduce before launch time. Club policy is that downwind up to 10 knots is preferable to launching uphill. Of course we will monitor.
13/1/20, 8:12 am - George Schuit: ðŸ˜‡
13/1/20, 8:40 am - +44 7813 788614: Please can you remind me/ us what we agreed about when weâ€™d meet as TCs to discuss PAT again?
(Or actually just when I need to appear where is what Iâ€™m asking, Thankyou)
13/1/20, 9:18 am - Mandy Temple: Tasks delayed pending updated smoke information. Briefing remains at 930am.
13/1/20, 9:27 am - +44 7813 788614: <Media omitted>
13/1/20, 9:45 am - +44 7813 788614: If your pilots/ team/ country want a place in the 2020 preWorlds at HusBos this summer there are reserved places until Jan31
Please see Liz or Ayala.
#WWGC2021
13/1/20, 10:16 am - George Schuit: Re PAT: Luxembourg pilot is fine to disclose her identity in PAT extracts for those within this contest, ie not on the web!
13/1/20, 10:37 am - +44 7813 788614: *Please* could be have the briefing PDF
13/1/20, 10:39 am - Mandy Temple: done
13/1/20, 10:54 am - Mandy Temple: We have a report from the fire bombers of 7nm visibility over the task area. They expect it to improve with thermal activity however like with storms there will be worse areas. We have therefore set AAT tasks over landable terrain to allow pilots to choose the safest path. Task C is active and is published on Soaring Spot it is being printed now. Bruce will launch to give us an update on conditions before launching. Please come to the Ops centre before 11.30 am to collect tasks.
13/1/20, 11:26 am - +61 484 604 470: Hi Mandy Task D on std task sheet says start line is 40kms, is this typo or real? Thank you

13/1/20, 11:26 am - Anita Taylor: Bruce confirms this is a typo. Apologies.
13/1/20, 11:27 am - +61 484 604 470: No worries
13/1/20, 11:29 am - Mandy Temple: Will correct on signing if we change to task D
13/1/20, 12:24 pm - Peter Temple: Club class gate will open at 1255
13/1/20, 12:32 pm - Anita Taylor: Report from Bruce:

â€œVis Quite acceptable to carry on with task c. First photo is worst area, directly over Kaputar and Mt Gratti to the north, vis 15km. Second photo is out into the main task area, vis 30km +. â€œ
13/1/20, 12:34 pm - Anita Taylor: <Media omitted>
13/1/20, 12:34 pm - Anita Taylor: <Media omitted>
13/1/20, 12:34 pm - Anita Taylor: Bruce is returning to Lake Keepit.
13/1/20, 12:40 pm - Eric Napoleon: Top
13/1/20, 12:43 pm - +39 340 840 5324: Let's go flying Eric!
13/1/20, 12:45 pm - +48 536 204 523: 18m class on tracking have club class task overlay on map :)
13/1/20, 12:45 pm - Mandy Temple: So they must fly fasterðŸ™ƒ
13/1/20, 12:47 pm - Peter Temple: Tracking tasks will be fixed shortly
13/1/20, 12:48 pm - Peter Temple: Standard class gate will open at 1315
13/1/20, 12:50 pm - Anita Taylor: From Bruce:
â€œMessage to team captains... heaviest smoke over the highest peaks of Kaputar range, but from expected heights the vis is still quite acceptable. Elsewhere right through task area vis is 30-40km.
We are now 30 km out. â€œ
13/1/20, 12:55 pm - Mandy Temple: Club class gate open
13/1/20, 1:12 pm - Peter Temple: 18m class gate will open at 1340
13/1/20, 1:15 pm - Mandy Temple: Standard gate now open
13/1/20, 1:40 pm - Mandy Temple: All gates now open
13/1/20, 4:07 pm - Anita Taylor: Good afternoon Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
-51
-LOT
Would you kindly email these to the scorer email wwgc_scorers@glidingcomp.flights by 8am tomorrow.
Thank you.
13/1/20, 5:40 pm - Mandy Temple: We note 2 drones filming landings. Please ensure your team members follow all CASA regulations. They were circulated after the opening ceremony.
14/1/20, 12:38 pm - Peter Temple: Standard class gate will open at 1305
14/1/20, 1:00 pm - Peter Temple: 18m class gate will open at 1325

14/1/20, 1:05 pm - Mandy Temple: Standard gate now open
14/1/20, 1:24 pm - Peter Temple: Club class gate will open at 1350
14/1/20, 1:25 pm - Mandy Temple: 18m gate now open
14/1/20, 1:50 pm - Mandy Temple: All gates now open
14/1/20, 2:00 pm - Anita Taylor: Good afternoon Team Captains.

In accordance with the Local Rules, we will be asking for one or two Flarm Downloads after landing.
Today we request the Flarm Trace for:
-1A
-BI
Would you kindly email these to the scorer email wwgc_scorers@glidingcomp.flights by 8am tomorrow.
Thank you.
14/1/20, 4:15 pm - Peter Temple: Unofficial results for Task 8 all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
15/1/20, 9:58 am - Peter Temple: In case you missed it: the pre-start altitude for today is 7000ft MSL
15/1/20, 9:58 am - +61 419 871 140: Thanks
15/1/20, 10:03 am - Mandy Temple: We are adjusting the 18m task in case you fly too fast.ðŸ™‚ðŸ˜ƒðŸ˜□ We move one point North. Task C New sheets in briefing room in 5 mins or in the shelter after noon. Will also be updated on Soaring Spot.
15/1/20, 10:03 am - Mandy Temple: Come to sign
15/1/20, 11:28 am - Mandy Temple: We are going to land tugs in runway 02 today so at 12.15 we will push the last 5 rows of Standard class gliders forwards. If you want to push yourselves please be available to help.
15/1/20, 12:47 pm - Peter Temple: 18m class gate will open at 1310
15/1/20, 1:10 pm - Mandy Temple: 18m gate now open
15/1/20, 1:14 pm - Peter Temple: Club class gate will open at 1340
15/1/20, 1:38 pm - Peter Temple: Standard class gate will open at 1405
15/1/20, 1:40 pm - Mandy Temple: Club gate now open
15/1/20, 2:05 pm - Mandy Temple: all gates now open
15/1/20, 2:25 pm - Peter Temple: Unofficial results for Task 9 all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
16/1/20, 6:29 am - +44 7813 788614: Good morning Mandy and team
If there is a risk of rain today or tomorrow can you please give us the locals view on whether the gliders are just going to get a nice wash, or whether there is any risk and we should put them away.
Thank you and good morning from TeamGB
16/1/20, 6:32 am - Anita Taylor: Good morning, sure thing! We hope to have some advice at about 7:30am.

16/1/20, 7:17 am - Mandy Temple: Today no heavy rain - no hail - we will grid and try to find a small window to fit in a task today
16/1/20, 12:46 pm - Peter Temple: Unofficial results for Task 10 all classes have been posted on the official notice board in the briefing room and are available on Soaring Spot. Protest time will expire 08:00 tomorrow.
16/1/20, 2:57 pm - +39 340 840 5324: It is not certain - and of course we try to fly tomorrow - if we do not fly we make a plan to organise the closing ceremony tomorrow evening so everyone can leave early on Saturday morning if they would like to.
16/1/20, 2:59 pm - +39 340 840 5324: I suppose that closing ceremony and dinner party too will be confirm tomorrow evening. Isnt't it?
16/1/20, 3:03 pm - Mandy Temple: We have just become aware that someone has accessed live tracking data from the official tracking system - during the tasks. If we discover that it was a competition team we will consider it unsporting behaviour per Section 6 of FAI Sporting Code General Section. We will continue our investigations and advise once we have identified those involved. CD
16/1/20, 3:25 pm - +48 536 204 523: At what time BBQ starts this evening?
16/1/20, 3:27 pm - Mandy Temple: We'll the bar is open for beer now... We hope it stops raining soon then we begin. Maybe 7pm? It's quite casual really.
16/1/20, 3:58 pm - +48 536 204 523: Ok :)
16/1/20, 4:25 pm - Mandy Temple: For tomorrow Plan A is to fly of course but
Plan B for tomorrow we will have at Sport and Rec the fly past by an RAAF fast jet at 5pm followed by the closing ceremony. Then a meal of meat and salad to follow. Chris Bowman needs to know how many people might go tomorrow night to eat. Can you please let him know as soon as possible with your best estimate of how many people might want to have a meal tomorrow night
Thanks
Mandy
16/1/20, 5:12 pm - +39 340 840 5324: Tomorrow evening dinner party: 6 people for Italy
16/1/20, 5:16 pm - Eric Napoleon: FR:15 people
16/1/20, 5:21 pm - +1 (814) 207-9014: Team USA: 8 people
16/1/20, 9:13 pm - +49 172 1396132: GER: 23 people
17/1/20, 7:25 am - Mandy Temple: TC meeting 9am in the office Thx. Still waiting for a weather update. IT problems in the US have delayed updates today.
17/1/20, 7:26 am - +1 (814) 207-9014: From Mandy: Still waiting for a weather update. IT problems in the US have delayed updates today.
17/1/20, 7:27 am - +1 (814) 207-9014: Sorry - last was sent to wrong group
17/1/20, 7:33 am - Mandy Temple: No tracking today - we will explain at our meeting

17/1/20, 9:37 am - +44 7813 788614: Do any TCs - excepting Terry/ Australia
Want to meet to discuss our thoughts regarding the use of the raw tracking data by the Australian team?

Feel free to use a private reply?
17/1/20, 9:38 am - +48 536 204 523: Hi, what time?
17/1/20, 9:38 am - George Schuit: Lux ok. Time?
17/1/20, 9:39 am - Eric Napoleon: We need to have the real explanation..
17/1/20, 9:41 am - +420 603 534 406: Ok
17/1/20, 9:45 am - +49 172 1396132: GER also supporting a meeting
17/1/20, 9:48 am - +39 340 840 5324: I suggest an informal meeting between TCs at 10.30.
17/1/20, 9:49 am - +44 7813 788614: Unofficial TCs meeting 10:30 flight office
17/1/20, 9:53 am - +61 484 604 470: Ok
17/1/20, 9:55 am - +48 536 204 523: PL ok
17/1/20, 9:57 am - Anita Taylor: The Decision
The use of the data gained illicitly is considered by us to be unsporting behaviour.

We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioning the Australian Pilots.
The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the Team Captains and the IGC. Further to refer the matter to the IGC and GFA.
As discussed you have until 2pm to appeal/protest this decision.
17/1/20, 9:58 am - Mandy Temple: Please meet in the briefing hangar we need the ops room thanks
17/1/20, 10:06 am - George Schuit: Lux ok.
17/1/20, 10:07 am - +420 603 534 406: Cze ok
17/1/20, 11:27 am - +44 7813 788614: Mandy/ Anita/ Terry:
The TCs are going to use this group to discuss a complaint.
The next message is NOT intended for the competition officials or the Australian team.
17/1/20, 11:27 am - +1 (814) 207-9014: To: Mandy Temple, WWGC Championship Director
From: Team Captains for USA, Germany, Poland, Italy, Luxembourg, Japan, UK, France, Czech Republic
Subject: Complaint regarding your decision of 17 Jan 2020 at 09:57, regarding the matter of the Australian team using GFA tracking data.

We concur with your decision that the use of data gained illicitly is unsporting behavior.

We disagree that the pilots who benefited from this information should escape sanction. The reason given for this is that you believe the pilots were not aware of the illicit nature of the data. We believe the pilots must necessarily have known that

they were receiving real-time tracking data of considerable tactical value, information almost certainly not available to other teams. We further believe that a lack of knowledge of the exact sources of this data is not sufficient to avoid sanction for its use.

The use of the competetionâ€™s own data by the home team in a manner and with knowledge that was not available to other teams is both unsporting behavior (as you have stated) and unquestionably brings the FAI into disrepute (reference Sporting Code General Section 6.2.2), therefore the penalties given do not reflect the gravity and scale of the offence, and the damage this has done to our sport.
17/1/20, 11:27 am - Mandy Temple: Understand
17/1/20, 11:29 am - +44 7813 788614: TCs minus Terry, your opinion or OK please
17/1/20, 11:30 am - +48 536 204 523: Ok PL
17/1/20, 11:46 am - Mandy Temple: Team captains meeting at the front of the grid please come now
17/1/20, 11:47 am - George Schuit: Ok Luxembourg
17/1/20, 11:48 am - +44 7813 788614: Mandy:
John and I are walking to launch point
If you can see a car that can pick us up we will be at the grid quicker
17/1/20, 11:48 am - +44 7813 788614: Ignore the previous message we have a car okay thank you
17/1/20, 12:09 pm - +44 7813 788614: TCs:
John has submitted complaint, with the suggested changes, to Mandy by email.
17/1/20, 12:10 pm - Anita Taylor: ðŸ‘‍□
17/1/20, 12:10 pm - Anita Taylor: Noted
17/1/20, 12:42 pm - Mandy Temple: We have considered the complaint received and new information this morning and reviewed our decision. We issue a penalty of 250pts to each Australian team pilot . CD
17/1/20, 12:54 pm - Mandy Temple: So we make plan B. Fly past at Sport and Rec 5pm sharp
17/1/20, 1:08 pm - +44 7813 788614: Mandy:
(It may be something we used to getting told in the UK)
Is there are reason (Related to the weather)
Not to leave gliders out?
Thankyou
17/1/20, 1:09 pm - Anita Taylor: We are not expecting yesterdayâ€™s storm. I will check with weather
17/1/20, 1:10 pm - +44 7813 788614: Mandy, please:
Is the current deadline for a protest still 14:00?
17/1/20, 1:10 pm - Anita Taylor: Bruce thinks that there may be rain and some wind but is not expecting damaging wind.
17/1/20, 1:56 pm - Mandy Temple: Gisela advises protest period closes as 14.37 two hours after our response to the complaint.
17/1/20, 1:56 pm - Mandy Temple: We have one protest already.
17/1/20, 2:01 pm - George Schuit: Mandy, we support the protest

lodged by UK team. Do we need to send the same text again and pay $200 as well to register our position?
17/1/20, 2:02 pm - Mandy Temple: Yes
17/1/20, 2:02 pm - George Schuit: Ok
17/1/20, 2:03 pm - Mandy Temple: We must receive the fee and document before the deadline
17/1/20, 2:05 pm - George Schuit: The document I will send in 3 minutes, but the fee is difficult as I am in Manilla. I do believe we still have a credit with the organisets to cover the 200. Otherwise I will bring you the fee around 15:00. Is that ok?
17/1/20, 2:06 pm - +44 7813 788614: If any TC would like a copy of the U.K.â€™s protest please send me your email address as a private reply.
(Excepting the teams who Iâ€™ve already sent it to)
17/1/20, 2:07 pm - +49 172 6776077: Weinreich.W-G@unitybox.de
17/1/20, 2:09 pm - +44 7813 788614: Sent
17/1/20, 2:49 pm - George Schuit: Mandy where are you. I am here with $200
17/1/20, 2:50 pm - Mandy Temple: Please pay it to Gisela in hut 4/5/6/7
17/1/20, 2:51 pm - George Schuit: Ok
17/1/20, 2:52 pm - +420 603 534 406: Mandy, we need stop the water to last Row. There is broken
17/1/20, 2:52 pm - +420 603 534 406: <Media omitted>
17/1/20, 5:09 pm - +49 172 6776077: According to the Rules, i would like to ask you If you wish to withdraw your protest ??
17/1/20, 5:27 pm - Mandy Temple: Jury decision still pending due to time difference with remote jurors. Expect a decision before 9pm
18/1/20, 8:53 pm - George Schuit: Hi Mandy, when you have time can you send us the jury decision (text) or should I ask Gisela? Thanks, George
18/1/20, 8:55 pm - Mandy Temple: I await to hear from Gisela....I have been unable to contact her. I have appealed to the remote jurors for a response too.....
18/1/20, 8:56 pm - Anita Taylor: Hi George, thanks Mandy. Gisela is a member of this WhatsApp group and will see your message. It would be appropriate for Gisela to post the result here, so that we can all see the written decision.
Thank you Gisela for providing this at your earliest convenience.
18/1/20, 8:58 pm - George Schuit: Thank you dear ladies!
18/1/20, 9:22 pm - +49 172 6776077: Sorry for the delay. here is the short Version of my decision because I was short of time. I will sent you the reason for the determination soon.
18/1/20, 9:23 pm - +49 172 6776077: <Media omitted>
18/1/20, 9:27 pm - +44 7813 788614: Gisela:
Good evening
There is an obvious error in this short statement.
It says GB submitted a protest but does not refer to the protest from other countries (Germany for example)
Will there be a corrected version?

18/1/20, 9:31 pm - George Schuit: Also, Gisela, is this a determination answering the protests of those countries that filed one?
18/1/20, 11:28 pm - +49 172 6776077: I was short of time, sorry, for the limited Version of determination . I will write it details as soon as possible
19/1/20, 6:51 am - George Schuit: Good morning Gisela. I think the team captains expect from the jury (consisting of you, Max Stevens and Wojciech Scigala) a determination deal with each individual protest. It must be signed by you as the President of the jury and list the names of the other jury members listed in the local rules. As long as that hasnâ€™t been produced your determination doesnâ€™t stand and the results should reflect the original penalty of 250 pts given, and announced, by the CD. Against this decision (250 pt penalty) a number of protests have been lodged, none of which have been answered so far.
19/1/20, 8:53 am - +49 172 6776077: Good morning everybody, I will come back to the explanation of the decision according to the rules dringend the Day
Gisela
19/1/20, 8:54 am - +49 172 6776077: during the day
19/1/20, 3:30 pm - +49 172 6776077: The reply to the protest submitted by the TC GBR , GER and LUX is completed. I have sent the draft to my Jury Members to verify and to agree.
20/1/20, 9:21 am - +49 172 6776077: Good Morning
The reply to the Protest submitted by TCs GBR, LUX and GER was sent 19th Jan to CD to be forwarded to the TCs
Gisela
20/1/20, 9:23 am - +49 172 6776077: The reply to the protest aigainst penalty submitted by the Australien TC will be sent this morning
20/1/20, 9:37 am - Mandy Temple: <Media omitted>
20/1/20, 9:28 pm - Mandy Temple: <Media omitted>

Appendix 30

Email from Jacques Graells to Jury 17 January 2020

From: **Jacques Graells** <jacques.gra@gmail.com>
Date: Fri, 17 Jan 2020 at 10:39
Subject: Re: WWGC - access to live tracking data
To: Wojciech Scigala <w.scigala@szybowce.pl>, Anita Taylor <akauffmann@bigpond.com.au>
Cc: mandy temple <mandytemplecd@gmail.com>

Hi Wojciech,
Here is what happened.

Gtracklive is a tracking system purposely built to track glider competitions in Australia.
We have 50 3G trackers that are send from site to site to track competitions.

Each competition has a different tracking administrator whom is provided the administrative logon and password to define the tasks every day.

The administrative interface has 7 pages that can be accessed via a menu or directly if someone knows the url.
The pages are

- Events -> configure events and tasks
- Monitor -> provide information about the last fix for every track, that is used to troubleshoot problems with trackers
- Report on/off → used to find out if the pilots turn their trackers off in flight
- 4 x AWSTATs -> Reporting on how many users look at which page

All the pages are supposed to be password protected but I have made a mistake and the monitor page was not password protected.

A member of the Australian team was a tracker administrator for a previous competition and discovered that the Monitor page was not password protected. He did not report the bug but used it to obtain live tracking data and send it to a system he has purposely built to display the position of the gliders and report it to the pilots. It is also possible that the pilots had direct access to the data from a tablet or phone in their cockpit.

The gtracklive admin interface as well as Monitor link are not publicly advertised and there is no link on the internet pointing to them. That link can only be known by the system designer or tracking administrators.

Regards

Jacques

Appendix 31

Earlier emails between Jacques Graells and Wojciech Scigala, 17 March 2020

On Fri, Jan 17, 2020 at 10:41 AM Jacques Graells <jacques.gra@gmail.com> wrote:
Hi Wojciech,
Please ignore all the description I have provided, that is not how they obtained the data.

I will send you another email explaining how.

Regards

Jacques

On Fri, Jan 17, 2020 at 10:17 AM Wojciech Scigala <w.scigala@szybowce.pl> wrote:
On 2020-01-16 23:55, Jacques Graells wrote:

Again I want to stress that here I have described a way to obtain live data, I do not know if that is what was used, they may have used a completely different way.
Thanks for Jacques for that.
Since I am not familiar with the Gtrack itself, few questions to clarify:
1. Is raw data from trackers propagated to other servers/systems (like in OGN network) where it is out of your control?
2. Is there an un-delayed tracking interface available anywhere (usually made for debugging or for emergencies)?
3. As far as I know, your system is GSM-based. Still, do you think the live data access in question could be made using OGN/FLARM receiver?

Thanks,
Wojciech

--
Wojciech Ścigała

Mr Peter Cesco
The President
Gliding Australia
C4/1-13 The Gateway,
Broadmeadows, Victoria 3047

RE: REPORT INTO THE ACCESS AND USE OF UNDELAYED TRACKING DATA OBTAINED FROM THE G-TRACK LIVE SYSTEM

OUTLINE

This is a report into the access and use of undelayed tracking data obtained from the G-Track Live system – The Official Tracking System of the 10th FAI Women's World Gliding Championship 2019, Lake Keepit, Australia. Hosted by the Gliding Federation of Australia (Gliding Australia).

Terms of Reference

The investigation will include:

- Findings on how G-Track live information was obtained or accessed;
  - Who had access to that information
  - How that information was used; and
  - If any other teams used this information, or equivalent.
- Identify if the use infringed upon the rules applying at the competition.
- The investigation will include examination and recommendations about:
  - The complaint and protest procedures required at the competition, and those applied;
  - Advice on prospects of an appeal against the ruling of the International Jury.
- The final report to the GFA Executive and Board will include:
  - Further recommendations (if any) on any issue raised about processes, individual or organizational actions that may breach International or GFA associated rules or regulations, to ensure quality outcomes for the future; and
  - Punitive actions or sanctions (if any) against individuals that may have to be applied.

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PRELIMINARY

1. The 10th FAI Women's World Gliding Championship ("WWGC") took place at Lake Keepit in northern New South Wales, Australia from 3 to 17 January 2020. Over 45 women pilots from ten countries were registered to compete in three classes of glider, racing over two weeks.

2. There were 9 valid competitions days completed. 4 January – 10 January and 13 January – 15 January 2020. The last two days 16 and 17 January, were cancelled competition days.

3. The inquiry into the use of undelayed tracking data obtained from the G-Track live system at the WWGC was not made by taking sworn evidence. It included obtaining information and details by e-mail correspondence, research and speaking with relevant persons. That included:

- Mandy Temple – Competition Director ("CD").
- Anita Taylor – Deputy Director.
- Jacques Graells – G-Track Live System Developer and Administrator.
- Terry Cubley – Australian Team Captain.
- Matthew Gage – Coach.
- Mike Codling – Coach.
- Jo Davis – Pilot Club Class.
- Jenny Ganderton – Pilot Club Class.
- Kerry Claffey – Pilot Club Class
- Lisa Trotter – Pilot Standard Class.
- Claire Scutter – Pilot Standard Class.
- Catherine Conway – Pilot Standard Class.
- Ailsa McMillan – Pilot 18 Metre Class
- Lisa Turner – Pilot 18 Metre Class
- Jenny Thompson – Pilot 18 Metre Class

4. The timeframe for completion of the inquiry and report relates to the appeal as does the terms of reference. It necessarily required an efficient approach to obtaining information upon which to provide this report. The appeal period against protests expires 90 days after the Jury determination of the protests on 17 January 2020.

5. All of those listed above made themselves available at short notice, responding in detail when and as requested. As a result of the short time frame, for brevity in the report, and focusing only upon conduct relevant to the WWGC, findings of fact have been determined on the balance of probabilities and Briginshaw Principle. Evidence has not necessarily been specifically detailed or referenced in the report for the same reason.

HOW G-TRACK LIVE INFORMATION WAS OBTAINED OR ACCESSED

6. The G-track live system was developed by Jacques Graells and used by the Gliding Federation of Australia (now Gliding Australia). The system has been used for a number of years at competitions throughout Australia, so it is expected there is a working knowledge and familiarity with the system, therefore not requiring a more detailed explanation of it.

7. The system uses tracking devices, working on the 3G and 4G network, which are given to competitors and placed in the competitor's glider. The tracking device sends information via the GSM mobile telephone network to a server. The information transmitted and received includes

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data identifying the tracking device, battery charge, temperature and information providing details that are used to obtain the location, height and speed of the glider carrying the tracking device. That data is received and available with very little delay, essentially in real time.

8. In order to use the system at competitions, individuals (generally on a voluntary basis) are allowed access as administrators to run the web based system during competitions. To access the system, in simple terms, it has two separate user interfaces each accessed using any web browser, but using a different URL, or web address. Administrators access the system via the web address "admin.gtracklive.com" ("administrator interface*")*.

9. At the time of the WWGC, the administrator interface had a number of pages that could also be accessed via a menu after logging in. The pages which could be accessed, for example, included:

- "Events" - allowing the configuration of events and tasks;
- "Report on/off" - used to find out if the pilots turn their trackers off in flight;
- "4 x AWSTATs" - Reporting on how many users look at which page; and
- "Monitor" – to provide information and data from the last fix for every tracking device that is and can be used used to troubleshoot problems with trackers.

10. If a person typed in, for example, the "Events" web address "*admin.gtracklive.com/events.php*" without having logged in, they were redirected to a login page requiring a password. All the pages were supposed to be password protected in that way, however the system developer had, by a simple mistake in an omission in coding, not set the "monitor" page to have password protection and redirect to the login page. Any person who used the web address "admin.gtracklive.com" had to use a password protected login page and then had a link to the "monitor" page. Using the web address "*admin.gtracklive.com/monitor.php*" gave unrestricted access to that page and did not redirect the user to a login page requiring a password.

11. Those observing or watching the competition are provided access to the tracking information via a different web address "gtracklive.com" ("general interface*"*). After selecting the specific competition that the individual wants to observe from the home page, they are taken to a web page displaying a map, task information (set by the administrator), glider positons, glider tracks and other data displayed in a smaller 'details screen'. It is also possible to obtain details relevant to a specific glider by selecting it in the 'details screen', or by selecting the glider itself on the map, which then displays an overlay of the information relevant to that glider. There is access to replay previous days tracking information from the home page.

12. A time delay can be set and applied to the data displayed on the general interface web page. The data and information available via the administrator interface "monitor" page did not include any delay. Anyone viewing the data and information via the web address "*admin.gtracklive.com/monitor.php*" had real time data. If you were to view the webpage "*gtracklive.com/monitor.php*" at the same time it would have provided the same information and data.

13. An analysis of logs[1] by the system developer indicates that requests for and access to undelayed live tracking data via "*admin.gtracklive.com/monitor.php*" occurred on practice days and during the competition through different access points. Access and requests came from "Digital Ocean" in Germany, Telstra and Activ8me (one of the providers for the Lake Keepit WIFI). "Digital Ocean" is a cloud computing provider, anyone in the world could request data via the cloud computing provider.

14. There was access to the "*admin.gtracklive.com/monitor.php*" page via "Telstra" and "Activ8me" during the competition. There were different IP addresses accessing via those routes, however

[1] Due to the amount of data storage required, logs from previous competitions were not available as the storage requirements were prohibitive.

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that is not necessarily determinative of there being different devices, as addresses can change i.e. when someone stops access and re-establishes a data connection via mobile telephone, they may get a different IP address. The quantity, times, dates or duration of access has not been analysed in detail due to the significant amount of time that would be required in dealing with a large amount of data. What has been ascertained is that access via those routes (Telstra and Activ8me) did, at times, coincide with access through "Digital Ocean" but again that is not determinative of it being the same or a related person gaining access. Comprehensive analysis of these issues could not be obtained in the timeframes for finalisation of the report and was not requested because of other information gathered.

15. *If* a person typed in the web address or used as a data source "*admin.gtracklive.com/monitor.php*" or "*gtracklive.com/monitor.php*" they would have had unrestricted access to the data provided there. However, there is no evidence to suggest that the address "*gtracklive.com/monitor.php*" was used during the competition to access live tracking data, even though it could have been.[2] Access was via the "*admin.gtracklive.com/monitor.php*" page.

16. The system developer was the administrator of the G-Track live system at the WWGC. As he was accessing pages only after logging in via "*admin.gtracklive.com",* he was unaware that the "*admin.gtracklive.com/monitor.php*" page did not require log in access. His intention and belief was that the "monitor" pages required a person to log in before they could gain access.

WHO HAD ACCESS TO THAT INFORMATION

17. Matthew Gage was associated with the Australian Team at the WWGC as a Coach. Mr Gage had been an administrator of the G-Track live system at previous competitions, including at Horsham and Tocumwal. In May of 2019 a request was made to him, by the CD, to administer the G-Track live system at the WWGC. That request was declined due to Mr Gage's anticipated involvement with the Australian Team and he rightly recognised that other Teams would be concerned by that conflict. Mr Gage also knew at that time that the G-Track live administrator interface required a password to log in and advised that the password should be changed.

18. Prior to the competition Mr Gage had been developing his own system which would obtain data from various sources, including (but not limited to) Open Glider Networks ("*OGN")* and the G-Track live system. The data and information would then be integrated with data obtained from other sources. It is understood this system could also integrate weather data and allow Mr Gage to input his own information and data. During the programing and development of that system Mr Gage included the web address "*admin.gtracklive.com/monitor.php*" as a source of data that would be collected to be used in his system. The system was hosted on "Digital Ocean" servers in Europe.

HOW THAT INFORMATION WAS USED

19. This system, according to Mr Gage, was not finalised into the form in which it was used at the competition until just prior to the practice days, so had not been tested, as there were no events or competitions occurring that were using the G-Track live tracking devices. There was uncorroborated hearsay evidence suggesting that development of this system had been occurring for a number of years.

20. No delay was applied to the G-Track live data by the administrator (or required by competition organisers) on practice days at the WWGC. Therefore, Mr Gage says, it was not apparent the information that would be received and used in his system, was undelayed tracking data until the first competition day when the delay was applied to the general interface. It was certainly

[2] As was demonstrated in a video produced by Sean Fiddler and also replicated by others when complaints began at the end of the competition.

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apparent or confirmed on the first competition day that Mr Gage was accessing undelayed G-Track live data.

21. The data and tracking information from the local OGN established at Lake Keepit used in Mr Gage's system was sourced from OGN servers located in Europe. The data and information received from the local OGN was also undelayed data. The local OGN network was available via a number of web sites that display data obtained from an aircraft's FLARM device. They include "*live.glidernet.org*" and "*gliderradar.com*".

22. The integrated information was used to observe competition gliders and to provide information to Australian Team pilots. That included information specifically about other competing gliders.

OPEN GLIDER NETWORK

23. A basic understanding of the OGN is required because its availability and uses are critical to understanding some reasoning applied when accessing and using the G-Track live data. The OGN's "Official" web site states:[3]

> "*The objective of the Open Glider Network is to create and maintain a unified tracking platform for gliders, drones and other aircraft. Focused on tracking aircraft equipped with FLARM and OGN trackers, OGN is also open for integrating of other data sources (e.g. PilotAware, SPOT, FANET (paragliders), Spidertracks, …)*
>
> *The tracking data is freely available to anyone as long as they follow OGN data usage rules."*

24. The rules include:

> "Anyone is free to use OGN data by following some basic rules:
>
> - Data provided by OGN are under the licence ODbL.
>
> But you must also apply the following rules:
>
> - When you re-distribute OGN data, you must follow DDB tracking privacy choices.[4]
> - You do not re-distribute OGN data older than 24 hours."

25. The OGN itself describes an Opt in/Opt Out system[5] which includes having the ability to have a call sign chosen randomly each day which will be displayed to other gliders and on the OGN. FLARM devices can be set to what is referred to as "No-track" mode. A no-tracking flag configuration on a FLARM device tells the OGN not to show the position or track on the OGN network. It does not affect the use of the FLARM device for collision avoidance or other glider's FLARM from receiving the FLARM data.[6]

26. Official OGN ground receivers respect or honour the FLARM's no-tracking flag and the data packets are rejected by the OGN ground station as soon as the no-tracking flag is processed. Such data is not relayed to the OGN server infrastructure (or logged anywhere) so those gliders cannot be viewed on an OGN honouring the no-track request.[7]

27. Private OGN's are different. Any individual or group can create their own private OGN by establishing ground receivers (and server infrastructure) which do not respect or honour the FLARM's no tracking flag. It is undisputed and appears to be accepted that these private OGN's have been used widely at competitions throughout the world and that international teams have

[3] https://www.glidernet.org/
[4] DDB tracking privacy choices does not address "no track" settings.
[5] http://wiki.glidernet.org/opt-in-opt-out
[6] Ibid.
[7] Ibid.

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access or ownership of private OGN networks. They can be transported and set up at different locations.

28. Use of a private OGN network will provide live tracking data of any aircraft using FLARM within range of the receiver/s. The information included in the data received provides very similar information as that included in the G-Track live system. In terms of the how a private OGN and live data from G-Track live can be used, it is the same.

G-TRACK LIVE SYSTEM

29. The G-Track live system has some significant differences from an OGN. The network topology is different. For example the tracking devices do not speak to each other. The system does not transmit information that can be legally intercepted after transmission and before reception at the server, without authority. It uses telephone systems which are controlled and regulated by federal legislation.

30. It was the tracking system mandated by the competition organisers for the display of glider track records for public display. Given it was developed for and on behalf the Gliding Federation of Australia the description that it was the "official tracking system" for the competition is appropriate.

31. Access to the system was supposed to be controlled. The output of the data and information was supposed to be defined by the administrator. It was not created nor did it exist in an environment which anticipated public availability except in the final display of track records as defined by the competition organisers or administrators. Though that can be thought of as analogous to the public OGN where pilots choose to define what is transmitted and used.

32. It was supposed to be a closed system, where FLARM data, used in OGN's is part of an open system.

DID ANY OTHER TEAMS USE THIS DATA OR AN EQUIVALENT

33. There is no evidence to show that any other teams used or accessed the G-Track live data via the "*admin.gtracklive.com/monitor.php*" web page or the "*gtracklive.com/monitor.php"* web page during the competition. Some participants said they were sure other international teams were using private OGN's, but there was no evidence provided to show that.

34. There is no evidence to show that the information obtained from Mr Gage's system was provided (or accessed) by Australian Team pilots while flying, except by what was transmitted (and received) via radio from the Australian base. Any information obtained from the system that was transmitted over the radio would have been received by any person monitoring that radio frequency.

35. As stated above, there was speculation amongst the Australian Team that at least two other teams were using private OGN's. It is known that other teams have access to private OGN's but it was not able to be determined if any other teams were using private OGN's at the WWGC.

DID ANY ACCESS AND USE OF G-TRACK LIVE DATA INFRINGE UPON THE RULES APPLYING AT THE COMPETITION

36. The applicable rules for the WWGC are those contained in:

- FAI Sporting Code General Section;
- Section 3;
- Annex A to Section 3 – Gliding (2019 Edition valid from 7 October 2019) *("Annex A")*; and
- Local Procedures v9.1.

37. Annexure A states:

"**1.2 GENERAL REQUIREMENTS**

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> 1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motorgliders), and specifically with Chapter 5 of Section 3 and with this document, which is approved by the IGC Plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships."

38. The Championship Director is in charge of the WWGC and shall have a Deputy Director ("DD") and Technical Official to assist. The CD is responsible for the good management, smooth and safe running of the Championships.[8] The CD may penalise or disqualify a competitor for misconduct or infringement of the rules.[9]

39. The Team Captain of a national team, competitors and crew members, by virtue of entering, agree to be bound by Annex A and the Local Procedures issued for the Championships and by any rulings and requirements stated by the organizers at any briefings.[10]

40. The Local Procedures stated:

> "4.1.1.c Carriage of GNSS data transmitters for public displays
> The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish."

41. The CD recalls that the subject of the 15 minute delay was raised at two competition briefings. With respect to one briefing, the first Team Captain's meeting before the competition started (the 3rd of January 2020), the CD was asked by the Captains of Italy, USA and Luxemburg if the tracking could be shown live. It was suggested it may also have been a request for access – though that is equivocal. The response from the CD and Chief Steward (Frouwke Kuipers) was that it was not possible as it was specified as a 15 minute delay in the Local Procedures and in line with the decision made at the IGC Plenary in March 2019. Another description provided of that first Team Captain's meeting suggested there was also reference to Annex A not allowing access to live tracking data. There is no official record of the meeting.

42. Mandy Temple the CD, Frouwke Kuipers (Chief Steward) and Terry Cubley (Australian Team Captain) were present at the March IGC plenary meeting. A specific part of the IGC plenary meeting minutes[11] (Annexure 1) was referred to the report writer to support the conclusion that the Local Procedures for the WWGC (section 4.1.1.c above*)* was included to address the issue of delays for live tracking data, including the G-Track live system. Those minutes relate to discussion on another proposal, focused heavily upon the use of FLARM and private OGN's, as described above, and for addressing "tactical tracking".[12] It is worth providing as it provides context about OGN's

43. The meeting minutes state:[13]

> "Mr. Hansen – The proposal states: IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.
> Mr. Rutkowski – The proposal has not been changed from the Year-1 proposal.
> Mr. Mozer – That is correct and sometimes it is like that.
> Mr. Rutkowski – The proposal has a very general statement. We do not have a detailed

[8] Annex A section 2.1.1.
[9] Ibid section 2.1.1. b.
[10] Ibid section 3.1.1.
[11] Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Istanbul Friday 8th and Saturday 9th March 2019.
[12] Proposal 8.1.8, annexure 2.
[13] Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Istanbul Friday 8th and Saturday 9th March 2019 at pages 19-20.

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wording of the rule.
Mr. Foltin (IGC Secretary) – I would like to clarify that the proposal template does not require exact wording of the proposed new rule or rule changes in the Year-2 proposals.
Mr. Rutkowski – May I have a clarification question? Who will implement the precise wording in the rule? Will it be the Annex A Committee?
Mr. Mozer – Yes, that is correct and the proposal, if adopted, will be implemented in Annex A as of 1 October 2019.
Mr. Rutkowski – And What about this year's contests?
Mr. Spreckley – The bureau discussed it and adopted Local Procedures reflect this proposal.
Dr. Casado – Even if the proposal will be adopted there is a need to test the recorders. The necessary work should be completed in 2020.
Mr. Mozer – I will read the proposal once more for clarity: IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.
Mr. Cubley – IGC cannot dictate the pilots what FLARM setting to use.
Mr. Mozer – The question is: What is the basic purpose of FLARM? It is safety. So the additional tracker will be a separate component.
Mr. Cubley – Why would we want to establish it in a way that does not allow organizations to demand specific setting? The OGN tracker could be then used when they become available.
Mr. Cernezzi – The proposal means that pilots will not be required to set a certain transmissions.
Mr. Gyongyosi (Hungary) – I have a question related to Junior WGC. Will it be possible that some pilots may not use FLARM?
Mr. Hansen – If we are voting for this proposal, we will actually stop live tracking because the technical solutions (IGC tracker) may not be available.
Proposal has been adopted by a clear majority." (Emphasis added).

44. Of specific relevance in this case was a proposal from Great Britain[14] (paraphrasing) "Other Local Procedures - Delayed Time Tracking". The minutes state:[15]

"8.3.3 Requirement for Delayed Time Tracking
- OTH Local Procedures GBR 2019 Delayed Time Tracking
Note: The proposal was discussed on Day 1.
[Summary: tracking to be controlled by organizers]
Mr. Spreckley introduced the proposal (available here) and added that if organizers want to have live tracking, they will needs to have it from IGC. The requirement would need to be reflected also in bid document and in Organizer's Agreement.
Discussion:
Mr. Georgas – I have a simple question: What is meant by "a secure data source"?
Dr. Casado – Essentially these are the data of which the IGC has total control. It could be through encryption or by using GSM channel because it has its own security mechanism.
Mr. Georgas – Will the final wording clarify that? We need to clarify a bit further I think.
Mr. Spreckley – The SGP tracking has a complete control of data.
Mr. Georgas – More explanation about these aspects will avoid future problems.
Mr. Spreckley – This is another proposal that is applicable immediately.

[14] Proposal 8.3.3, annexure 3.
[15] Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Istanbul Friday 8th and Saturday 9th March 2019 at page 35.

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The proposal has been adopted by a large majority." (Emphasis added).

45. It appears that proposal 8.3.3 was discussed before proposal 8.1.8 as indicated by the note that 8.3.3 was discussed on day 1.

46. The proposal 8.3.3 states "Sporting Code Volume: Affects Local procedures and FAI Bid document", however correspondence provided to the report writer indicates that proposal 8.3.3. was intended to be included as a rule in Annex A.

47. The proposal never made it into Annex A or other published rules. That occurred, it seems, by an omission when incorporating (perhaps conflating) both proposals. A specific rule was drafted that would have been included at section 7.5.3 of Annex A (but was not), stating:

> "The use of ground stations to track gliders for tactical purposes is not allowed.
>
> *The organisation may track gliders for safety reasons and for the entertainment of the public, but the distribution of glider tracking information will be time delayed by at least 10 minutes*."

48. Even the proposed rule drafted lack specificity. Had it been published, it would have remained the case that the rules lacked clarity for want of certainty.

49. A "tweet" from the IGC Twitter page was provided to the report writer by the CD. It states:

> "*We have voted to disallow tactical tracking…by making it technically difficult, and by declaring that workarounds (i.e codebreaking etc) are unsporting. We further voted to preserve delayed tracking for spectators. #igcplenary 11:03pm – 8/3/19 – Twitter Web Client*"

50. Ostensibly there has been reliance on discussion and adopted proposals at the plenary meeting by the CD, reinforced by the "Tweet" to support a view, or conclude, prohibition on access to live tracking data was prohibited by Annex A and/or, mandated delays in the Local Procedures prohibited it.

51. Reference to the minutes of the plenary meeting[16] is not and cannot ultimately be determinative of what applied at the WWGC as they are not the prescribed rules or procedures. However some guidance can be gained about the intention of the IGC by looking at the proposals and related discussion which can assist in interpretation of rules or local procedures.

52. While presence and/or knowledge of what occurred at the IGC plenary meeting informs a view of the rules and how they may apply, it is only by reference to the published rules (or Local Procedures) that any conduct or behaviour should be assessed objectively. Due process and natural justice demand it. That should not exclude subjectively analysing individual misfeasance, as it is clear in this case that particular individuals had unique knowledge and responsibility.

DISCUSSION ON ACCESS AND USE OF G-TRACK LIVE DATA INFRINGING UPON THE RULES APPLYING AT THE COMPETITION

53. This discussion will focus upon section 6.2.2 of the FAI Sporting Code General Section with reference to section 8.6.5 of Annex A regarding "Unsporting Behaviour"; they must be read in combination. Section 6.2 provides:

> "**6.2 PENALTIES AND DISQUALIFICATIONS**

[16] Minutes of the Annual Meeting of the FAI Gliding Commission (IGC) held in Istanbul Friday 8th and Saturday 9th March 2019.

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6.2.1 A competitor may be penalised or disqualified from participation in a Sporting Event in accordance with provisions designated by the ASC concerned.

6.2.2 Penalties may be imposed for Technical Infringements (including, but not limited to, failure to comply with rules caused by mistake or other inadvertence), Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and **Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs and violations of airspace)** at the discretion of the ASC concerned." (Emphasis added).

54. Annex A 8.6.5 states:

"**8.6.5 Unsporting Behaviour**

a. Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials will be sanctioned for unsporting behaviour.

b. The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

c. Other team members (Team Captains, crew and other members) who demonstrate unsporting behaviour may incur a penalty ranging from being required to make a public apology to removal from the event.

d. Very serious examples will be referred to the NAC involved and/or IGC/FAI."

55. There will be no discussion about Annex A section 5.4.2,[17] as that was not a matter upon which the IGC Jury made any determination. It is not applicable in the circumstances here as there has been no *interference* with equipment, data or internal program, or tracking equipment.

56. The only applicable document specifically dealing with the G-Track live tracking data was the Local Procedures at section 4.1.1.c. Annex A at Part 11 provides guidelines for the Local Procedures. Each Local Procedure is identified by the corresponding Annex A section (paragraph) number. Relevantly:

"**Section 4.1 SAILPLANES AND EQUIPMENT**

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

…

c. The organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them."

[17] Annex A section 5.4.2 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

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57. The Local Procedures stated:

> "4.1.1.c Carriage of GNSS data transmitters for public displays
> The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish."

58. That section is contained within Part D of the Local Procedures under the heading "Technical Requirements". One suggested interpretation is they are *guidelines* or a requirement both for and by the organisers. That argument has some merit when looking at the terms of the section itself and the corresponding Annex A section. Practically, it requires competing sailplanes to carry the G-Track live transmitters, states the purpose of carriage (display of flight records) and how the display may occur. It does not talk about access to the G-Track live information or data.

59. It appears Terry Cubley (Team Captain) and Matt Gage (probably with other support crew) have looked at the published rules and procedures and made a determination that there was no specific rule or procedure they would be breaching by accessing the undelayed G-Track live data and information.

60. This reasoning is also seemingly based upon considerations such as:

- **a.** The G-Track live data and information was publically accessible via "*admin.gtracklive.com/monitor.php"*;
- **b.** OGN data is publically accessible data;
  - **i.** Private OGN's do not respect or honour no-track requests;
  - **ii.** There were no rules preventing the use of private OGN's;
  - **iii.** Private OGN's are used at Class 1 competitions;
  - **iv.** Other teams are probably using private OGN's at the WWGC;
  - **v.** If the Australian Team had a private OGN it would be obtaining the same type of data as G-Track live;
- **c.** Access to G-Track live data was the same as having a private OGN;
- **d.** The local Lake Keepit OGN is also available to use (though not private);
- **e.** No specific rules prohibits access to publically accessible data;
- **f.** Information derived from access was transmitted freely over by open radio frequencies;
- **g.** Other teams were also receiving the benefit of the information.

61. Much of that consideration or reasoning should be eschewed as logical fallacy[18] even though it can be understood that it exists as a result of a long term organisational environment (at an international level) which has not sufficiently addressed developing technologies with appropriate technical regulation and oversight to deal with emerging problems. The IGC have failed to address the issue of private OGN's. There exists a pervasive view that is because a large amount of time and expense has been invested in these systems in Europe, so the IGC has been prevented from appropriately addressing the issue of private OGN's and "tactical tracking" because IGC participating countries have been resistant to, or lobby against, requiring specific rules. It would very simple to draft a rule that addresses the issue.

[18] *Post hoc ergo propter hoc.*

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62. There are determinations to be made based on technical rules but also ethical determinations. Unsporting behaviour includes ethical determinations. The FAI Code of Ethics[19] (and rules) refers to dignity, cheating, doping, fair-play and integrity.

63. The Australian Team Captain, Terry Cubley, was present at the IGC plenary meeting and was (like many others) aware OGN's, IGC tracking devices and "tactical tracking" was an issue the IGC were attempting to deal with. He was present at the Team Captains meeting prior to the start of the competition when other team captains asked if the G-Track live data could be displayed live; that was denied by the CD. It was denied because in the CD's view it was against the Local Procedures and because it was (or believed to be) dealt with in Annex A. Without looking at those documents the CD and organisers are entitled to expect compliance with and be able to enforce declarations or instructions made at these meetings, which may avoid misconduct, while running the competition.[20]

64. Mr Gage was alert to the fact that the G-Track live system administrator interface was protected by a password. On the most favourable view of the facts, Mr Gage found the web site "*admin.gtracklive.com/monitor/php"* by chance, only once the competition began did he know he was receiving undelayed tracking data.

65. The G-Track live data was not publically available (like the general interface), it was only because Mr Gage had acted as an administrator and had previously accessed that web page address that he knew where to access data that was not restricted. As a matter of semantics it could be said it was publically accessible. It was not difficult to obtain.

66. The system developer had most certainly, without any intention or complicity in allowing access, simply left out a line of programing code for the "*admin.gtracklive.com/monitor/php"* page.[21] Another means of access to the same data (though not used in this case) was amply demonstrated by the video circulated online, relating to the *"gtracklive.com/monitor/php"* web page, accessible without restriction for the same reason.

67. The knowledge or understanding of these details by the Australian Team pilots was not in the same detail known to the TC and Mr Gage. Also, it was not the same amongst the pilots. All were aware that the Australian Team base was accessing and using some live tracking data. The extent of knowledge (and even interest) in the details varied among the pilots. Universally, it was believed that these were matters which were to be dealt with by the Team Captain or coaches, who would advise them. That is because it related to the Australian Team base, while the pilots concerns were directed to the preparation, planning and logistics for the practical flying.

68. All team pilots denied they were aware of the Team Captain meeting where it was asked if the G-Track live tracking could be displayed live. Mr Cubley accepts that he never told the pilots. It appears that the Australian Team pilots were informed that the information and data being used was "publically available". The TC and support staff believed that any lay person or competent computer user with just basic experience in IT could have obtained the information being used, just like setting up an OGN. That was the opinion expressed by the pilots.

69. The Australian Team however, was not fully informed about Mr Gage's previous involvement or knowledge gained as an administrator for the G-Track live system. They were not informed that he had told the organisers to have the system developer change the system password.

70. The Australian Team pilots were specifically advised that there were no rules being breached by the access and use of data because it was "publically available", like a private OGN. Two at least, or three pilots had asked for subsequent confirmation of this from the Team Captain at a team

[19] Verion1.0/October 2003
[20] Annex A section 2.1.1 b and section 3.1.1.
[21] Also the *"gtracklive.com/monitor/php"* page.

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meeting – it was confirmed. In at least two cases a pilot *felt* they would be chastised or sanctioned if they raised or elevated the issue any further.

71. There was an apparent and significant authority gradient between the TC, some supporting crew and the Australian Team pilots. The level of that gradient differed according to each pilots own age, personality and experience. The Australian Team pilots accepted the advice that no rules were breached if they were provided information derived from Mr Gage's system, which included live tracking data that they believed was "publically available". They accepted, on the advice of Team officials that they would not be infringing upon any rules by receiving information derived from Mr Gage's system.

72. The acceptance of that advice is easy to understand when looking at in a context that includes the history of how the IGC has dealt with private OGN's; the TC's own experience and what was described as his "areas of expertise". The TC had held high level positions within national and international gliding bodies, having obtained significant technical and practical experience which included providing input into the administration and development of the sport of gliding at an international level.

73. *Prima Facie* it was technically correct to advise the Australian Team pilots that no *specific* rule or regulation was being breached. It was not ethical nor appropriate to use the information and data. Certainly that is the case when considering the extra information and knowledge held by the TC and Mr Gage. The decision to use the undelayed G-Track live data and give advice that it was permissible to rely upon it during the competition was wrong. It was not in the pilots' best interests. Accessing and using the undelayed G-Track live data and information by the TC and Mr Gage, with the background known to them, was unsporting behaviour.

74. The position with respect to the Australian Team pilots is a vexing issue. It will be dealt with later in this report.

COMPLAINT AND PROTEST PROCEDURES AT THE COMPETITION

75. It should be noted that some other international teams, the CD and support staff were aware (or at least suspected) during the competition that the Australian Team had access to live information of which they did not know the source. Anecdotally, it appears they believed it was via an OGN.

76. The process undertaken by the CD and DD in the initial stages of the complaints and then protests, prior to handing the matter over to the Jury President appears appropriate.

77. On the afternoon of Thursday 16 January 2020 the system developer/administrator became aware that someone had accessed the undelayed data from the G-Track live system. At 2:33pm a message was sent by the CD via the messaging application "WhatsApp"[22] to a group chat, including Team Captains. It advised the competition officials had become aware someone had accessed live tracking data from the official tracking system. It stated "If we discover that it was a competition team we will consider it unsporting behaviour per Section 6 of FAI Sporting Code General Section…"

78. Terry Cubley and Matt Gage admitted they had access to the undelayed live tracking data.

79. On Friday 17 January 2020 at 9:27am a further message was sent. It stated:

> "The Decision
>
> The use of the data gained illicitly is considered by us to be unsporting behaviour.
>
> We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioning the Australian Pilots.
> The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the Team Captains and the IGC. Further to refer the

[22] A method used to communicate with Teams and Participants during the competition.

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matter to the IGC and GFA. As discussed you have until 2pm to appeal/protest this decision."

80. Complaints were made from 9 Team Captains.

81. On Friday 17 January 2020 at 12:12pm a further message was sent. It stated:

"We have considered the complaint received and new information this morning and reviewed our decision. We issue a penalty of 250pts to each Australian Team pilot, CD"

82. What followed was a protest purportedly made jointly and sent from the USA Team Captain at 1208hrs via e-mail. It appears to be on behalf of the US, German, Polish, Italian, Luxembourg, Japanese, UK, French and Czech Republic Teams. It agreed with the finding of the CD on the issue of data being gained "illicitly" being unsporting behaviour but disagreed the pilots should escape sanction.

83. On 17 January 2020 at 1326hrs a protest was sent by email from the Team Captain of the UK team. It was sent to the CD, DD and the Team Captain of the US. At 1342hrs a protest was sent by email to the CD from the Luxemburg Team Captain. At 1355hrs a protest was sent by email to the CD from the German Team Captain.

84. The Australian Team later responded with a protest of its own against the decision of the CD. Essentially in defence of what they accepted had occurred; the team was obtaining information from Mr Gage's system which used live tracking data obtained from the G-Track live system.

85. The Australian Teams protest was made appropriately through the TC. The protests are attached.

86. The protests were received within two hours after the response to the complaint on the final competition day. At that time the protest period for any previous day also expired. That means that no protests could be made about any other previous days.

87. After assembling all the protests or relevant material the Jury President commenced consideration of the protest at about 16:00-1630hrs. That appears to be in the absence of the other jury members. There was difficulty in getting in contact with the remote Jury members who were in Poland and New Zealand.

88. The FAI also publishes Jury Guidelines.[23] The International Jury process was not conducted in accordance with Annex A or the FAI Jury Guidelines:

a. The composition and conduct of the International Jury is dealt with at section 2.2.2 of Annex A. Both section 2.2.2 of Annex A and section 6.2 of the Jury Guidelines require compulsory participation of all the jury members. The quorum for a nominated jury is three (3) as stated at section 6.3 of the Jury Guidelines;

b. The protest file, including all the relevant documents, information and facts, should have been studied and understood by the Jury before inviting interested parties to make their presentation or give evidence;[24]

c. The Jury shall hear both sides of the matter.[25]

89. It is evident the International Jury was never properly constituted to hear the protest. It seems apparent that the Jury President assembled the protests and information and was providing it independently and separately to each Jury member, in what terms is unknown. The Jury member from Poland was not able to be contacted until about 2030hrs.

[23] FAI Jury Guidelines 2020 Edition Effective January 1 2020.
[24] Ibid at section 6.6
[25] Ibid.

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90. The Jury President also apparently took evidence from independent specialists (Dr Angel Casado) on the OGN. That appears to have happened in the absence of the protesting parties and certainly in the absence of the other Jury members.

91. Evidence was taken from the system developer in similar circumstances.

92. The Australian Team Captain states that he was not given any formal hearing at all. The Jury President appeared to him to have already made up her mind.

93. There had clearly not been enough time for the Jury to hear the matter properly. The original closing ceremony was scheduled to occur on the Saturday morning. It appears that there may have been some pressure to reach a determination to allow the closing ceremony to occur on the Friday night as it had been brought forward after two cancelled competition days. An extension on the protest period should have been given and the matter stood down until the International Jury could be properly constituted to hear the matter by the prescribed process.

94. The International Jury process was significantly deficient. Due process was not followed and the matter has not been properly heard and therefore not properly determined.

Advice on prospects of an appeal against the ruling of the International Jury.

95. An appeal can be made based upon the failure to adhere to Annex A and the Jury Guidelines and by not hearing the matter before a properly constituted International Jury.

96. That appeal should be made for a hearing *de novo.*

97. Given the findings in this report, any appeal relating to the behaviour or involvement of the Team Captain and Mr Gage, and sanctions which may be imposed on them, would fail. The decision made to access and use the G-Track live information was wrong. Their conduct was unsporting behaviour.

98. The question then is; was receipt and use of that information unsporting behaviour by the pilots? That should be assessed both objectively and subjectively. What they believed about how the data was accessed and from where is relevant.

99. There was an early reference by the CD and DD that the data was obtained “illicitly”. That term was adopted by the non-Australian Team protestors and the Jury President. The term is not correct and highly emotive. It is submitted that there could not be a finding made that the access to the G-Track live system was “illicit”, because the access was not illegal in the strict sense. It was ill considered and unethical. Access to the data was simple and required little technical skill.

100. On that basis there is an argument that, absent the details known to the TC and Mr Gage, and acting on their advice, that the sanctions imposed upon the Australian Team pilots are disproportionate to their conduct. This is conclusion reflects both the original sanction applied by the CD and, if understood correctly, the determination of the Jury President.

101. There is a significant difference of opinion (between the protestors and Australian Team including the pilots) as to what, if any, completive advantage may have been obtained by receipt of information from the Australian Team base. It was dependant on many variable factors for example:

- **a.** What stage of the flight they were in;
- **b.** Location;
  - **i.** Were they within radio range?;
  - **ii.** Did they already have the information available by FLARM, personal observations or from other pilots?;
  - **iii.** What the pilot sees themselves was of more critical value.

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c. FLARM data was also used and available to the pilots at all stages of the flight;

i. Some pilots had excellent FLARM range (30+km);

ii. FLARM data provided by the public OGN was provided within a range of about 50km from Lake Keepit.

d. Were they paying attention to it (one pilot states they told Australian Team base not to provide *any* information unless they asked for it - questions asked related to weather);

e. Was the Team pilot on the Australian frequency and receiving the information (one pilot spent most of the competition on another international team's frequency);

f. Team base could only give them information, not tell them what to do;

g. The information was provided blind (Team base did not know if it was of assistance);

h. The information received, if acted upon may have been a disadvantage.

102. There is an argument to be made for an appeal. Generally that would require:

a. Sworn testimony of what each pilot knew in specific detail, should they wish to be part of the appeal process;

b. Details and an analysis of what, if any, tactical or competitive advantage may have been received;

c. If that advantage is the same as what is gained from private OGN's;

d. What rule (if any) prevented the use of private OGN's;

e. What rule if any prevented the receipt of data from private OGN's;

f. Were private OGN's used at the WWGC? (that has not yet been determined);

g. Submissions that, if receipt of information from private OGN's has not been subject to infringement as being unsporting behaviour, then the conduct of the pilots here, is the same or very similar; and

h. Submissions that, precedent, consistency and transparency about the *receipt of live tracking informatio*n by pilots and the application of the current rules to past conduct does not show any infringement having occurred, nor support the sanctions imposed.

CONCLUSION ON AN APPEAL

103. Failing in the appeal is more likely than success. That is based upon an assumption that while there has been insufficient action taken by the IGC to address these emerging issues, this may be the case where an example can be made in order to effect organisational and regulatory change. There was an apparent intention and cause to deal with it at the March 2019 plenary meeting.

104. A secondary aspect to an appeal exists that should not be ignored. It will provide a platform to clarify what actually happened, which may address unfavourable speculation and address the opprobrium that all Australian participants, organisers, system developers and the Gliding Australia itself may now be held in.

RECOMMENDATIONS ABOUT PROCESSES, INDIVIDUAL OR ORGANIZATIONAL ACTIONS

105. This inquiry and report ultimately did not focus (nor would time permit) an assessment reflecting this term of reference. No criticism is made about the organisational process, running and conduct of the WWGC. The the CD, DD and other technical officials are better placed to advise upon these issues.

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PUNITIVE ACTIONS OR SANCTIONS AGAINST INDIVIDUALS THAT MAY HAVE TO BE APPLIED

106. In respect of Mr Terry Cubley it is recommended that the board consider:

- **a.** Counselling Mr Cubley;
- **b.** Removing his delegations and appointments (or approval for the same) to any International Gliding organisations; and
- **c.** Not allow his participation as an Australian Team official or Team representative for a period of up to 3 years.

107. In respect of Mr Matthew Gage it is recommended that the board consider:

- **a.** Counselling Mr Gage; and
- **b.** Not allow his participation as an Australian or State Team official, coach or representative for a period of up to 5 years.



Damien Gates **11 February 2020**

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Minutes

of the Annual Meeting of the

FAI Gliding Commission (IGC)

held in Istanbul

Friday 8th and Saturday 9th March 2019

at Eresin Hotels Topkapı

Version: 9 December 2019

Note: When the minutes specifically refer to presentations, these are available to Delegates at the cloud folder dedicated to 2019 IGC Plenary meeting.

1. Opening and Welcome (Mr. Eric Mozer)

The IGC President Mr. Mozer welcomed the delegates to the 2019 IGC Plenary meeting and thanked them for coming to Istanbul. Mr. Mozer then asked people that were participating in the IGC meeting for the first time to present themselves. Finally, he thanked the local organizers of the meeting, in particular Ms. Kamile Yasdiman, the IGC Delegate and Mr. Açan Ali, the alternate delegate of Turkish National Aero Club (THK) to IGC for their support, which allowed the meeting to be well prepared.

In the beginning of the second day, Mr. Mozer welcomed the FAI President Mr. Robert Henderson and members of the FAI Executive Board: Mr. Alvaro De Orleans Borbon, Mrs. Marina Vigorito, Mr. Agust Gudmundsson, Mrs. Mary Anne Stevens, Mr. Jean-Claude Weber and Mr. Abdullah Mansour Al Jawini who joined the meeting for item 4 – FAI Matters. On this occasion, Mr. Mozer welcomed also the FAI Secretary General Ms. Susanne Schödel, who reported the FAI Matter as well as the FAI Sport & Event Director Mr. Markus Haggeney.

1.1 Absent friends (Mr. Eric Mozer)

The President then called the meeting to order and requested the observation of a moment of silence in honor of friends and colleagues lost in the previous year.

1.2 Roll Call (Ms. Annick Hauser)

Ms. Annick Hauser from the FAI office called the roll. It was determined that 36 votes were present including 5 proxies (from Ireland to UK, from Ukraine to Lithuania, from New Zealand to Australia, from Estonia to Latvia and from Switzerland to Austria). Thus 19 votes would be required for an absolute majority on any ballot, 24 votes for a 2/3rds majority and 21 vote for a 2/3rds majority for any late agenda items.

Ms. Hauser called the roll at the beginning of the second day, Saturday 9th March. The quorum was the same as on the first day.

1.3 Administrative matters (Vladimir Foltin)

- The IGC Plenary appointed monitors Tor Johannessen and Peter- Ryder to oversee the counting of ballots during the meeting.
- The IGC Secretary Vladimir Foltin briefed the meeting about the administrative matters including the new proposal templates and about possibility to use FAI cloud services for submitting and sharing proposals among the IGC bodies and IGC Delegates.
- The Secretary also informed about practicalities for the IGC social event on Friday evening, where all delegates, meeting participants, companions and FAI staff were invited.

1.4 Declaration of Conflicts of Interest (Mr. Eric Mozer)

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

2. Minutes of previous meeting, Freudenstadt 2nd and 3rd March 2018 (Eric Mozer/Vladimir Foltin)

The President presented the minutes of the previous meeting held in Freudenstadt 2nd and 3rd March 2018 prepared by IGC Secretary Mr. Vladimir Foltin and asked if there were any comments. Mr. Pauwels from Belgium asked for correction of text on page 37:

Quote:
- *Unsporting behavior (IGC Bureau)*

The IGC President Mr. Mozer asked the IGC Plenary to discuss this late proposal.
Votes for acceptance of the late proposal for discussion: 29, against: 2, abstentions: 4
The proposal was ~~not~~ accepted for discussion.
End of quote.

This was accepted and the President then called the delegates for their approval. The minutes were then unanimously approved.

3. IGC President's report (Eric Mozer)

Mr. Mozer welcomed the new participants to the IGC Plenary meeting. He then referred to written report circulated before the meeting, where he reported on IGC activities since the last Plenary. He highlighted the first ever awarding of the newly defined World Soaring Cup to Mr. Michael Sommer from Germany for his performance at the World Gliding Championships 2018. He also praised the absolute altitude record attempt of Perlan Mission II team that on September 5, 2018 soared to an altitude over 74,000 feet in a flight out of El Calafate, Argentina. He also expressed his sincere appreciation of all the volunteer work of the Bureau, committee chairs and their members as well as all the specialists contributing to various IGC activities and events. The full report of the IGC President could be accessed via the following link.

The President also briefed the meeting participants about the recent developments regarding FAI 2022 World Air Games in Turkey and outlined that this will be discussed in more depth on Saturday morning under item 4 – FAI Matters.

Mr. Mozer concluded that the meeting agenda is extremely full and there are many important items for discussion therefore, he asked all the delegates to contribute to these discussions in constructive and efficient manner.

3.1 Bureau Decisions taken since the last Plenary that need the IGC Plenary approval

Finally, Mr. Mozer presented the IGC Bureau decisions taken on behalf of the Plenary since its last annual meeting in 2018. The list of relevant Bureau decisions could be found under the following link.

3.2 Discharge of Bureau responsibility for decisions since last Plenary

The IGC Plenary then discharged the IGC Bureau of responsibility for the decisions taken since the 2018 IGC Plenary.

4. FAI Matters (FAI President Mr. Robert Henderson)

Note: The item covered on Saturday morning.

The FAI President thanked Mr. Mozer and IGC Delegates for an opportunity to address the IGC Plenary meeting. Mr. Henderson in a short speech mentioned his early days of closer involvement with FAI and IGC, which started in 1994 after he became Annex A committee chairman. At that time, he was involved in introduction of GPS, introduction of more stabilized competition rules as well as creation of World class, which was a good idea, but not a platform. He informed the meeting about current efforts of the FAI Executive Board to

gain more funds for development of joint competition formats for several WGC. He concluded that the FAI is a small group of people that relies on many volunteers working for the benefit of all air sports.

4.1 FAI's report to the IGC Plenary (FAI Secretary General Ms. Susanne Schödel)

Ms. Susanne Schödel, FAI Secretary General, presented verbal report.

First, she forwarded greetings to IGC from Max Bishop, former FAI Secretary General and noted his recent election as Vice President at the International World Games Association (IWGA) where he represents FAI at a very important level in international sports. She forwarded greetings also from Visa-Matti Leinikki, FAI IT Manager, who does not attend this year's meeting of IGC. Then she introduced Mr. Greg Pyzalka, FAI Events Manager, who has vast experience in multisport events and is now with FAI for the World Air Games, as well as Ms. Annick Hauser from FAI Head Office team working with all the FAI Air Sports Commissions.

Ms. Schödel then informed the IGC Delegates about manifesto "Preserving Airspace Access for Air Sports", which was discussed and approved at the FAI General Conference and distributed widely. She asked the delegates to use this in their discussions with authorities to explain and stress the importance of air space for all the air sports activities. The current developments show that Drones are taking more and more airspace, and that authorities started mentioning "high value airspace", which is reserved for non-air sports activities.

Regarding IT matters, Ms Schödel informed about a soon to be launched online Cat 2 event registration tool, initially addressed at those organizing and approving events in CIVL and CIAM commissions. She invited the IGC to check the tool and to use it for the Cat 2 events that are relevant for the IGC Ranking List.

Regarding anti-doping, she asked the Delegates to take note of the information material provided as an annex to this meeting (available on the cloud) and emphasized importance of staying up to date with regard to anti-doping, and of sharing the information among the competitors regularly. The information platform that FAI provides has been recognized by WADA as a good example for other International Sports Federations.

Furthermore, Ms. Schödel provided verbal report from the 112th FAI General Conference where she mentioned the following: The composition of new FAI Executive Board; The FAI Calendar and plea to align it with the IGC calendar; the statistics of FAI World Championships (CAT 1 events) and involvement of thousands of FAI Officials as volunteers. She also reported on the FAI TV production and distribution; Membership development with particular focus on growth in Asia namely in paragliding, skydiving and aero modeling. Ms. Schödel also informed about the One FAI initiative with a view to create more administrative synergies among air sports as well as about the NAC Handbook initiative and possible ways of involving Air Sport Commissions in FAI decision-making process. She concluded by presenting the revised concept for the FAI World Air Games (WAG) 2022 as agreed with the local organizers just prior the IGC Plenary meeting. The presentation is available on the cloud.

Discussion:

Mr. Georgas from Greece – TV distribution was central strategy in media advertising, but the current trends are shifting to direct video channels. What is the FAI strategy in air sports advertising?

Ms. Schödel – The FAI distribution channels are changing too, but the problem is that FAI does not have enough promotion video material. The FAI partner (Quatromedia) use their own distribution network, but the FAI uses also its own distribution channels.

Mr. Sabeckis from Lithuania – The WAG in Sailplane Grand Prix (SGP) format is not good format because the selection process does not ensure that all national have a chance to participate. The SGP Final selection process focuses on individual performances of competitors.

Ms. Schödel – This comment is noted and the FAI is currently discussing the WAG gliding format with IGC.

Mr. Mozer – The IGC is testing e-concept along the World Gliding Championships (WGC) at Pavullo in September this year. I can foresee a possibility that we could have e-sailplanes at WAG. The SGP could be too limiting due to how the race is done. Let us hope for success in Pavullo so the concept develops and could be used at WAG. The other problem IGC has is logistics associated with organizing the gliding event at the WAG. There could be a need to host up to 500 people at Innonu, which has limited facilities. The IGC asked the FAI to be involved and engaged since the beginning of WAG related deliberations. The only way to achieve success is through cooperation FAI/IGC.

Mr. Henderson – There was a meeting between THK board and part of the FAI Executive Board in November 2018. The THK, based on input received from the FAI, decided to move the event to 2022. Originally, there have been more venues. Now we have some time to do the work and decide the right format. The WAG is not an airshow, but it is a big event… a kind of Air Olympics. That is why the WAG were moved to 2022. I would like to use this opportunity to express thanks to IGC for support.

Ms. Schödel – I would like to remind again the FAI anti-doping paper and the need to share it with the pilots. It will be available as an addition to minutes.

5. Finance (Mr. Dick Bradley and Patrick Pauwels)

Note: The 2018 Financial statement and 2019 budget is available for download via cloud.

5.1 Treasurers Report and 2018 Financial Statement

The IGC Treasurer Mr. Dick Bradley presented the 2018 Finance Report and the 2019 budget based on very recent data from FAI.

The 2018 report showed an estimated income of 41,675 €. The expenditure was 41,550 €. The reserves increased by 125 € to 80,376 €. The IGC Plenary accepted the Financial Report with a caveat that the figures are still provisional and small adjustments could be made following the final review.

5.2 2019 Budget

The 2019 budget showed expected income of 48,925 € and expenditure of 60,760 €. The budgeted capital expenditure for IGC trackers is 20,000 €. The IGC Plenary then accepted the Budget for 2019. Mr. Mozer thanked to Mr. Bradley for the presentation and all his work for IGC.

6. Reports not requiring voting

Note: All received reports are available for download on the FAI web-site and cloud.

6.1 OSTIV report (Dr. Rolf Radespiel)

Dr Radespiel reported on OSTIV activities since the last IGC Plenary as presented in the written report (could be accessed here). He highlighted in particular the new OSTIV safety initiative presented at the recent stewards meeting (the presentation is available on the cloud), which may allow to address safety issues before consequences happen.

6.2 Standing Committees

6.2.1 Sporting Code Section 3D Report (Mr. Ross MacIntyre)

Mr. Mills, the member representing the Committee, reported that he has nothing to add to a written report that could be accessed here.

6.2.2 Sporting Code Section 3D, Annex A (Mr. Rick Sheppe)

Mr. Sheppe referred to a written report (could be accessed here) and added that there is no proposal from the Committee tabled for the consideration by the Plenary.

Post meeting note: Mr. Sheppe, the Committee chair informed about new member of the Annex A Committee, Mr. Øjvind Frank of Denmark. The Committee welcomes Øjvind, and looks forward to his contribution to the maintenance and development of Annex A.

Sporting Code Section 3D, Annex A Handicaps (Mr. Christof Geissler)

Mr. Geissler referred to the written report that could be accessed here. He added that on 1 April the committee would release minor changes to the list related to corrections of lower reference mass (e.g. SZD55). He regretted the inability to produce a bug free document despite efforts of the committee; there is always something to be corrected.

6.2.3 Sporting Code Section 3D, Annex D (Mr. Reno Filla)

Mr. Reno Filla referred to written report that could be found here. Additionally, he presented the Ranking List (RL) 2018 statistics, which showed a drop in competition classes since 2017 but the number of pilots remained the same or slightly increased. Mr. Filla informed about the staff involved in the RL work, which are Mr. Lars Rune Bjørnevik the RL administrator and himself as the RL Manager. The team receives support from members of Annex D Committee Mr. Spreckley and Mr. Nicholson and from the previous administrator and RL programmer Mr. Paul Crabb. The main challenge is excessive workload due to double pilot profiles, late and wrong result data sets and RL system shortcomings. There are also number of contests that need to be devalued manually. The Committee presented two proposals for the IGC Plenary consideration (see items 8.3.4 and 8.3.5). The presentation is available on the cloud.

Discussion:

Mr. Georgas – Noted the information about decrease of classes and increase of participating pilots, which is very important proof that gliding activity grows.

Mr. Mozer – The WGC is IGC's top product. What about the RL system security are there any issues?

Mr. Filla – The RL database not under the treats, but the display element was attacked several times or an unauthorized recalculation has happened, but the core data were never affected. The Server Company however creates many troubles that need to be overcome.

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

Mr. Sheppe referred to the written report (could be found here) and mentioned that the Committee was not very active recently, but now will take a new direction by providing more resources for work on IGC tracker.

Emeritus Committee's chair Mr. Bernald Smith from the USA provided a written report (could be found here). The report highlighted the main concerns that related availability of airspace (related to drones etc.), safety in the sky (airport closures) or cyber-attacks. He encourages to work on these issues, as there are many more drones than all other airspace users together (thus they are minority). There is a High-Altitude Flight Recorder issue under study

for which a recommendation still needs to be provided. In that regard, the introduction of pre-flight and post-flight flight recorder check is currently considered.

6.2.5 GNSS Flight Recorder Approval Committee (GFAC) Report (Mr. Ian Strachan)

Mr. Strachan introduced the written report (could be found here) and presented the members of the GFAC Committee and their recent activities, in particular the ongoing review of security of older designs that may result in recommendation to change the flight recorder approval levels for the oldest and less secure types sometimes without existing manufacturer's support. He concluded that the Committee needs new members and invited the meeting participants to recommend potential new members. The presentation is available on the cloud.

6.2.6 Championship Management Committee Report (Mr. Peter Eriksen)

Mr. Eriksen provided a short verbal report on the bids management part. He thanked to all the bidders for good cooperation. All bids were on time and in very good quality.

6.3 Working Groups

6.3.1 Stewards (Terry Cubley)

Mr. Cubley introduced the written Stewards Working Group report (could be found here) and added that some guidance documents will be provided following the Plenary to convey the working group decisions. There is a need for more stewards as a number of them are not available anymore. He invited each country to look for and propose suitable people.

Mr. Cubley also announced that this IGC Plenary is his last meeting due to his election as Australian delegate to the FAI and election as CASI vice president.

Mr. Mozer thanked to Mr. Cubley for all his work for IGC throughout the years. He and IGC look forward to Mr. Cubley's continued cooperation and engagement in IGC matters through the Stewards Working Group.

6.3.2 Safety (Mr. René Vidal)

Mr. Vidal referred to the written report on group past activities (available here) and presented statistics and analysis of the IGC safety data, now containing all accidents at major IGC events. All of them were classified in accordance with a common classification scale. The main issues relate to landings (41%), dangerous flying in gaggles during starting or in landing pattern (14%). Mr. Vidal stated that the IGC statistics indicates that there is on average 0.84 accident per event, which leads to assumption that there could be 6 accidents and 1 fatal accident during IGC Championships in 2019. In this regard, he referred to mid-air collision of two gliders at WGC in Hosin and posed a question whether such an occurrence could be avoided in the future. He then presented proximity analysis8.3.5

report from the event, which suggested that the involved pilots had clearly the highest number of proximity encounters in the class, while the winners had much less recorded events. He concluded by presenting of the basic of FLYTOOL, which is one of the electronic tools used for reporting of safety related events at the IGC Championships. The presentation is available on the cloud.

Discussion:

Mrs. Kuijpers (Netherlands) – FLYTOOL is free for competition organizers. It is not a commercial tool owned by the National Airsport Control (NAC) of Netherlands.

Mr. Pauwels (Belgium) – The reporting systems are very good and we also need easy solutions for safety data analysis, but education is also very important. Otherwise, there will be no improvements. The systems alone will not help to improve safety.

Mr. Vidal – That is a good point; training for organizers, pilots and stewards is important.

Mr. Hansen (Denmark) – Thank you for the presentation. Safety is very important and this tool is interesting. Would it be available also to NACs?

Mr. Vidal – Do you mean data or tool? Both will be available to any competition organizer.

Mr. Geissler (Germany) – FLYTOOL is an interesting tool, but how to organize the championships so it will actually help to deal with reports?

Mrs. Kuijpers – The CD, stewards or safety manager have access to all data. I have experience with it when I was chief steward. It is also good for the Competition Director (CD) because all information is in one system. The CDs in Netherlands are now asking for using it after only few years of promotion.

Mr. Spreckley (UK) – I suggest that every proposal to IGC is assessed for its safety impact (e.g. pilot workload) and that assessment should be part of the proposal form.

6.3.3 Scoring Software (Mr. Angel Casado)

Dr. Casado reported that all information is included in the written report (available here).

6.3.4 History Committee (Mr. Peter Selinger)

Mr. Selinger referred to the written report (available here) and mentioned he has nothing to add. The IGC President Mr. Mozer thanked to Mr. Selinger for an excellent article about first Lilienthal medal award in connection with the first awarding of the newly tasked World Soaring Cup.

6.3.6 IGC Media (Brian Spreckley)

Note: This item was discussed together with item 7.4

Mr. Spreckley referred to the written report (available here) and added that IGC Media outreach is and will continue to be based on the three pillars as follows. The first one is focusing on communication with IGC delegates and the IGC (mostly emails or newsletters). The second one is focusing on communication of topics of general public interest (through FAI website and IGC website) and the last one is dedicated to gliding fans, pilots and followers (e.g. SGP home page; SGP event sites, Calendar of Championships and IGC Ranking List website).

6.3.7 E-Concept (Brian Spreckley)

Mr. Spreckley referred to the written report (available here) and added that the webpage for the E-Concept test event is already up and running.

6.4 IGC Representatives

6.4.1 CASI Report (FAI Air Sport General Commission)

Mr. Mozer informed that there is a written report (available here) prepared by Mrs. Vigorito, the previous IGC representative to CASI. He added that IGC is now looking for a new representative to represent it at CASI.

Note: Mr. Terry Cubley (Australia) has been elected as CASI vice president.

6.4.2 EGU/EASA (Mr. Patrick Pauwels)

Mr. Pauwels provided update to the written report (available here), in which he mentioned EGU recent activities like successful and well attended 2019 EGU Congress in Budapest, status of ongoing European regulatory activities where EGU provides many inputs. In particular, Mr. Pauwels mentioned successful cooperation between EGU and EASA on

development of EASA “Rulebook for Gliding”. He concluded by inviting the representatives to join EGU Airspace Group meeting on 30 March 2019 in Hamburg, Germany.

6.4.3 Environmental Commission Report (Mr. Bernald Smith)

Note: Item discussed on Saturday morning.

Mr. Mozer welcomed Mr. Pierre Duval and invited him to address the IGC Plenary meeting.

Mr. Duval thanked for the opportunity and mentioned that it was IGC person Mr. Bernald Smith (USA) who was behind creation of the FAI environmental commission some 15 years ago. He added that environment is important because if we do not care about it, it would kill us all. Referring to last year discussion with Mr. Pauwels about the disappearance of an airfield years ago due to environment concerns, Mr. Duval stated that there is one thing we could certainly do better, i.e. to explain to the world how we aviators care about the environment. It is largely about how we are perceived by the rest of the world, we aviation should be seen as clean and efficient and not noisy. Mr. Duval appreciated IGC efforts especially in targeting electric gliding through E-Concept initiative. There is need to push for it because of young people, who need something safe, light, easy to operate and maintain. We have to show to the world and to young people that we take care of their future. Mr. Duval then asked the IGC delegates for a few very basic things. The first is to assign someone to take care and engage in the environmental protection matters. There is a good chance to reuse all information already available. One big challenge for aviation is where to take the electricity for charging of large numbers of electric aircraft in the future or how to involve with local companies or what is the source of the electric energy used at the airport? The second is about the fact that environment people are typically coming from general society and actually, it would be better if they would come from air sports community. Why not to combine the two and discuss the environment together? Mr. Duval conclude by saying that he remains available to discuss these things all day long if there is someone interested.

Mr. Mozer thanked Mr. Duval for the address and for raising a good point. He then asked the meeting participants if there is someone in the room interested to support IGC in environment commission. We ask organizers to sign environmental code of conduct, which is a good document, but we need someone who will take care of these matters on behalf of the IGC.

6.4.4 FAI Medical Commission (Dr. Jürgen Knüppel)

Dr. Knüppel provided verbal report in which he highlighted the issue of expensive and complex medical examinations that are sometimes very disproportionate to persons involved in sport and recreational aviation. He presented it in contrast to lighter systems, which are successful and safely used in several countries in the world. Dr. Knüppel concluded that a light medical for glider pilots should be sufficient and safe. The presentation is available on the cloud.

6.5 IGC Specialists

6.5.1 Trophy Management (Mrs. Gisela Weinreich)

Gisela - Overview of trophies, IGC Champion of the year, last year proposal clarified.

Rene – new Goran Ax trophy - see ppt

Mrs. Weinreich referred to the written report (available here) and its Annexes containing updated information and rules about various IGC – FAI Challenge Cups (available here). Furthermore, Mrs. Weinreich emphasized that the report now clarifies criteria for awarding of the World Soaring Cup given to the IGC Champion Pilot of the Year for 2019, i.e. includes also the FAI Women WGC that are concluding in January 2020. The IGC President

expressed his gratitude to Mrs. Weinreich for her work on collecting information about the IGC Trophies.

Following that, Mr. Filla (Sweden) introduced proposal for a new IGC trophy dedicated to Goran Ax. The Swedish Soaring Federation “Segelflyget” would donate the trophy for longest accumulated distance achieved by a pilot in the Open Class over the course of all valid competition days in a World Gliding Championship. The presentation is available on the cloud.

6.5.2 On-Line Contest Report (Mr. Christof Geissler)

Mr. Geissler referred to the written report (available here) and indicated that he has nothing to add to what is in the report.

6.5.3 Youth Gliding (Nina Shalneva)

Mrs. Shalneva presented a Youth Gliding School (YGS) initiative in Russia. The presentation covered various details like flight principles used in YGS, required flight practice, various phases of YGS training process including its theoretical and practical elements, YGS safety aspects and finally skill acquired in YGS. She concluded by saying that similar activities are taking place in Lithuania for many years and invited the IGC delegates to share similar initiatives from their respective countries. The presentation is available on the cloud.

7. Championships (Terry Cubley)

7.1 Reports from Past Championships

Mr. Cubley referred to the written reports from the past Championships.

7.1.1 35th FAI World Gliding Championships 2018, Ostrow Michalkow, Poland (Club, Std., 15m)

The report is available here.

7.1.2 35th FAI World Gliding Championships 2018, Hosin, Czech Republic (18m, 20m, Open)

The report is available here.

7.2 Reports about Future Championships (Peter Eriksen)

Mr. Eriksen introduced the agenda item. For future championships, general information is made available through the Bulletins; only items requiring action or special attention from the Plenum were presented.

7.2.1 World Championships

a. 3rd FAI World 13.5m Class Gliding Championship, 2019 Pavullo, Italy

Mr. Cernezzi (Italy) informed that a lot of work has been already done mainly at the airport and related infrastructure. He said that he expects the Championship will be a great event. The organizers are also very happy to host the first E-Concept gliding competition ever.

b. 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary

Mr. Gyongyosi (Hungary) informed that preparations are in progress, the national gliding federation is co-organizer of the Championships and the relations with aerodrome operator (city of Szeged) are very good. He emphasized that military restrictions around Kecskemet will be cancelled and thus the airspace will be available for the Championships and that web page and social media are set up and working. Mr. Gyongyosi concluded by inviting all interested pilots to register in time.

c. 10th FAI Women's World Gliding Championship 2019, Lakekeepit, Australia

The report is available here.

d. 36th FAI World Gliding Championships 2020, Stendal-Borstel, Germany (18m, 20m, Open)

Mr. Geissler informed that the venue would host German championships this year that will be open also to international pilots, which are very welcome to participate.

e. 36th FAI World Gliding Championships 2020, Châlons-en-Champagne, France (Club, Std., 15m)

f. 37th FAI World Gliding Championships 2021, Matkópuszta (LHMP), Hungary (18m, 20m, Open)

g. 11th FAI Women's World Gliding Championship 2021, Husbands Bosworth, UK (Club, Std., 18m Classes)

Mr. Spreckley informed that the test event in 2021 got a lot of attraction in the UK and referred to a document "WWGC2021 – calling all nations", disseminated to IGC delegates at the meeting, that is promoting women flying. The delegates should use it to promote women gliding in their countries.

h. 12th FAI Junior World Gliding Championships 2021, Tabor (LKTA), Czech Republic (Club, Std. Classes)

7.2.2 Continental Championships

a. 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)

b. 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)

Mr. Foltin (Slovakia) informed about a new paved gliding friendly runway constructed in Prievidza over the last winter and invited interested pilots to use several opportunities for training for the Championships e.g. Pribina Cup 2019, FCC 2019 or open Slovak national gliding Championships in Martin.

c. 3rd FAI Pan-American Gliding Championships 2019, SW Ontario, Canada (18-Meter and Handicapped Classes)

The report is available here.

d. 21st FAI European Gliding Championships 2021, Pociunai (EYPR), Lithuania (Club, Std., 15m Classes)

Mr. Sabeckis informed about the main goals of the Championships and about the initiative to get additional support from Lithuanian government, as there were recent changes at the responsible ministry.

e. 4th FAI Pan-American Gliding Championships 2021, Luís Eduardo Magalhães (SWNB), Brazil (Std. Monotype, 15m Handicapped)

The presentation is available on the cloud.

7.3 Approval of Competition Officials (Terry Cubley)

7.3.1 Approval of Officials for 2019 Competitions

The following FAI/IGC officials' nominations for competitions in 2019 were accepted.

a. 3rd FAI 13.5m Class World Gliding Championships 2019, Pavullo, Italy

Chief Steward: Brian Spreckley (GBR)

Jury President: Bob Bickers (GBR)

Jury Members: Angel Casado (ESP) and Marina Vigorito (ITA)

b. 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary

Chief Steward: Christof Geissler (GER)

Steward: Robin Van Maarschalkerweerd (NED)

Jury President: Marina Vigorito (ITA)

Jury Member: Peter Eriksen (DEN) and Regiz Kuntz (FRA), both remote

c. 10th FAI Women's World Gliding Championship 2019, Lakekeepit, Australia

Chief Steward: Frouwke Kuijpers (NED)

Jury President: Gisela Weinreich (DEU)

Jury Member: Wojciech Scigala (POL) and Max Stevens (NZL), both remote

d. 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)

Chief Steward: Dick Bradley (RSA)

Jury President: Angel Casado (ESP)

Jury Members: Rick Sheppe (USA) and Alfonso Soto (CHL), both remote

e. 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)

Chief Steward: Patrick Pauwels (BEL)

Steward: Øjvind Frank (DEN)

Jury President: Peter Ryder (DEU)

Jury Members: Jaroslav Vach (CZE) and Gisela Weinreich (DEU), both remote

7.4 FAI World Sailplane Grand Prix Championships (Brian Spreckley)

Mr. Spreckley in addition to a written report (available here) provided presentation (available on the cloud) on recent SGP developments, where he among other reminded also the SGP objective: "To showcase our sport to a wider audience" and covered the following items.

7.4.1 Report on 9th series

There were nine qualification SGP event globally (Australia, USA, Poland, Russia, Sweden, France, Italy, Hungary, Germany), in which 18 pilots got qualified. The series helped to achieve number of milestones e.g. development IGC/OGN tracker system, SGP team development, Race highlight videos and video drawing function used for real time analysis during the race.

7.4.2 SGP Final 2019, La Cerdanya, Spain

The SGP Final will invite two additional wild card pilots so the total participation should be 20 pilots form 12 countries.

7.4.3 Progress for 10th series

The 10th series objectives are focusing on accident free contests, live scoring and in-cockpit live video. The venue of 2020 SGP Final is to be decided after the recent postponement of the WAG in Turkey to 2022. The 2022 SGP Final may be during the WAG 2022, subject to further deliberations between the FAI and THK.

7.4.4 SGP Management

With a view that the further evolution of the SGP requires professional engagement Mr. Spreckley presented the following set of conditions for agreement for the development of the FAI/SGP as a commercial venture.

The FAI retains ownership of the brand FAI, IGC, Sailplane Grand Prix, all sporting and safety aspects of the FAI/SGP, FAI/SGP specific rules and all regulations connected with FAI/SGP, final approval of event venues and selection of competitors. The partner will have exclusive rights for promotion and exploitation of FAI/SGP, will be responsible for the financing and organization of FAI/SGP events and will need to agree a contract that will provide the FAI/IGC with a percentage of any income after an agreed period.

Guest speaker: Angel Casado - IGC/OGN trackers and their use for World Gliding Championships

Dr. Casado started his presentation with summarizing historical background of the current tracking technology and anti-collision devices. Many things have changed since introduction of the first anti- collision device in 2005. Ten years later a group of gliding enthusiasts designed the Open Glider Network (OGN) and an open source and community-based backbone for sharing of live traffic data used for tracking. The OGN succeeded also in a difficult task to combine all the positions from many different sources[1] into a single presentation. There are now more than 50.000 of units on the market supported by several platforms for aircraft tracking. Dr. Casado continued his presentation by elaborating on conflicting objectives between collision avoidance and live competition tracking like e.g. disabling anti-collision function in order to become invisible to other competitors or use of ground team to support pilot in in-flight decision-making. This eventually led to generalization of tactical gliding with serious safety implications like creation of large gaggles and tailgating. Therefore, a separation of the collision avoidance function from live tracking function became the necessity. Such an approach would maintain the original function of anti-collision devices and allow for an independent secure and fully controlled tracking functionality managed by competition organizers. The solution should be technology agnostic so to allow utilization of future communication technologies. In order to achieve the objective, the IGC and OGN drafted a number of technical requirements for both, the trackers and the ground infrastructure. Although, it is not certain that the proposed solution is bullet proof, it will make the unwanted tracking at the Championships very difficult, very expensive and very time consuming and perhaps not worth of effort … if just for the purpose of IGC competition. Dr. Casado then showed a video recording of one-day traffic tracked by OGN network and concluded the presentation by wish that the OGN/IGC tracker solution could create foundation for future FAI telemetry function allowing real time and online scoring (likewise in Red Bull Air Race). The presentation is available on the cloud.

Discussion:

Mr. Bjørnevik (Norway) – Is there an idea to certify the IGC/OGN tracker as GNSS FR?

Dr. Casado – Yes, the intention is to certify it to competition level.

Mr. Cubley – I have received some comments from pilots, that some pilots are putting OGN receivers in the cockpit. Is it possible?

[1] Flarm, OGN trackers, ADS-B, SPOT/SPIDER/INREACH, LT24/XCsoar/XCguide/Skylines, Skymaster/Flytech, Capture/SigFox, Oudie/LXNav, LX Navigation, Fanet, PilotAware, MAVlink

Dr. Casado – The OGN receiver would receive the data with a delay of 20 minutes. Technically, it is possible, but the FAI server will encrypt info only after 20 minutes.

Mr. Hansen – Is there a possibility that OGN/IGC trackers will allow for tracking of other gliders?

Dr. Casado – The final position displayed will be the encrypted one, trackers do not mutually communicate, but they relay the position information to each other in an encrypted form. Thus, the relaying of the position of another glider is irrelevant to the tracking function.

Mr. Sheppe (USA) – What if a pilot has OGN tracker that is configured not to respect NOTRACK setting?

Dr. Casado – That would be very difficult to achieve. Anyway, while the pilots can see surrounding gliders, he/she would not see the gliders that are far away out of the antenna reach.

Mr. Spreckley – In such a case one would need to have a complete separate system to achieve it.

Mr. Rutkowski (Poland) – The OGN trackers are collecting data, take position and they broadcast it in the air. Is that broadcast information encrypted?

Dr. Casado – Yes, it is. Only the authorized application can decrypt the broadcasted information, therefore there is such a possibility to delay position reports.

Mrs. Shalneva (Russia) – Because of encrypted transmissions, could it be that some countries impose some restrictions?

Dr. Casado - There are some countries, which require permission. Russia is one of them, but there is still a possibility to apply for such a permission.

Mr. Mozer thanked Dr. Casado for sharing his views and for providing more hindsight information about such an interesting and actual topic.

Note: The meeting at this point covered number of proposals, which substance relates to substance of the presentation by Guest Speaker. The following items were discussed in a given order: 8.1.8, 8.2.2.2, 8.3.3, 8.1.9, 8.2.2.3 a., 8.2.2.3 b., 8.1.1, 8.1.2, 8.1.3 and 8.1.4. The meeting then continued by discussing the next item (7.5).

7.5 Presentation of Bids for Future Championships (max. 10 minutes each)

The bids were presented in countries' alphabetic order.

All presentations are available on the cloud.

7.5.1 37th FAI World Gliding Championships 2022 (Club, Std., 15m Classes)

- Narromine, Australia

7.5.2 12th FAI Women's World Gliding Championship 2022 (two classes)

- Ferrara, Italy
- Zbraslavice, Czech Republic
- Fuentemilanos, Spain
- Arnborg, Denmark

7.6 Question to all bid presenters

Mr Geissler (Germany) – Question to all bidders: What classes are you bidding for?

Italy – We bid for club or 18m class, but we are flexible.

Czech Republic – We bid for club or 18m class, but we are flexible.

Spain – We bid for club or 18m class, but we can add additional class if there will be interest.

Denmark - We bid for club or 18m class.

Mr. Bradley (South Africa) – Will there be there other operations at the Championships site?

Spain – The airfield will be for exclusive use of the Championships and closed to other traffic.

Mr. Spreckley – to Spain: The proposed date is at the end of August, when the temperatures are usually very high.

Spain – The gliding conditions during that period are usually good and the summer season lasts much longer. In addition, temperature in July and August is similar, on average 23 degrees Celsius. The temperature in September goes down by approximately 5 degrees.

Mr. Cubley – What is the strength of your national women pilot community?

Italy – Our women gliding community is well organized, as there is an association of gliding women. Although, it is rather a small gliding movement, in overall it represents approximately 5% of all pilots. 2-3 of them are having relatively high competition results.

Czech Republic – We have more than 40 pilots competing at gliding competitions and that corresponds to number of pilots in our country.

Spain – We have very small number of women pilots, less than 12, but by organizing of the Championships, we want to attract more women to flying.

Denmark – There are handful of young women pilots in Denmark and the community developing, but they often stop competition flying after having family or getting pregnant.

Note: The first day of the meeting was concluded by the discussion on item 7.7.

The second day of the meeting started with item 4 followed by item 6.4.3 and then items 8.1.5 and onwards.

8. Proposals requiring voting (Eric Mozer)

Note: Unless specifically mentioned in the minutes, Year-2 proposals endorsed by the meeting will be valid and included in the FAI Sporting Code from the 1st October 2019.

The following proposals (in a given order) were discussed on day 1 after concluding discussion on item 7.4:

8.1.8, 8.2.2.2, 8.3.3, 8.1.9, 8.2.2.3 a., 8.2.2.3 b., 8.1.1, 8.1.2, 8.1.3 and 8.1.4.

8.1 Year-2 Proposals

8.1.1 Calculation of speed points and distance points (USA)

- Y2 SC3A 8.2 8.3 8.4 USA 2019 - Calculation of Speed and Distance Points

[Summary: to award distance points or speed point, but not both]

Mr. Sheppe (USA) introduced the proposal (available here) by stating that the Belgian proposal wants event marker and the Polish proposal wants to correct some anomalies and those reasons are agreed, while this is another proposal on gaggling, but taken more from fairness perspective than safety. Mr. Sheppe then presented the problems of the current formula, which gives no reason to start ahead of the others or to leave the gaggle on course, which provides small reward for finishing when there are few finishers. Additionally, it does not provide for taking a sporting risk, but has strange incentives, all of that based on the fact that points belong to the majority. He outlines the possible solutions as follows: Instead of

giving points to the majority, to give the points to the winners; to make the points dependent on the speeds in the same way every day and; to stop counting outlandings. Mr. Sheppe concluded his presentation with two recommendations. One about the need for a new devaluation to limit the winning margin (independent of the scoring system used) and another one about a need to test it at Continental Championships before deciding on replacement of the current formula in Annex A in 2022. The presentation is available on the cloud.

Discussion:

Mr. Georgas (Greece) – One of the primary objectives of the proposal is speed points spread. We were happy to have them on certain days but lowering of points actually provides disincentive to the pilot. Could you please explain more?

Mr. Sheppe - Why would the compression of scores be required?

Mr. Georgas – Because of feeling that with it the real time scoring would be easier.

Mr. Sheppe – Yes of course it would, because there will be no need to wait for outlanders.

Mr. Vidal (Chile) – I understand the idea is to have luck factor eliminated, but what would be safety effect of the proposal? What would be the difference?

Mr. Sheppe – There will be only minor effect on safety, but positive. I would characterize it as a mild anti-gaggling proposal, because there will be stronger motivation to leave the gaggle, so the difference will be appropriate.

Mr. Roine (Finland) – Let‘s think of situation when everyone has landed out. You can see what I mean. What would be my incentive to cross the line? The scoring needs to stop at certain altitude.

Mr. Eriksen (Denmark) – I disagree with this as an active pilot. Regarding the unknown conditions, pilot can feel if it would be a speed or a distance day and based on that it is possible to calculate own estimated points. Another thing is that experienced people were not usually lucky but saw what others did not see. They should be rewarded for that not penalized. We should not aim at reducing these excellent performances in the future.

Mr. Sheppe – I agree, but this proposal offers more choices to leave before the gaggle when compared to the current rules.

Mr. Filla (Sweden) – The issue is nor black or white. The pilots would be less dependent on performances of other pilots, but competitor reaction and new day factor will remain in place. I do also not agree that this would completely remove the issue of inability to do online scoring.

Mrs. Kuijpers (Netherlands) – I like that the fact outlandings are not severely penalized and I can agree with it in situation when there is only one pilot finishing, but I would like to see also that if you lose one day your contest should not be completely lost.

Mr. Roine – This is the problem. The pilots are worried about outlanding so do not take any risks. As a solution, we could propose not to count the worst day.

Mr. Geissler – Regarding information that this is a mild anti-gaggle proposal. Whether to start or not is mainly decided in starting procedure. Leaving the gaggle solely due to new formula seems to me unrealistic.

Mr. Spreckley – I would like to remind the delegates what will be the consequence of the positive vote. If this proposal is adopted it will introduce a new system into Annex A in addition to the current one. This new system will be available until 2022 for testing and only when the tests are successful, the old (current) system in Annex A could be discounted.

Mr. Filla – Does it mean that it would automatically vote out the current system in 2022 if the new system is successfully tested?

Mr. Mozer (USA) – The Plenary will reevaluate the proposal in 2022 before the old (current) system in Annex A will be taken out.

Mr. Johannessen (Norway, IGC President of Honor) – It would be worth of trying the new system also at national championships.

Mr. Cubley– It should be first tested at national championships, then at Continental Championships and only if successful at the World Championships.

Proposal has been adopted by a clear majority.

8.1.2 Eliminate landing certificate (SC3 Committee)

- Y2 SC3 2.5.3.b 4.4.2.e IGC 2019 Eliminate landing certificate

[Summary: landing certificates no longer necessary]

Mr. Mills (UK) introduced the proposal (available here) on behalf of the Committee.

Mr. Mills added – Currently every flight for badge has to be documented by landing certificate (except for the 5 hours flight). We just do not need this; thus we are proposing a simplification of the code.

Proposal has been adopted unanimously.

8.1.3 Simplify declared 3TP performance task (SC3 Committee)

- Y2 SC3 1.4.2.f IGC 2019 Simplify declared 3TP performance task

[Summary: to change the definition of declared 3TP performance]

Mr. Mills introduced the proposal (available here) on behalf of the Committee.

He added – This proposal would not simplify the code. The committee wants to add a note to a text defining a sector.

Discussion:

Mr. Cubley – Our understanding of this proposal is that 500km out and return flight would automatically turn to 2 times 250 km flights.

Mr. Georgas – This is not a proposal at all, also the wording is wrong.

Mr. Mills – summary from Tony = withdrawing

Proposal has been withdrawn.

8.1.4 Change of definition of FAI 13.5 meter class (Lithuania)

- Y2 SC3A 4.2.1.f LTU 2019 Change of Definition of 13,5 m Class

[Summary: substitute MTOM limit for wingloading limit]

Mr. Foltin (IGC Secretary) informed about publication of corrected version of the proposal (available here) in order to align it with the adopted Year-1 proposal

Note: The following text was added (and highlighted): Participating sailplanes must comply with basic requirements to ensure safety and fairness of the competition.

Discussion:

Mr. Sheppe – I would like to clarify that this is change of Annex A and not the text of Sporting Code 3.

Mr. Cubley – Can someone explain the impact of the proposal on current and future gliders?

Mr. Gavars (Latvia) – The proposal will bring significant increase in safety. The sailplanes are designed against the same criteria as certified gliders and there is a possibility of installation of FES and other safety features, which would be otherwise impossible without increase of the Maximum Take-Off Mass (MTOM) to 350 kg as was demonstrated in Szatymaz. In addition, the gliding performance is better.

Mr. Cernezzi – I would like to say two words in favor of the proposal. There were many outlandings at the last WGCs because no one could fly with an engine due to MTOM limitation. The most competitive gliders have small wing area and could not accommodate heavier pilots. An alternative was the use of less competitive gliders. When visiting previous WGCs I have met many pilots unhappy with the current rules so I wish to have this proposal adopted. It would be good, also for Italy, if it could be applicable at upcoming WGC in 13.5-meter class in Pavullo that start in just a few months.

Mr. Spreckley – We should have two votes, one for the proposal and second for its applicability date.

Dr. Radespiel – The weights for microlight sailplanes are now defined in EASA regulation so it is possible that there will be also certified sailplanes in this class in the future.

Proposal has been adopted with large majority.

The immediate applicability of the proposal (including at the WGC 13.5-meter class in 2019 in Pavullo) has been adopted unanimously.

8.1.5 Delete communication of start times (Spain)

- Y2 SC3A 7.4.7 ESP 2019 Delete communication of start times

[Summary: end requirement for start time reporting if tracking is available]

Dr. Casado introduced the proposal (available here) and indicated that there is no change in the proposal compared to a Year-1 proposal adopted last year.

He added - It makes no sense to report the start times if we have IGC tracking system, but the start times would still be reported in case of no tracking is available.

The proposal has been adopted unanimously.

8.1.6 Scoring programs (Spain)

- Y2 SC3A 10.1.4 ESP 2019 Scoring programs

[Summary: additional version control]

Dr. Casado introduced the proposal (available here)

He added - It is quite a technical proposal, but otherwise we won't to be sure there was no change of parameters for scoring during the contest. We want to make the main parameters visible to everyone. The two main competition software developers support it.

The proposal has been adopted unanimously.

8.1.7 IGC rules (incl. penalties) for proper visibility of all gliders of the Championship (Germany)

- Y2 SC3A 4.1 DEU 2019 Sailplane visibility requirements

[Summary: mandatory registration in OGN database]

The proposal (available here) has been withdrawn.

8.1.8 Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking (Germany)

- Y2 SC3A 4.1.1.c DEU 2019 Use of FLARM and OGN

[Summary: tracking to be controlled by Organizers]

Mr. Geissler said he has nothing to add to the written proposal (available here).

Discussion:

Mr. Rutkowski (Poland) – This Year-2 proposal is in my opinion too general.

Mr. Mozer – The Year-1 proposal was the same as this Year-2 proposal.

Mr. Rutkowski – My understanding was that the Year-2 should contain the exact wording that will be used in the sporting code.

Mr. Spreckley – I would like to clarify that the vote is on the text the Year-2 proposal.

Mr. Rutkowski – Could you please explain what would be the consequence of our vote?

Dr. Casado – In my opinion the exact wording is proposed in this proposal.

Mr. Rutkowski - Where will be the proposed text reflected? The proposal indicated that it affects Annex A.

Dr. Ryder (IGC President of honor) – I would expect presentation of precise wording.

Mr. Sheppe – The text in the rule will state that if tracking is used, only IGC tracker could be used.

Mr. Filla – We all have a problem. There are some pilots, who could circumnavigate the OGN setup. They could set up a NOTRACK option. The IGC tracker is safe solution. We do not have another option other than to accept this proposal.

Mr. Georgas – This is an important proposal because it will influence safety and other aspects. However, it addresses two separate things, one is the FLARM and another is the OGN tracker. Is that correct?

Mr. Mozer – Yes, it is. The intention is split these two functions.

Mr. Cernezzi – Does it mean that it will be compulsory to set NOTRACK in competitions?

Mr. Spreckley – The wording that is presented is what we want. We also need to agree if we want pilots to be able to set off the FLARM. If we do not allow pilots to choose the FLARM setting, they may choose not to use the FLARM at all.

Mr. Hansen – The proposal states: IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.

Mr. Rutkowski – The proposal has not been changed from the Year-1 proposal.

Mr. Mozer – That is correct and sometimes it is like that.

Mr. Rutkowski – The proposal has a very general statement. We do not have a detailed wording of the rule.

Mr. Foltin (IGC Secretary) – I would like to clarify that the proposal template does not require exact wording of the proposed new rule or rule changes in the Year-2 proposals.

Mr. Rutkowski – May I have a clarification question? Who will implement the precise wording in the rule? Will it be the Annex A Committee?

Mr. Mozer – Yes, that is correct and the proposal, if adopted, will be implemented in Annex A as of 1 October 2019.

Mr. Rutkowski – And What about this year's contests?

Mr. Spreckley – The bureau discussed it and adopted Local Procedures reflect this proposal.

Dr. Casado – Even if the proposal will be adopted there is a need to test the recorders. The necessary work should be completed in 2020.

Mr. Mozer – I will read the proposal once more for clarity: IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.

Mr. Cubley – IGC cannot dictate the pilots what FLARM setting to use.

Mr. Mozer – The question is: What is the basic purpose of FLARM? It is safety. So the additional tracker will be a separate component.

Mr. Cubley – Why would we want to establish it in a way that does not allow organizations to demand specific setting? The OGN tracker could be then used when they become available.

Mr. Cernezzi – The proposal means that pilots will not be required to set a certain transmissions.

Mr. Gyongyosi (Hungary) – I have a question related to Junior WGC. Will it be possible that some pilots may not use FLARM?

Mr. Hansen – If we are voting for this proposal, we will actually stop live tracking because the technical solutions (IGC tracker) may not be available.

Proposal has been adopted by a clear majority.

8.1.9 External aid to competitors as part of the rules (Germany)

- Y2 SC3A 5.3.1 DEU 2019 External aid to competitors

[Summary: specifically allow external aid]

Mr. Geissler said he has nothing to add to the written proposal (available here).

Discussion:

Mr. Georgas – We have just voted on the prohibition of live tracking and we should avoid to regulate external aid. I am not in favor of the proposal.

Mr. Filla – I can see a similarity with the proposal about cloud flying. From my point of view, the external aid should not be allowed. Otherwise it could change our sport.

Mr. Cubley – When reading the text of the proposal it looks that it would allow all sorts of external aid.

Mr. Roine - Will it allow it or will it prohibit it to be part of the rule?

Mr. Geissler – If you look around there is external help happening at the competitions that then create risk of protests. The aim of the proposal is not to allow any external aid.

Mrs. Kuijpers – The Team Captains are part of the team according to IGC rules. Is also someone who is at home, a part of the team? If a pilot has a mobile phone, he can receive through it all kinds of information. However, how to control it? I have no answer.

Mr. Hansen – In 1994, at the time we had been about to allow GPS, Mr. Bernald Smith said that the GPS will be very small, so small that pilots could hide it. He suggested allowing the GPS in a controlled way. We need to do it the same way today.

Mr. Georgas – The rule makers have two different responsibilities. The one is direction and the second is to define actual procedure. It is bad to mix the two. We need to decide whether our contests are individual and if our rules encourage it.

Mr. Bjørnevik – What about other pilots from my team helping me in contest?

Mr. Vidal – There is no way to control it. We should delete paragraph 5.3 from the Sporting Code.

Mr. Spreckley – This issue was discussed before, but it was difficult to resolve it. We have seen the result of our inactivity. If our sport is deemed to be individual, we need to have the rules like that. Another aspect is safety. If we allow safety to develop in nonregulated way, the workload in the cockpit may be too high and perhaps also unsafe. Are we going to take control or do we leave the situation to evolve on its own? The situation then may be even more difficult.

Mrs. Kuijpers – I will repeat what I have already said and Mr. Georgas explained my question. We need to decide what do we want to achieve and then we can make the rules. That is my proposal.

Dr. Knüppel (IGC representative at FAI Medical Commission) – The Perlan project monitors all parameters in-flight including human parameters. This demonstrates that comprehensive in-flight monitoring could be used.

Mr. Mozer – I would like to clarify that the proposal is about contests, not the records.

Mr. Cubley – If this proposal is not adopted, we may see all sorts of external help happening at the competitions. I am very worried about the consequences.

The proposal was voted against by a large majority.

8.2 Year-1 Proposals

8.2.1 Sporting Code Section 3 (SC3)

Note: The following proposal was omitted from the originally distributed meeting Agenda.

8.2.1 Y1 SC3 3.1.6 IGC 2019 Speed Record LoH

[Summary: adjust speed for excess LoH]

The text of the proposal is available here.

Discussion:

Mr. Filla – The Option 2 presented here is not how we used to fly. The Option 1 is all right, but needs amendment, the figure 100 should be changed to 200.

Note: The proposed amendment was seconded by Greece.

Mr. Rutkowski – Glider L/D=70 is theoretical, I do not see a need to double the figure.

Mr. Filla – Despite of that I still support the change to 200.

The amendment was not supported in the vote.

Discussion on the original proposal:

Mr. Georgas – My concern is that there are two options and there is no proper assessment of what happens with existing records. Is there any problem we are trying to solve? Or are we starting completely new category of records?

Mr. Roine – There are many ways to destroy potential record performance, we need to make rules simpler.

Mr. Sheppe – USA is against this proposal due to reasons mentioned by Mr. Georgas and Mr. Roine. On top of that the proposal come from the Committee without anyone asking for it.

The proposal was voted against by a large majority.

8.2.1 a. Y1 SC3 5.5.4 5.5.6 Poland 2019 Std. and 15 Meter Class Merge

[Summary: merger of two classes]

Mr. Rutkowski Introduced the proposal (available here).

He added - There are problems with availability of gliders and we simply have too many classes. Perhaps now is a right time to merge the classes. However, there is one important need to reduce MTOM bellow 500 kg due to insurance costs. The 25 kg above the 500 kg limit puts gliders in heavier category where a more expensive insurance is required. Another reason is that lighter gliders will be also easier to handle.

Discussion:

Dr. Casado – Spain supports the proposal. We have been doing it the same way for a number of years simply because there were not enough gliders in the class.

Mr. Georgas – It would make more sense to merge the standard class into the 15m class.

Mr. Geissler – Germany is completely against the proposal. It addresses both class the definition and competition classes in Annex A. We would like to highlight, that there are many competitive gliders in standard class. It is very competitive and good for juniors and also for women pilots. Standard class was fully booked at the last WGC, as well as the 15m class. The insurance difference is approximately 10 € per year so that is not an issue or it is only minor issue.

Mr. Spreckley – This proposal opens some possibilities, but it also deletes the 15m class. Therefore, UK does not support it. While I like the discussion I do not like the proposal.

Mr. Roine – I do not support the proposal to combine classes. I hate ad-hoc decisions on the competition classes. We need to have a long-term roadmap for these changes because pilots need to be able to prepare and adapt to changes.

Mr. Hansen – I am against the proposal because it does not affect only the class definition, but also the competitions. There is a two-year process for changes of competition classes and a four-year process for changes of class definitions in the sporting code. This creates a confusion.

Mr. Filla - If the aim of the proposal is to reduce the number of competition classes, there are other ways to achieve it.

Mrs. Kuijpers – There were no changes in 15m and standard classes for years. We can start to see them happening now, especially in standard class and also at the Championships in Poland. Most of the national Championships are flown in combined classes. We would need it for that purpose, not necessarily for the EGC and WGC. It could help to develop the handicaps.

Mr. Trimmel (Austria) – in favor of reducing classes, but std. is the only class with affordable competitive gliders,

Mrs. Temple (Australia) – It is difficult to make a decision if we do not have a roadmap. Is there any IGC strategic direction in these matters?

Mr. Rutkowski – I defer the proposal to next IGC plenary meeting.

Proposal has been withdrawn.

8.2.1 b. Y1 SC3 3.0.c IGC 2019 Decouple National & World Records

[Summary: remove prerequisite for World Records]

Mr. Mills introduced the proposal (available here) on behalf of the Sporting Committee (SC3).

He added - I was involved in its development. There is a requirement that all world records need to be the national records. However, another paragraph allows that national record criteria may deviate from the world record criteria. Some of these deviations are significant. Therefore, we have seen situations that someone has broken the world record, but that performance was not necessarily a national record. The proposal suggests that NACs will be still obliged to check whether the performance meets the Sporting Code requirements, so only the valid claims would reach to FAI.

Discussion:

Mr. Rutkowski – I agrees, but with a reservation. The current procedure in the Sporting Code was introduced for some purpose. What purpose it was?

Dr. Casado – Does the proposal require also approval by the NAC?

Mr. Mills – It was like that before, but such a requirement does not exist anymore. Therefore, we are hanging in the air.

Mr. Georgas – What the term “organizing NAC” means?

Mr. Mills – It is defined in the Sporting Code.

Note: ORGANISING NAC (as defined in the Sporting Code)
The pilot’s nationality or residency determines the NAC responsible for issuing them a Sporting Licence, certifying the pilot’s achievement and, in the case of a World or Continental record, sending the record claim dossier to the FAI, regardless of where the record attempt took place.

Mr. Bajpai (India) – We would be happy to support the proposal. At home we have several deviations for national records, which could hamper the world record claim.

Proposal was adopted by a clear majority.

8.2.2 Sporting Code Section 3, Annex A (SC3A)

- Y1 SC3A 1.2.3 NED 2019 Maximum Period and Minimum Separation of Events

[Summary: change to event scheduling]

Mrs. Kuijpers introduced the proposal (available here) by mentioning that its objective that is to structure the schedule so that participation in IGC championships including travel will be always maximum 3 weeks. The reason is that pilots as working people need holidays to participate at championships. The proposal also mandates at least 11 days separation between two championships.

Discussion:

Mr. Frenc (Serbia) – The proposal may be split in two separate proposals, 15 days for the competition period and 11 days for separation between competitions.

Mr. Cubley – The 11 days separation could cause a lot of additional cost for overseas teams.

Mr. Hansen – Do the proposed 11 days encompass also period of official training?

Mr. Foltin – Yes.

Mr. Roine – We should use spare time rather for flying than for repetitive technical check e.g. wing span.

Mr. Geissler – Germany is against the proposal because it does not allow a reserve day. Germany always sends different pilots to different championships and thus does not see a need for change. The current setup suits better.

Mr. Georgas – The proposal has many good points. Major Championships are now scheduled to odd and even years and that may create some scheduling challenges for the IGC. In any case this is a Year-1 proposal that could be still adjusted.

Mr. Kuijpers - [to Mr. Roine] The opening ceremony is often a no flying day. [to Mr. Geissler]. We have experience with reserve day only for class from EGC 2011. The question is when to do the closing ceremony in such cases etc.

Mr. Eriksen – If the proposal gets adopted, we want the discussion to encompass schedule of opening and prize giving ceremonies. For example when a Danish pilot win the title of world champion last year, we had lost a possibility to announce it to media in the evening of last competition day because the results were not yet official due to delayed protest period. It does not make a lot of sense to media people especially when compared with sailing competitions where the winner is announced almost immediately.

Mr. Spreckley – I agree with Mr. Eriksen and totally support what he has said. I table an amendment to delete part c) and c) of the proposal. The amended proposal would then consist only of point a)

The amendment was seconded and the amended proposal was adopted unanimously.

8.2.2.1 Safety

8.2.2.1 a. Y1 SC3A 1.4.2 AUS 2019 Proximity Analysis

[Summary: introduction of Proximity Analysis to competitions]

Mr. Cubley introduced the proposal (available here) and supporting document (available here). He added that stewards are strongly supporting utilizing proximity analysis data. He then explained how the bubble works and when it does not register the incursion. He informed that it is a factual tool, and it will be provided to each Championship and made available to stewards and Championship Director who then can then talk to concerned people. He concluded that in past many pilots were just not aware of their behavior.

Discussion:

Mr. Geissler – Thank you, we see the software tool as very interesting and very good as long as the outcomes are displayed only to stewards and to contest director. However, the tool does not show who caused the infringement, it could be useful to have that information too.

Mr. Hansen – When you ask pilots if they were close, they say no. It is very subjective. The proposal should not be treated as Year-1 and it should be immediately applicable.

Mr. Filla – I support the immediate application of the proposal. [to Mr. Geissler] The infringement cannot be taken individually, but it needs statistical approach (e.g. in case of games). I agree that it not for public use.

Mr. Mozer – If there is a desire by the Plenary to have the proposal applicable immediately, it needs to be amended.

Mr. Eriksen – That may not be necessary if the proposal is need for safety reasons.

Mr. Cubley – The proposal itself states that it would be applicable immediately.

Mr. Georgas – There is no provision requiring incorporation of the proposal in Annex A. Some other proposals were also immediately applicable.

Mr. Bradley (South Africa) – I support the proposal. We have used a similar system during EGC in Lasham. The competitors knew we are looking at their behavior. We could actually do it regardless of the applicability or whether it is Year-1 or Year-2.

Mr. Bjørnevik – I propose to delete the reference to Annex A and change it to "Other" proposal.

Mr. Rutkowski – Could you please explain the proposed amended?

Mr. Cubley – The proposal is to be changed to "Other" proposal and reference to Annex A will be deleted.

Mr. Foltin – It is also possible to keep it as Year-1 proposal and make it immediately applicable, but change to "Other" proposal is also possible.

The amendment was seconded and the amended proposal was adopted unanimously.

Note: The proposal was discussed during Day 1 of the meeting after agenda item 8.2.2.3.

8.2.2.1 b. Y1 SC3A BEL 2019 List of Proposals

[Summary: overview of proposals]

Mr. Pauwels introduced the list of proposals from Belgium (available here) and presented rationales behind them (presentation available on IGC cloud).

Discussion:

Mr. Georgas – We can see here a number of Year-1 proposals with many details. Are we going to vote on concept or on the details?

Mr. Roine – Some improvements are possible already under the current rules. For example the finish ring radius could be adjusted in local procedures. Regarding the starting options, we will not achieve the objective by simply moving from start line to start circle. There is also a good Year-2 proposal on starting from Belgium allowing for use of event marker during start.

Mr. Spreckley – We will not vote on all individual proposals, we will vote whether we like or not like the idea behind them.

Mr. Rutkowski – I have a few technical questions. How will the proposal look like as Year-2 proposal? Will it be submitted as a single proposal or broken in separate proposals?

Mr. Spreckley – My advice it that it should be submitted as a single composite proposal. The UK supports principle to start discussion about new task.

Mrs. Kuijpers – This proposal may also affect live scoring that we aim to develop.

The proposals (see the note below) have been lost by a narrow majority.

Notes: The previous vote concerned the proposals from Belgium listed under agenda items 8.2.2.5, 8.2.2.6 a., 8.2.2.6 b., 8.2.2.6 c., 8.2.2.7 a., 8.2.2.7 b., 8.2.2.7 c., 8.2.2.8 b., 8.2.2.8 c., 8.2.2.8 d., 8.2.2.10 that were subsequently withdrawn.

The subsequent proposals in the agenda were discussed on Day 2.

8.2.2.1 c. Y1 SC3A POL 2019 Sailplane Rules of the Air

[Summary: additional rules of the air for gliding competitions]

Mr. Rutkowski presented the list of all Year-1 proposals from Poland (presentation available on IGC cloud). Then he introduced the proposal 8.2.2.1 c. (available here) and added that ICAO rules are not fully developed for gliding, therefore this proposal. He concluded that Poland introduced rules of the air for sailplanes and that proposed rules could be also a reference for application of penalty for dangerous flying or for not adhering to rules.

Discussion:

Mr. Foltin – There may be conflicting requirements between IGC rules and national rules. The ICAO does not mandate the rules but leaves to the States to transpose ICAO standards into national regulations.

Mrs. Kuijpers – We are trying to do rules for good airmanship, even in EASA there could be a principle and not always the rule.

Mr. Cernezzi – I support the idea but the competition director has difficulty to apply penalties. However, I have concerns about statement in the proposal that there are more accidents in FLARM era.

Mr. Pauwels– I support what was said by Mr. Foltin. Let's use common sense and not try to regulate everything.

Mr. Roine – I support the proposal. We are not creating legislation. It is more about how we behave, some pilots fly really dangerously. We do not always need to set rules how to fly. For example opposite circling is dangerous, but it may not be necessarily against the law.

Mr. Filla – That was exactly what I wanted to point out, we can achieve it e.g. through changes in penalty list.

Mr. Vidal – The proposal seems relevant from safety point of view therefore, if there is anything safety relevant please share it with the safety working group.

Mr. Foltin – I support the approach as proposed by Mr. Filla. We should elaborate more detailed list of penalties or guidance to pilots on airmanship.

Mr. Koutny (Czech Rep.) – We should state how competitors should behave.

Mr. Rutkowski – I can agree with the argument about the conflicts with law. For example ICAO Annex 2 is also not directly applicable. We could put a phrase in the rules stating that local rules apply or set complementary rules. I can also agree with a guidance material containing examples how to adhere to rules.

Mr. Foltin – I think that a code of conduct for pilots and more detailed list of penalties could be the right way forward. However, the amount of work on such materials would be substantial and it would require broad participation.

Mr. Spreckley – I can support what Mr. Foltin said. I did code of conduct for club class in the UK and it was well received.

The proposal was lost, but the safety working group will take it into account in their work.

8.2.2.1 d. Y1 SC3A 1.4.2 NED 2019 Digital Safety Registration System

[Summary: requirements for safety event reporting]

Mrs. Kuijpers introduced the proposal (available here) and added that at this time it would be too early to say that every competition has to use it. She concluded by saying that now is the right time to get rid of physical paper-based safety box and make it digital.

Discussion:

Mr. Filla – Sweden is very much in favor of the idea but is wondering why we need a proposal.

Mrs. Kuijpers – We have encountered problem last year when trying to mandate digital safety box through Local Procedures, but that turned to be difficult because there was no such a reflection in the sporting code.

Mr. Trimmel – The rule says “shall” and that means it is mandatory.

Mr. Cubley – We have tried by asking Competition Directors nicely, but they have said no because it is additional work for the organizers. Therefore, we need to make the digital system mandatory.

Mr. Hansen – I have an issue with the proposed wording referring only to ‘organizers’. If I recall it correctly, at stewards meeting it was said that the system shall be made available to pilots, team captains and also other team members.

Mr. Vidal – From safety working group perspective the proposal should be immediately applicable.

Mr. Geissler – Who is owner of the system? It should be FAI or IGC. At the moment the only available system is in Netherlands. How it will work and how it will be administered?

Mrs. Kuijpers – The discussion is about digital registration system not the Flytool software applications. Furthermore, this is Year-1 proposal that will be further developed before being submitted as Year-2 proposal.

Mrs. Vigorito – I have heard that IGC wants to use it immediately. The first contest is in two months, but the discussions at FAI can take much longer.

Mr. Mozer – The Year-1 proposal states that the digital system will be used sometime in the future, but it does not forbid its voluntary use.

The proposal has been adopted by a large majority.

Note: Agenda items 8.2.2.2 and 8.2.2.3 has been dealt with on Day 1.

8.2.2.2 Procedures for use of FLARM and OGN

- Y1 SC3A 4.1.1 BEL 2019 Use of FLARM and OGN

[Summary: free configuration of FLARM]

The proposal (available here) has been withdrawn.

8.2.2.3 External Aid to Competitors

8.2.2.3 a. Y1 SC3A 5.3 BEL 2019 External Aid to Competitors

Note: This proposal has been processed after proposal 8.2.2.3 b.

[Summary: enforcement of external aid rule]

Mr. Pauwels – I would like to make a plea to all organizers to take care of this matter during Championships.

Following adoption of proposal 8.2.2.3 b the proposal (available here) has been withdrawn.

8.2.2.3 b. Y1 SC3A 5.3 GBR 2019 External Aid to Competitors

Note: This proposal has been processed before the previous proposal 8.2.2.3 a.

[Summary: disallow inflight use of mobile devices and internet]

Mr. Spreckley introduced the proposal (available here) and explained the rationale behind it. He added – We should think about the pilot's attention and workload in the cockpit. The information available from the collision in Hosin strongly suggests that looking at the display could have been the factor. We are not in an environment where cheating is allowed. The pilots watch other pilots and our community is law abiding. This proposal is a simple proposition that could stop the information on internet to influence our contests.

Discussion:

Mr. Georgas – I have a question about last sentence in the proposal, "*Use of data not available in the public domain by competing pilots will be considered to be cheating.*" What if a private meteorologist will give me a private advice just before take-off?

Mr. Spreckley – This comment is partially right, but this proposal is designed not to allow OGN hacking, e.g. by decoding stolen FLARM data and retransmitting it to another pilot, which means not respecting wish of other pilots who do not want to be tracked.

Mr. Filla – We need experts to find a right wording.

Mr. Mozer – This is a Year-1 proposal when we are voting about concept. The final wording in sporting code will be drafted by Annex A committee.

Mr. Frenc – The limiting of devices like mobile phones is difficult. These are often used for e.g. weather radar or for connecting in case of outlanding.

Mr. Vidal - From safety point of view I can see the positives in reducing pilots' workload.

Mr. Rutkowski – What is meant by "mobile device"? Another question is, what if pilot will use software with data that are not in the public domain?

Mr. Spreckley – The term "mobile device" is perhaps not very appropriate, this point is taken. Regarding the data, any data available out there are allowed.

Mr. Rutkowski – I suggest to clarify it in an amendment.

Mr. Mozer – The vote is about the principle. This is a Year-1 proposal that does not require exact wording.

The proposal has been adopted by a clear majority.

8.2.2.4 Starting

8.2.2.4 a. Y1 SC3A 7 POL 2019 Event Marker

[Summary: use of event marker for starts]

Mr. Rutkowski introduced the proposal (available here) and added that more details will be presented in Year-2 proposal.

Mr. Mozer suggested to discuss all four proposals under 8.2.2.4 together.

Mr. Pauwels – Belgium supports the idea of discussing all start procedure proposals together.

Mr. Toselli (Argentina) - We supports the proposed approach.

Mr. Cubley – Australia also agrees with the proposed approach, including a big single vote on the principles presented in all four proposals.

Mr. Rutkowski – I suggest to vote on Polish proposal as that one is the most generic. Polish proposal would then incorporate all ideas from other proposals when submitting it as a Year-2 proposal.

Mr. Hansen – This is supported by Denmark.

Mr. Gerbaud (France) – One of the issues is the start. The gaggles happen mostly at the start. The question is if approved flight recorders support the event marking function.

Dr. Casado – All approved flight recorders should have the event marker function because it included in IGC technical specifications.

Mr. Georgas – I can sense that most delegates want this proposal to go forward. There however may not be a complete agreement so there should be more than one option, if it will be needed.

Mr. Vidal – On one hand there is reason of safety, but on other hand there is no evidence presented how it would affect the pilots.

Mr. Filla – The event marker function is not required by the rules now, although probably all flight recorders have it. Think about two flight recorders, how one can be sure that pilots will not press the event marker at different times?

Mr. Koutny (Czech Rep.) – It may be dangerous to take away pilot's attention during a difficult period of starting.

Mr. Spreckley – Regarding the pilot's workload, the starting is really a difficult period, the procedure to make this proposal work is critical and therefore the safety and stewards working groups need to be involved. The second issue is the use of multiple flight recorders. We need to ensure that this is not unsafe to pilots.

Mr. Rutkowski – There is a way to address the issue of two flight recorders. I also agree with the involvement of safety and stewards working groups. If the Polish proposal is accepted, others may join to work towards a joint approach to be presented as a Year-2 proposal.

Following the discussion a vote on individual proposal 8.2.2.4 a. took place.

The proposal was adopted by a clear majority.

Note: Poland will establish a working group composed of Belgium, Argentina, Australia, stewards and safety working groups, which would consider ideas proposed in other proposals reflected under agenda item 8.2.2.4 for development of Year-2 proposal.

8.2.2.4 b. Y1 SC3A 7.4 BEL 2019 Starting

[Summary: changes to start geometry, procedures]

Mr. Pauwels requested the vote on this Belgian proposal (available here).

The proposal has been lost by a narrow majority.

8.2.2.4 c. Y1 SC3A 7.4.1 ARG 2019 Start Procedures

[Summary: use of event marker for starts]

Mr. Toselli briefly introduced the proposal (available here) and expressed will to be part of joint working group.

The proposal has been subsequently withdrawn.

8.2.2.4 d. Y1 SC3A 7.4.2 AUS 2019 Pilot Event Marker

[Summary: use of event marker for starts]

Mr. Cubley briefly introduced the proposal (available here) and expressed will to be part of joint working group.

The proposal has been subsequently withdrawn.

8.2.2.5 New Turn Point Definition

- Y1 SC3A 7.5.1 BEL 2019 Turn Point Definition

[Summary: distance credit within turn point circle]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.6 Deletion of finish line option and compulsory use of finish ring

8.2.2.6 a. Y1 SC3A 7.7 BEL 2019 Finishing

[Summary: change to finish geometry and procedures]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.6 b. Y1 SC3A 8.2.3 BEL 2019 Finisher

[Summary: change to wording]

The proposal (available here) has been lost in a narrow majority (see 8.2.2.1 b.)

8.2.2.6 c. Y1 SC3A Part 11 BEL 2019 Local Procedures Content

[Summary: change to wording]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.7 Mandatory submission of all flight recorder files

[Summary: require all log files in case of use of multiple flight recorders]

8.2.2.7 a. Y1 SC3A 5.4 BEL 2019 Control Procedures

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.7 b. Y1 SC3A 7.10 BEL 2019 Flight Documentation

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.8 New Tasks

8.2.2.8 a. Y1 SC3A 6.2 AUS 2019 Distance Handicap Task

[Summary: new method of applying handicaps]

Mr. Cubley introduced the proposal (available here) and added that it allows for setting a fixed task in handicapped competitions.

Discussion:

Mr. Geissler – The system may work in places with homogeneous landscape like Australia but it may not work elsewhere.

Mrs. Kuijpers – We have used it in the past and pilots liked it. We need it as an option in our rules.

Mr. Gerbaud – I have my personal experience with the system 10 years ago. The difference in distance was 7 to 10 km. It was a very exciting and interesting experience. It works well in case the difference in distances is not too big, but it could be a problem in mountains.

Mr. Sabeckis – We have tried it in our nationals and it was not a successful trial because pilots do not have to fly in the same region. A shower in part of the turn point could be a problem.

Mr. Bjørnevik – We have used it for many years even in mountains with very good results.

Mr. Spreckley – UK does not have the conditions like in Australia and we use the system. It even became our standard system for club class. We encourage the IGC to use it too.

The proposal has been adopted by a large majority.

8.2.2.8 b. Y1 SC3A 6.2 BEL 2019 Task Definitions

[Summary: proposed new tasks]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.8 c. Y1 SC3A 6.3.1 BEL 2019 New Racing Task

[Summary: racing task with distance credit within turn point circles]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.8 d. Y1 SC3A 6.3.2 BEL 2019 New Assigned Area Task

[Summary: accounting of start/finish heights in distance credit]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.2.2.9 New or Changed Scoring

8.2.2.9 a. Y1 SC3A 7.4 GBR 2019 Early Bird Bonus

[Summary: incentives for starting earlier]

Mr. Spreckley introduced the proposal (available here) and added that the vote will be on the principle and that details will be developed for Year-2 proposal.

Discussion:

Mr. Bjørnevik – Is this proposal early bird bonus or late bird penalty?

Mr. Spreckley – This proposal introduces a principle if we want to award pilots who start early. The implementing details will be developed later.

The proposal has been adopted by a clear majority.

8.2.2.9 b. Y1 SC3A 8.1 AUS 2019 Place Scoring System

[Summary: reintroduction of place scoring]

Mr. Cubley introduced the proposal (available here) and added that currently there is no incentive to leave up front and to take sporting risk. The Sailplane Grand Prix demonstrated that taking risk helps in getting better results.

The proposal has been adopted by a large majority.

8.2.2.9 c. Y1 SC3A 8.2.2 AUS 2019 Early Bird Bonus Points

[Summary: incentives for starting earlier]

Mr. Cubley introduced the proposal (available here).

The proposal has been adopted automatically by adoption of the proposal 8.2.2.9 a.

8.2.2.9 d. Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 Highest Handicapped Distance Calculation

[Summary: new method of calculating credited distance]

Mr. Rutkowski briefly introduced the proposal (available here).

Discussion:

Mr. Filla – Sweden does not support this proposal.

The proposal has been lost by a clear majority.

8.2.2.9 e. Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 New Championship Days Parameters

[Summary: new or modified scoring parameters]

Mr. Rutkowski introduced the proposal (available here).

Discussion:

Mr. Filla – The set of Polish proposals is not very consistent. This proposal devaluates distance and another proposal tries to improve distance points. Next year we may have problem how that fits the overall scoring system.

Mr. Rutkowski – I do not see the contradiction. The idea is to have quicker results and winners and this proposal goes in that direction.

Mr. Filla – I do not oppose the idea of quicker results, but I oppose the way it is proposed.

The proposal has been lost by a clear majority.

8.2.2.9 f. Y1 SC3A 8.3.1 POL 2019 Finisher Marking Time Calculation

[Summary: change of credited time in speed task via assigned areas]

Mr. Rutkowski introduced the proposal (available here).

Discussion:

Mr. Filla – This proposal is for situation like if someone came home too early, but for that we do not need to change the rule because the problem is undersetting of the task.

Mr. Cernezzi – Personally, I am in favor of this proposal. Sometimes it may help to make a 1000-point day. On another hand, as a competition director I sometimes want to avoid thunderstorms in the afternoon so I set a shorter task. The current rule does not encourage that.

Mr. Sheppe – The question is whether we want to calculate only speed or distance and speed point in Assigned Area Tasks. This aspect would be worth of looking at when preparing Year-2 proposal.

The proposal has been adopted by a narrow majority.

8.2.2.9 g. Y1 SC3A 8.3.2 IGC 2019 Distance Assigned Area Task

[Summary: modification of speed task via assigned areas to give more points for distance]

Mr Spreckley introduced the proposal (available here) and added that it intends to change distance calculation of assigned area task only for open class. It is currently defined by a finisher who has flown longest distance and not by the pilot flying furthest distance from all pilots who started. It means that everybody who finishes gets the same points. The magic of open class should be to fly longest distance. That is the essence of this Year-1 proposal.

Discussion:

Dr. Casado – That means the proposal is encouraging longer tasks, but if competition director wants that pilots are home by 6PM they may be still flying far away.

Mr. Sheppe – I have the same comment as Dr. Casado.

Mr. Trimmel – I am in favor of this proposal. Why to limit it only to open class?

Mr. Filla – It should not be limited to open class. I second the notion of Mr. Trimmel.

Mr. Rutkowski – I am support. The proposal is in line what Poland has proposed before. It makes sense to set distance tasks.

The proposal has been adopted by a large majority.

8.2.2.9 h. Y1 SC3A 8.4 ARG 2019 Scoring with 95% of the total distance

[Summary: to compensate for speed task via assigned areas with not enough available distance]

Mr. Toselli introduced the proposal (available here) and added that the scoring has been used at in Argentina for quite some time.

Discussion:

Mr. Cubley – We also use it in Australia very successfully after someone came too early one day, but we do apply it differently. We change task time to a one, which fits the shortest distance.

Mr. Filla - We should perhaps go for time unlimited assigned area task.

Mr. Rutkowski – This proposal is to help to fit the task to weather. It helps competition director to decide better in situation of uncertain weather. I am very much in favor of this proposal.

Mr. Sheppe – We tried it and retracted back. The pilots complained that they have to think too much. Also, the proposal tries to resolve the problem of wrong task setting, which is impossible to resolve.

Mr. Roine – I am afraid it would not work in practice, but I am still in favor in spite of that.

Mr. Bjørnevik – We have had situation when two pilots have flown the maximum possible distance, but they still came home before the minimum time.

Mr. Rutkowski – Do we need to set exactly 95%? We should leave it open for consideration for Year-2 proposal.

The proposal has been adopted by a clear majority.

8.2.2.9 i. Y1 SC3A 8.4 POL 2019 Handicapped Distance Calculation

[Summary: new scoring system for handicapped competitions]

Mr. Rutkowski introduced the proposal (available here) and added that if someone is looking at the formula the proposal may not be that clear. It is about calculating distance and speed scores independently and sum them up only after the calculation. We would get rid of anomaly when point per km is changing.

Discussion:

Mr. Filla – Yesterday when I was looking at it I have noticed that it is a consequence of encouraging certain minimum flown distance. The anomaly is not strange, as it is the consequence of intention. This is a completely new system.

Mr. Koutny – Today there were many small ideas presented to change the current system, but I am missing a big picture, thus I am not in favor.

Mr. Vidal – What about the impact of this proposal on the Ranking List?

Mr. Filla – I have no clear idea. It looks like 1% would be always the same value, but I am not certain.

The proposal has been lost by a clear majority.

8.2.2.9 j. Y1 SC3A 8.4 POL 2019 Minimum Bonus Guarantee for Finishers

[Summary: bonus for finishing]

Mr. Rutkowski introduced the proposal (available here) and reminded that the principle behind it that is to give incentive for pilots who try to initiate flight earlier than gaggle i.e. those who are taking more risk. The winner has a guarantee at least 100 points bonus if finishing the task.

Discussion:

Mr. Roine – I have trouble with such a safety incentive, it is not a good thing. The idea is wrong because in the end it will award the gaggle, which will always get home, not the single pilot.

Mr. Filla – It is good that other proposals from Poland did not carry on, because this one would be in a direct conflict with them. Also, I agree with Mr. Roine that this proposal is a wrong idea.

The proposal has been lost by a clear majority.

8.2.2.9 k. Y1 SC3A 8.3.1 8.4.1 8.4.2 POL 2019 Longer vs Shorter Task Scoring

[Summary: scoring formula depends on length of task]

Mr. Rutkowski introduced the proposal (available here) and highlighted that in this proposal every minute counts.

Discussion:

Mr. Georgas – I can agree with the principle, but we have just voted for a proposal, which achieves the same in a simpler way.

Mr. Filla – I was about to say the same. I am against this proposal. It raises a good point, but I am not intrigued enough to vote for it.

Mr. Roine – I have made a simple study to calculate the margin. The results were totally opposite to what I see here in this proposal, but the sample was only from a few contests.

Mr. Sheppe – I have analyzed it and I realized that in all racing rules we have a choice of what to score. Currently in 1000-point system it is speed, in Sailplane Grand Prix it is place. This one is mathematically equivalent to elapsed time scoring. As a result we would have two blends at out championships, speed scoring and elapsed time scoring.

The proposal has been lost by a large majority.

8.2.2.10 Additional penalties

- Y1 SC3A 8.7 BEL 2019 List of Penalties

[Summary: changes to list of approved penalties]

The proposal (available here) has been withdrawn (see 8.2.2.1 b.)

8.3 Other Proposals

8.3.1 Introduction of Club Class World Gliding Cup

8.3.1 a. OTH IGC Calendar POL 2019 Club Class World Gliding Cup

[Summary: new type of World Gliding Championships]

Mr. Rutkowski introduced the proposal (available here) and added that club class WGC are typically oversubscribed. We should set another opportunity for the old club class gliders that would be equivalent to level of WGC (CAT1), but it would be outside WGC events.

Discussion:

Mr. Filla – Will the WGC for club class discontinued? It would be always another event that will need to be organized, but the idea is good in general.

Mr. Georgas – It is a good idea and it mirrors the positive experience in SGP. Who would run it? Is there a need for specific team to run it?

Mr. Gessler – As chair of handicap sub-committee, I would like to clarify that index list has been modified to accommodate newer gliders. The reason presented here, that the old club class gliders are not good anymore for the club class championships, is not fully valid.

Mr. Spreckley – There is a quite good spirit in this proposal, but it also opens many questions like the one that we would still have club class WGC, but in a different format. The current WGC would need to still be organized, but with one class less.

Mr. Roine – I would like to thank to Mr. Spreckley for his input. I just wanted to say the same.

The proposal has been lost by a large majority.

8.3.1 b. OTH IGC Calendar POL 2019 IGC Championships Calendar

[Summary: reorganization of IGC championships calendar]

Mr. Rutkowski introduced the proposal (available here) and added this proposal is linked to the proposal that was just lost. He used the opportunity to remind the delegates that 13.5 meter class World Gliding Championships in 2019 would be the last one in this class. He suggested to start discussion on the calendar to incorporate all championship classes.

Discussion:

Mr. Mozer – All competitions related to the previous calendar would disappear. The proposal also removes the current club class WGC. Also, it is in conflict in our current calendar adopted recently.

Mr. Filla – Apart of that, there is a typo (2m class instead of 20m). Nevertheless, there is also good point, there should be some review of our calendar in the longer term.

Mr. Rutkowski – We missed out the 13.5-meter class and we need to find solution.

IGC Secretary clarified that the 13.5-meter class is still eligible as WGC class if there will be a proposal, despite it is not in the championship calendar.

The proposal has been subsequently withdrawn.

8.3.2 IGC defined WWGC classes

- OTH IGC Calendar DEU 2019 WWGC classes

[Summary: specification of classes at Women World Gliding Championships]

Mr. Geissler introduced the proposal (available here) and added that the request concerns the Women WGC beyond 2024. Germany would like to have clarification of the classes in order to have a confidence in qualification process e.g. merging of standard &15m classes.

Discussion:

Mr. Cubley – I prefer to leave it to countries to decide in which classes they want to organize the Women WGC. That information is available three years in advance.

Mr. Koutny – There is no reason not to have three classes at the Women WGC.

Mr. Spreckley – I agree with Mr. Geissler. The women pilots need to know in advance which gliders to choose to prepare for the WGC.

Mrs. Kuijpers – to Mr. Koutny: The decision to reduce the classes to two was because we could not reach the minimum number of pilots required for class. Also the woman pilots say they do not like to compete in such a small class. Mr. Spreckley wants to start the discussion which class to choose. I do not agree to start the discussion now. The standard class is much more available than 15m class. I have a question, who will decide about the class and how it will be decided?

Mr. Koutny – There are some countries that will lose three places for pilots at Women WGC.

The proposal has been lost by a narrow majority.

8.3.3 Requirement for Delayed Time Tracking

- OTH Local Procedures GBR 2019 Delayed Time Tracking

Note: The proposal was discussed on Day 1.

[Summary: tracking to be controlled by organizers]

Mr. Spreckley introduced the proposal (available here) and added that if organizers want to have live tracking, they will needs to have it from IGC. The requirement would need to be reflected also in bid document and in Organizer's Agreement.

Discussion:

Mr. Georgas – I have a simple question: What is meant by "a secure data source"?

Dr. Casado – Essentially these are the data of which the IGC has total control. It could be through encryption or by using GSM channel because it has its own security mechanism.

Mr. Georgas – Will the final wording clarify that? We need to clarify a bit further I think.

Mr. Spreckley – The SGP tracking has a complete control of data.

Mr. Georgas – More explanation about these aspects will avoid future problems.

Mr. Spreckley – This is another proposal that is applicable immediately.

The proposal has been adopted by a large majority.

8.3.4 Procedures for insertion and correction of competition results

- OTH SC3D 4.2 IGC 2019 Competition Results

[Summary: new deadlines for submissions to IGC Ranking List]

Mr. Filla introduced the proposal (available here) through a presentation (available on IGC cloud).

Discussion:

Mr. Bradley – I support hard deadlines for the Ranking List. The missing results create a lot of problems for us in South Africa, because we use the Ranking List for our team selection.

The proposal has been unanimously accepted.

8.3.5 Pilot's rating score calculation for Two Seat glider entries

- OTH SC3D 5.6 IGC 2019 Pilot's Rating Score

[Summary: declaration of pilot to whom the ranking score shall be attributed]

Mr. Filla introduced the proposal (available here) through a presentation (available on IGC cloud).

Discussion:

Mr. Geissler – I would like to get a clear understanding of the Ranking List. We in Germany do not want to distinguish Pilot 1 and Pilot 2. In our view it is a team of equal pilots, so they should not be differentiated.

Mr. Filla – This proposal is a minor technical thing. The pilots will always be distinguished. Now the result goes automatically to Pilot 1. The Pilot in Command concept does not suit as they are equal competitors.

Mr. Koutny – I like the proposal. There is always difference in pilots' performances. I want to know the date, from which the proposal will apply.

Mr. Spreckley – Some time ago this plenum decided about the two-seat class. Mr. Filla is trying to implement that decision.

The proposal has been adopted unanimously.

9. Elections of Officers

Note: All officers were elected for two years.

Mr. Eric Mozer from the USA was re-elected as President of IGC by acclamation.

Mr. Brian Spreckley from the UK was re-elected as 1st Vice-President of IGC by acclamation.

The following Delegates were elected as Vice-Presidents of IGC:

Dr. Angel Casado, Spain

Mr. Aldo Cernezzi, Italy

Mr. Christof Geissler, Germany

Mrs. Frouwke Kuijpers, Netherlands

Mr. Rene Vidal, Chile

Mr. Vladimir Foltin from Slovakia was re-elected as IGC Secretary by acclamation.

Mr. Dick Bradley from South Africa was re-elected as IGC Treasury by acclamation.

9. Votes on bids

9.1 37th FAI World Gliding Championships 2022 (Club, Std., 15m Classes)

The Championships were awarded to Australia by acclamation.

9.2 12th FAI Women's World Gliding Championship 2022 (two classes)

The Championships were awarded to Spain.

Dr. Casado expressed his gratitude to IGC Plenary and concluded that the organizers will try their best to organize great event

9. IGC awards

9.1 Lilienthal Medal

The Lilienthal Medal was awarded to Mr. Dick Bradley from South Africa.

9.2 Pirat Gehriger Diploma

The Pirat Gehriger Diploma was awarded to Dr. Angel Casado from Spain.

9.3 Pelagia Majewska Medal

Not awarded.

11. 2020 IGC Plenary Meeting

The IGC Plenary authorized the Bureau to decide the venue for IGC Plenary 2020 taking into consideration potential offers received from the delegates before June 2019. The meeting will take place on 6 – 7 March 2020. Bureau will seek to avoid conflict with the dates of the EGU meeting.

Post meeting note: IGC Bureau decided that Budapest, Hungary will be the venue for 2020 IGC Plenary.

IGC Secretary informed the IGC Plenary about important deadlines for the 2020 IGC Plenary:

Notification of proposals and bids to the Bureau and/or the Bid Specialist: 30 September 2019

Final Bids: 31 December 2019

Proposals, nominations and reports: 31 December 2019

All material available for delegates: latest 45 days before next IGC Plenary

12. AOB

12.1 Approval of expenditure for IGC tracking system

Mr. Spreckley introduced the following proposal:

The IGC Plenary is requested to approve budget of 20.000€ for design, development and procurement of IGC owned glider tracking system for use in WGC's. Standards for the system are still to be determined but will focus on safety, fairness and transparency.

Discussion:

Dr. Casado – The research has been already completed and it was for free to support the IGC. The proposed tracking system could be used also for other air sports and the project is supported by FAI office.

Ms. Schödel – There is a limited communication between air sports on this matter and the FAI would like to encourage broader use of systems across the air sports.

Mr. Bjørnevik – How many units would be built?

Dr. Casado – The initial batch is 25 units. These will be tested at next SGP final in Cerdanya. The next step is to produce more than 50 units so to have also spare trackers.

Mr. Spreckley – The SGP trackers are financed by the organizers and not by this project, which we need to start early.

Mr. Hansen – I would like to suggest that IGC offers the trackers to other air sports so to decrease cost and to get some income for IGC.

Mr. Cubley – Is there a cost estimate?

Mr. Mozer – The proposal was to allocate up to 20.000€ for this project.

Mr. Vidal – To Dr. Casado: You have said earlier that the future is in telemetry. Could you please elaborate more on that? Could it be used also by other sports?

Dr. Casado – We call it tracker, but from engineering point of view it is telemetry.

Mr. Mozer – What type of data you could get from the system?

Dr. Casado – We can get all kinds of flight parameters, like e.g. angle of attack, FLARM warnings or the status of battery. What may evolve in future is the transmission channel.

Mr. Filla – This is an incredible piece of engineering and I am truly astonished. Well done to the team! There is no reason not to approve the spending.

Mr. Vidal – The spending should be understood as not for one year, but for several years.

The spending has been unanimously approved.

12.2 Approval of expenditure for technical support for e-Concept event in Pavullo

Mr. Mozer introduced the topic.

The IGC Plenary is requested to approve budget of 2.000€ for technical support for e-concept event in Pavullo

Discussion:

Mr. Spreckley – There are no clear plans about e-Concept future yet. We need to see how it will develop. If successful and we would need some technical help we will need some travel costs to be reimbursed

The spending has been unanimously approved.

12.3 Future flight recording (ANDS & GFA Committees)

- AOB - Future Flight Recording

Mr. Strachan presented the project (presentation available on IGC cloud) that is based on the concept paper prepared by IGC ANDS and GFA committees (available *here*).

Discussion:

Mr. Mozer – I would like to thank the gentleman who contributed to this work for their dedication. This is something crucial for the FAI.

- The proposal to organize 13.5-meter WGC in 2021

Mr. Sabeckis asked about a possibility to organize 13.5-meter WGC along EGC 2021 in Lithuania.

Mr. Mozer informed that the Plenary authorized the IGC Bureau to make a decision when the bid arrives.

13. Late proposal

13.2 Designated Start (Australia)

- Y1 SC3A 7.4.2 AUS 2019 Designated Start - late proposal

This late proposal has been accepted for discussion by 2/3 majority vote.

[Summary: additional interval during starting]

Mr. Cubley introduced the proposal (available *here*) and added it tries to regulate a designated start.

Discussion:

Mr. Sabeckis – We may create gaggles by this proposal instead of reducing them.

Mr. Spreckley – I agree with the proposal. We used it in France and we had a very good experience. It really reduces the gaggles. A 5 min interval may improve flexibility of current rule.

The proposal has been adopted by a large majority. It will be applicable immediately.

14. Closure (Eric Mozer)

Mr. Mogen Hansen from Denmark stepped down as IGC Delegate after outstanding 45 years of service to international gliding. He made a plea to the IGC continue in the same spirit as he has seen during those many years.

Mr. Cubley and Mr. Bradley also announced they are stepping down as IGC Delegates. Both thanked IGC friends for great years spent on development of beautiful sport of gliding.

Mr. Mozer, the IGC President, expressed his gratitude and thanked to all three gentlemen for their service to international gliding. He also thanked Ms. Susanne Schödel, the FAI Secretary General and Mr. Jean-Claude Weber, the FAI Vice-President for their participation and contributions to the 2019 IGC Plenary meeting.

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

Vladimir Foltin, IGC Secretary

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Appendix A IGC Committees and Working Groups, Representatives and Specialists

Committee	**Chair**
Sporting Code Section 3D	
Main Section & Annex C:	Ross Macintyre
Annex A:	Rick Sheppe
Annex A: Handicap Subcommittee	Christof Geissler
Annex B:	Ian Strachan
Annex D:	Reno Filla
ANDS:	Rick Sheppe
Championship Management:	Peter Eriksen
GFAC:	Ian Strachan
Working Group Chairs:	**Chair**
Country Development:	To be appointed
History:	Peter Selinger
E-Concept	Brian Spreckley
Safety	Rene Vidal
IGC media	Brian Spreckley
Stewards	Terry Cubley
Juries	Marina Vigorito
Scoring Software	Angel Casado
IGC Representatives	
CASI:	To be appointed
EGU:	Patrick Pauwels
Environmental Comm.:	To be appointed
Medical Commission:	Jürgen Knüppel
Specialist Officers	
Sailplane Grand Prix:	Brian Spreckley
Trophy Management:	Gisela Weinreich
OLC:	Christof Geissler
Youth Gliding	Nina Shalneva

PROPOSAL TO IGC PLENARY 2019

Proposed by German Aeroclub / Gliding commission
Year 2

Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking

It is proposed that:

IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.

Affects: Annex A

Discussion

A consequence of mandating a traffic awareness system (FLARM) is that live tracking is enabled over the entire Contest Area. This enhances public interest in our competitions, but it also enables tactical tracking of all the competitors.

Recent experiences at World and Continental Championships have resulted in the generally accepted opinion that the use of live tracking for tactical purposes has reduced the value of individual decision-making and has made the competitions less enjoyable to the pilots participating.

This is a proposal to preserve the benefits of FLARM as a traffic awareness / collision avoidance system, while making live tracking for tactical purposes difficult to the point of infeasibility. This is a technical challenge, but we believe that this is possible if IGC specifies both the hardware and functionality of onboard tracking devices and makes carriage of these devices mandatory.

The proposal consists of two components:

1. Allow pilots to restrict the range of their FLARM transmissions and to request "**no-tracking**" in the transmitted data, a current FLARM feature. IGC will sanction the use of ground stations that respect this request (e.g. OGN, the current version of the OGN respect that request), and consider the use of other stations to be unsporting. Pilots may be required to provide evidence of basic FLARM functionality by submission of FLARM Flight Logs. The Flarm units integrated on the flight computer/flight recorders record that set on the IGC file.

2. With input from OGN, ANDS, GFAC, and Annex A, supervise the development of a hardware and functional specification of "IGC/OGN Trackers." These trackers will report glider positions using strong encryption, which will make live tracking unavailable, except to the Organizers. The organizers can provide tracking information for the general public with a delay, making the tactical tracking useless.

We believe that the system can be specified "**Open Source**" without favoring a particular manufacturer. IGC must either control the firmware or create an approval process, similar to what we currently have for Flight Recorders.

We propose that the system to be developed in time for testing at the 2020 World Gliding Championships, and become mandatory to all CAT I competitions after WGC 2020, on a date determined by the Bureau.

INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: 27 December 2018

Proposal submitted by: British Gliding Association

This proposal is a:

Year-1		Year-2		Other	X

mark the boxes with ✔ as appropriate

Type the text changes in the space below *(show deletions as ~~strike-through~~ and additions as* **bold underlined***):*

Proposal.
That the IGC require any live tracking display of Cat 1 events published by the organiser to be supplied from a secure data source controlled by the organiser and/or IGC. That a time delay be added to any public transmission. The time delay may vary according to the status of the race.

Type the reasons in the space below:

Purpose of the proposal.
To allow time delay to be applied to any live race display therefore reducing the relevance of any competitors position data that may be used by other competitors.
To allow competitors to use discreet settings on their installed Flarm device as they see appropriate.
Allowing some anonymity to competitors will reduce following and reduce the risks associated with collision and gaggling.

Provide supporting data or reference to external documents for the proposed technical amendments in the space below:
There are significant financial and management issues that would need to be addressed and the proposer accepts these can only be dealt with by specialists in this field.
If this proposal is approved it is suggested that the IGC bureau should appoint a team of specialists to assist event organisers to comply with this proposal.

The proposal should be applicable from: Proposal to be effective immediately if approved.

Sporting Code Volume: Affects Local procedures and FAI Bid document.

Version/Edition:

Heading of section:

Number & heading of the paragraph:

Page number(s) if appropriate:

See the next page!

Approved Amendment (if applicable):

Final Wording of Proposal:

Overall Votes Cast: ☐ For: ☐ Against: ☐ Abstain: ☐

ADOPTED: Yes: ☐ No: ☐

---------- Forwarded message ---------
From: **John Good** <john.f.good@gmail.com>
Date: Fri, 17 Jan 2020, 12:08 pm
Subject: Complaint
To: mandy temple <mandytemplecd@gmail.com>, <JeremyPack@outlook.com>

To: Mandy Temple, WWGC Championship Director
From: Team Captains for USA, Germany, Poland, Italy, Luxembourg, Japan, UK, France, Czech Republic
Subject: Complaint regarding your decision of 17 Jan 2020 at 09:57, regarding the matter of the Australian team using GFA tracking data.

We concur with your decision that the use of data gained illicitly is unsporting behavior.

We disagree that the pilots who benefited from this information should escape sanction. The reason given for this is that you believe the pilots were not aware of the illicit nature of the data. We believe the pilots must necessarily have known that they were receiving real-time tracking data of considerable tactical value, information almost certainly not available to other teams. We further believe that a lack of knowledge of the exact sources of this data is not sufficient to avoid sanction for its use.

The use of the competetion's own data by the home team in a manner and with knowledge that was not available to other teams is both unsporting behavior (as you have stated) and unquestionably brings the FAI into disrepute (reference Sporting Code General Section 6.2.2), therefore the penalties given do not reflect the gravity and scale of the offence, and the damage this has done to our sport.

We believe the competition should reconsider the applicable penalty, which can be up to disqualification of the Australian team.

We specifically ask that the penalty for this be reconsidered, and that you consider penalties up to team disqualification.

PROTEST under section 6.3 of the FAI General Sport Code

As team Captain for the UK team **I protest that the penalty of 250 points for a single task for each pilot of the home team is INSUFFICENT** and does not reflect:

- The **significant advantage** the home team gained
- The **premeditated intent** to gain an advantage by unfair means
- That the scale and audacity of the home teams actions brings the **Sport of Gliding and the FAI into disrepute**

The home team at WWGC2019 have admitted using information intended for the competition organisers and those responsible would have known that this would not be available or discoverable by other teams.

Further:

- There are multiple precedents in international sport that competitors can be disqualified or penalised even when they are not aware of the unsporting behaviour or rule breaking of their team or country.
  We also ask whether each of the home team's pilot has been asked, under oath, what they knew?

- The CD's decision to not review and penalise the home teams scores on previous day does not reflect that the home team have used information of significant value illicitly obtained for the whole of the competition.
  The penalty for "cheating" is disqualification on the first offence (SC3 Annex A, 8.7)

- The use of the competition's private information (from devices that the competition mandate) to give an unfair advantage in a competition sanctioned by the FAI brings the FAI itself into disrepute. The penalty given does not reflect the damage caused to the FAI reputation (or the sport in general) (The FAI's reputation is considered part of unsporting behaviour in the Sporting Code General Section 6.2.2)

- Gliding is about what pilots do in the cockpit. We do not believe that Australians as a nation, the pilots in this competition, or the FAI will honour pilots rewarded for performance that made use of illicitly obtained information.

- The FAI sporting code does not in general anticipate unsporting behaviour of this magnitude and scope and specific penalties do not cover these events
- Other teams support the appealing of this decision and the UK hope other teams also submit a formal protest, but the time available may have been insufficient for non-English speak teams.

Given the type of unsporting behaviour, its premeditated nature, its use throughout the whole competition we believe the penalty should be disqualification of all pilots in the home team.

We would also like to see a full written report on this incident submitted to the FAI and the FAI representatives of the counties represented at WWGC2019

Jeremy Pack
Team Captain, TeamGB

Reply to Protests lodged by the Team Captains of Great Britain, Germany and Luxembourg. A protest was lodged by the TC AUS The second protest will be dealt with in another answer.

The protest of the TC Great Britain, TC Germany and TC Luxembourg was sent by email dated 17 th Jan. 2020 at 13:56 and the protest fees 200 AUS $ were received on time from each TC concerned.

The decision to award 25 points penalties to each AUS Team Pilot for each comp. day seems to Wojciech and me appropriate. The access to the official tracker data was incorrect, it was not public because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the the page “Monitor” indeed was open but not the System.

The AUS Pilots were aware to the real time tracking data. They used them on purpose or unsophisticated or in the best faith to do the right thing.

Therefore the protest of the TC GBR, GER and GER in relation to disqualify the Team , seems to the Jury Team not appropriate. However the Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility . The reply of the protest is to award 25 penalties per each comp.day to each AUS pilot. This makes 225 points in total for 9 days instead of 250 penalties decided by the CD.

The comp. results were recalculated for the Team Cup. Minor differences to Soaring Spot are in effect but changes in no way the ranking .

The Protest was rejected by 2 votes to 1.

As all protest have good grounds we suggest to return the protest fee.

Sydney, 19. Jan. 2020

Jury president Gisela Weinreich, Jury Members Wojciech Scigala,

Jury Member Max Steven

Annex to the determination:

A complaint preceding the protest was submitted by the TC USA on 17th Jan. 2020 at 12:09 by email to the CD and supported by all TCs except TC AUS. The complaint was directed on the first decision taken by the CD to deal with unsporting behaviour of the TC Australia who gained access to the live tracking data from the official tracking system during the task. The CD decided to consider the unsporting behaviour referred to FAI Sporting Code General Section 6. and explained "The use of the data gained illicitly is considered by us to be unsporting behaviour. We believe the pilots were not aware of the illicit nature of the data and so will not be sanctioned the Australian Team. The actions available to us is to require the Australian Team Captain to make a public apology to the Organisation, the TCs and the IGC."

The TC USA agreed with the organiser's decision " that the use of data gained illicitly is unsporting behaviour" But "We disagree that the pilots who benefited from this information should escape sanction" .

At 12:42 on 17th Jan 2020 the CD replied to the complaint . As the Organiser had received more details about the illicit use of the data from the official tracking system in use for the WWGC and taken into account the points of the complaint, the decision to penalise unsporting behaviour was reviewed to 250 points for each AUS Team pilot.

After the response to any comlaint on the final day the protest time expires in 2 hour . A reminder of the expiry time was announced at 13:56 on TCs GroupeWhatsApp by the CD.: "Gisela advises protest period closes at 14:37." The protest was submitted in time at 13:56 , 17th Jan 2020 by the TC GBR , copied by the TC GER and LUX and as mentioned above, the protest fees 200 AUS $ was paid by them.

Action of the Jury President to deal with the protest:

- Attended the unofficial TCs Meeting to deal with the illicit use of the official tracker data by the TC AUS for real time tracking which were not available to other teams . The TCs " believed that the AUS team pilots must have known they were receiving real time tracking data of considerably tactical value ..."
- Invited the IT specialist responsible for the official tracker system to give explanations
- Invited Terry Cubley to give his point of view to the incident, accompanied by Lisa Turner , AUS Team Pilot 18 m class
- Sought advice by Angel Casado concerning the OGN data
- Shared all information with the Jury members Wojciech Scigala and Max Stevens

The last Comp. Day 17th January 2020 for all classes was cancelled at 12:52. The organiser prepared for the closing ceremony after the farewell party ,after all complaints and protest have been dealt with and the comp,. results have been verified and approved.

To communicate the problems with my remote Jury members in the evening was difficult because of time difference. I received a call from the Jury member Wojchiec Scigala at 20:30. The decision and reply to the protest was made unanimous. The Jury Member Max Stevens is not sure that the decision to award penalties to the AUS Team Pilots is appropriate. “IGC has been struggling with the problem associated with live tracking, but no actual solution has been arrived yet.”

The decision to award 25 points penalties to each AUS Team Pilot for each comp. day seems to Wojciech and me appropriate. The access to the official tracker data was incorrect, it was not an open source because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the the page “Monitor” indeed was open but not the System.

The AUS Pilots were aware to the real time tracking data. They used them on purpose or unsophisticated or in the best faith to do the right thing.

Therefore the protest of the TC GBR, GER and GER in relation to disqualify the Team , seems to the Jury Team not appropriate. However the Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility . The reply of the protest is to award 25 penalties per each comp.day to each AUS pilot. This makes 225 points in total for 9 days instead of 250 penalties decided by the CD.

The comp. results were recalculated for the Team Cup. Minor differences to Soaring Spot are in effect but changes in no way the ranking .

TheTCs conidered

The protest was directed on the CD's reviewed decision to penalise each Australian Team Pilot 250 pts.

A complaint submitted by the TC USA was taken into account and reviewed the first decision 17th Jan 9:57 am . The Deputy CD reported to the Team Captains WhatsApp group , the message was as follows:

The Contest Director
WWGC2019
Lake Keepit Airfield
NSW Australia

Friday 17 January 2020

Protest against penalty applied to Australian Pilots

This protest is in response to the penalty imposed by the Competition Director against the Australian Team Pilots for flights on 15 January 2020.

Australia has been advised that the 250 point penalty applied to each Australian pilot on 15 January 2020 was on the basis of a breach of the Sporting Code 6.2.2 and Annex A 8.6.5 for unsporting behaviour.

In response to the penalty Australia advises the following:

1. Australian Pilots did not act in an unsporting manner
   The pilots should not have a penalty imposed as they did not act in an unsporting manner. 8.6.5 of Annex A refers to unsporting behaviour in the context of aggressive or abusive behaviour. The Australian pilots and team did not demonstrate this behaviour. Other instances of unsporting behaviour are not addressed in 8.6.5 nor in unsporting behaviour defined elsewhere in Annex A.

2. The Australian Team did not breach Annex A or the Sporting Code
   6.2.2 of the Sporting Code refers to unsporting behaviour however use of publicly available information, tracking data, OGN or flarm data is not defined as unsporting behaviour.

   When reading 6.2.2 other instances of unsporting behaviour must be referred to the "ASC" being the IGC.

   The Contest Director is not authorised to define or determine unsporting behaviour outside of that mentioned in 6.2.2 or Annex A. Such determination must be made by the IGC.

3. Failure by IGC to address this issue in contest rules
   The IGC is aware of the issue of use of real time data by various sources however it has not defined or determined what data or use of obtaining data is or is not within the rules for world gliding championships. It was common and publically known for teams at previous world championships to provide real time data to pilots using private OGN stations and IGC has not considered this to be unsporting and has refused to clarify this.

   Therefore the Australian team was not acting outside of the contest rules.
   Further, it is not for the Contest Director to re-define what is unsporting at a current competition and therefore a penalty cannot be applied.

   Application of a penalty as imposed on Australian pilots at this competition means that the same penalty must be applied to pilots using private OGN and flarm data at this world championships. The Oganisation should investigate which teams have been doing this.

4. Data was not gained illicitly
    a. it was obtained through a public URL which was not password protected;
    b. the URL contained the word “g track live” and “admin” and was easily found by someone with a reasonable level of IT knowledge; and
    c. public data does not have to be easily available, simply that is not password protected or secured in another way.
    d. Australia identified this data and did not consider it restricted or illicit data and therefore determined that use of the data did not breach the competition rules.

5. Pilots were not aware of the source of the data
   Pilots were aware they were receiving real time information however the pilots were told by the Team Captain that the information was obtained through sources which did not breach the Sporting Code and Annex A rules governing this competition (the competition rules). Use of Tracking data is not against the rules.

   From a pilots perspective the data could have easily been obtained via OGN and flarm networks.

   Other teams were providing similar real time information to their pilots equivalent to that provided to the Australian team. We are aware that some were teams using Private OGN stations to bypass “no track” requests. This should equally be viewed as unsporting if the Australian penalty stands

6. General availability of OGN and flarm networks
   OGN and flarm network was available and used by other teams at this competition and has been available and used by other teams at previous competitions. It is understood other teams made use of private OGN networks at this competition. Every pilot was in a position to use in flight flarm data during the flight noting a good flarm installation can identify gliders up to 30km away. The Australian information was ignored by our pilots as their flarm display was much more accurate.

7. Previous acceptance of use of real time information
   Previously, these actions (of using OGN – public or private and flarm data) has not been considered a breach of the rules or unsporting.

8. Use of real time information by other teams
   Should the Australian team be found to have acted in an unsporting manner which is considered a breach of the competition rules, then it is necessary to determine that any other team or pilot which made use of private OGN or flarm networks has also acted in an unsporting manner and the same penalties applied.

9. Information was made publicly available on Australian team frequency
   The majority of teams (pilots and ground crew) were listening, or could have listened in, to the Australian radio frequency and had the opportunity to obtain the same benefit from radio transmissions from the Australian ground crew.

   At least four other teams talked/transmitted information from ground crew to their pilots on the Australian allocated frequency during the competition, two teams (Luxembourg and

Japan) on a daily basis. This evidences the use of Australian information by other teams (which are party to the complaint made) during the competition. If Australia is to be penalised for this activity, these teams must also be penalised.

10. Timing of complaint

    The Sporting Code General Section 6.1.3 states that a complaint must be made by team captains as soon as possible after the event giving rise to the complaint. The complaint has been made on 17 January 2020. Australia is aware that team captains knew Australia had real time information regarding gliders from 4 January 2020. A Facebook post made by a British person was made on 15 January 2020 and a complaint was not made until 17 January 2020.

11. Australian team suggested providing everyone with real time tracking data.
    When the contest organisers questioned how Australia was obtaining real time data, Australia suggested the contest organisers provide everyone at the competition with real time data and no delay on the contest trackers. The contest organisers did not choose this option.

12. 5.3 of Annex A – external aid to competitors
    The Australian team did not receive any additional aid from use of real time tracking when compared to pilots receiving aid from their teams based on OGN data. If a penalty is imposed on Australian pilots it must also be imposed on those pilots who had ground teams using OGN data (public or private OGN).

    Given the above, in particular that the competition rules do not state use of such data is prohibited and that many other teams have used private data networks including private OGN during this and previous competitions, it is not feasible to impose a penalty on Australian pilots at this competition. No competition rule has been breached, Australian pilots did not act in an unsporting manner and there is no penalty provision available to use against the Australian pilots.

    Terry Cubley
    Australian Team Captain



    17/01/2019

Reply to the Protest against penalty applied to Australian Pilots

The Protest submitted by the Australian Team Captain to the CD of the 10th WWGC was dated 17th January 2020 at 14:33. The Protest was sent by email to the Jury President at 16:35 .

According to the FAI Sporting Code General 6.2.2
Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive ...

Annex A 8.6.5

The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

Annex A 5.4.2

Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipement.

Determination:

The access to the official tracker data was incorrect, it was not public because only the administrator of the tracking program had access and allowed theTeam Captain AUS to go to the page “Monitor” which unfortunately by mistake had no password. So the page “Monitor” indeed was open but not the System. Other Team members had no access to the System.

The AUS Pilots were well aware that the tracking data were given in real time. They were using them on purpose or unsophisticated or in the best faith to do the right thing. The real time tracking data taken from the official tracking system with a delay of 15 minutes used for the WWGC gave the Australian Team an advantage. The sporting issue not to share the data with the other Teams is an unfair situation and unsporting behaviour.

The Jury Members Wojciech Scigala and the Jury President believe that AUS Pilots have to take responsibility. Jury Member Max Steven expressed the view that most of the points made by the Australian Team Captain were technicllly correct, so there should be no sanctions at all and the best outcome for future events would be for the IGC to urgently deal with the matter of competitor’s tactical use of live tracking data. Taking the appropriate rules into account , we decided to award 25 points penalty each competition day for each Australian pilot.

The Protest was therefore rejected by 2 votes to 1.

Sydney, 20th January 2020

Gisela Weinreich, Jury President, Jury members Wojciech Scigala and Max Stevens

Annex Determination

I am not aware of any written complaints preceding the protest .
The penalties awarded to the Team AUS Pilots by the decision of the CD was published 17th Jan. 2020 at 12:42. This changed the unofficial results of task 10, 15.Jan. The protest expiry time on the last comp. day is 2 hours. The Protest time closed at 14:42.

The protest against penalties given by the CD on task 10 , 15.January, was submitted by the TC Australia at 14:33 the 17 th January 2020. The protest fee 200 AUS $ was given in time. The Jury Pesident received the protest by email at 16:35

Jaques Graell is responsible for the tracking program. To use the program you need to have an address to get access according to Jaques Graell. The address was given to the administrator of an Australian competition last year or 2 years ago. The administrator knew that the program had a bug. Unfortunately Jaques Graell forgot to protect the page “Monitor” with a password. This page indeed was open to everyone because it was not protected. The administrator allowed Terry Cubley to enter the program and confirmed this to happen. Only then the TC AUS could go to page Monitor not protected to take the real time tracking data out of the tracking system. All other Teams of the WWGC could not enter, because they did not have the address

The official tracking system provided by the organiser had a tracking delay of 15 Min. The pilots should have advised the TC not to use real time data of the official tracking system. To use the real time data is an unfair advantage, as all other Teams had no access to the real time data of the official tracking system. This system covers the task area while the public OGN data covers approx 30km with an antenna provided at the airfield – if.

“The OGN data is public, however I guess that most of the competitors were using the FLARM setup with NOTRACKING/Random Radio ID, therefore are not visible to anyone (that is the recommended setup when we will using the OGN/IGC trackers), so bottom line with that SETUP no data at all, that is done in order to not to be followed from the ground and separate the problem of collision avoidance of the real time tracking, with that setup NO TRACKING.” Author Angel Caasao

Wojciech Scigala stated: Australian team in their protest claimed that "everybody had access to live OGN data". This is true, but public OGN network has limited coverage (about 60km range), as shown below. OGN honors "no tracking" flag in FLARMs, so possibly many pilots opted out from public OGN tracking.
Action of the Jury President:

- Invited Jaques Graell to explain what happened
- Reported to Jury members by email contact.
- First Call to Jury member Wojciech Scigala failed because of time difference
- Invited Terry Cubley to give his point of view, accompanied by Lisa Turner, AUS Pilot 18 m class
- Ask for advice concerning OGC data OGC system from Angel Casado
- Max Stevens gave his advice relative to the penalty per email 16. Jan. 20 at 21:25
- Call at 20:35 from Jury member Wojciech Scigala.
- Decision to reject the Protest by 2 votes to 1
- Recalculation of results for Team Cup
- Verified and approved the results at 21:45
- Decision and Reply to the Protest written in short version and printed to present at the closing ceremony
- Closing Ceremony at 21:00

Terry Cubley

Statement to Appeal Panel for 10th FAI WWGC

26th October 2020

My experience with World Championships

1 I was the Australian Team Captain at the 10th FAI WWGC

2 I have been Team Captain at 3 previous WGCs, I have been CD or Deputy CD at 3 previous WGCs, a Steward at 5 WGCs, and I have competed in 7 WGCs.

3 Australia has now hosted six WGCs

4 I have also been the IGC Delegate for Australia for 22 years. I ceased to be the IGC delegate in April 2019 when Mandy Temple took my position however I continued to be a member of the IGC Rules Committee and Stewards Committee until early 2020.

5 Having been Team Captain at previous world championship I was always disappointed that some team had private OGN receivers which gave them a small benefit over teams that did not have this capability, Australia being one of those teams without it. The decision to allow live tracking at Lake Keepit in 2020 meant that, once again, these teams would be advantaged.

Live Tracking Rules

6 As Australia's IGC representative in February 2019, I attended the annual meeting held in Istanbul. At that meeting there was continued, lengthy and detailed discussion amongst delegates concerning the ability of competitors to access Live Tracking information during world championships. The decision was made at that meeting to change the WGC rules to greatly restrict such access, including the proposal from Germany to prohibit use of Private OGN. Revised rules were drafted and approved by the Annex A committee but the specific rules related to live tracking were withdrawn by the IGC Bureau in their October 2019 meeting and an updated set of rules was then published.

7 I was a member of the Annex A committee which developed the world championship rules at the time and the attached email from Chairman Rick Sheppe [See ATTACHMENT to this statement] shows that IGC 1st VP Brian Spreckley (UK) stated that there was no decision to stop Live Tracking. I did not agree with this however this was obviously supported by the IGC Bureau which then withdrew the live tracking rules.

8 This meant that Live tracking was acceptable at lake Keepit. I note that in the Chief Stewards report on the event, she states:

> **Chief stewards report**
>
> **"Incident unsportive behavior - AUS TC and AUS Team member**
>
> During the competition questions raised about the live information the Australian TC gave to the AUS pilots. It was assumed they had a private OGN network. Because the rumors became stronger and stronger the information was not of an OGN network but something else, the AUS TC was asked to come to the competition office so we could talk about it. That moment the thought was, the AUS TC admits he has a private OGN network and the competition could go on without a further discussion. It appears the AUS TC used the live data of the official tracking system of the competition. …. At that moment it was not clear how the link which was used was obtained."

9 This shows that the general use of Live Tracking was accepted by event officials. My team had some evidence of three teams at LK using private OGN with no concerns being raised by the organisers or the steward, and we suspect 1 or 2 other teams may have also used OGN technology. The live tracking information that our team provided to

the Australian pilots was I believe at all times in accord with the rules and acceptable standards at the event. I was not concerned that the Australian pilots would be subject to any penalty.

Accessing the live tracking data.

10 Our team's technical manager Matt Gage had developed in 2019 a program that combined OGN, Gtrack live and weather models to create an overlay so our team could monitor the gliders to better advise our team pilots. See *Appendix 11 Gliding Tracking Technology* of the Australian Appeal document for details of our system

11 Matt found that the Gtrack live data was FREELY available from the Gtrack web site with no password protection. We initially assumed this data would be delayed, but at the end of the practice week it was obvious that the delay was not included.

12 Given that IGC had changed the rules to allow live tracking as well as our expectation that other teams were using Private OGN, which has been common practice for years, our team elected to continue using the Gtrack live data. This provided our pilots with equivalent data to those teams using Private OGN. The data was readily available on the web page and was not password protected and so was legally public information. This led me to believe that we were not breaking any rules or any laws. I also felt it provided a level playing field for our team pilots compared to those teams using Private OGN.

Claims of illegal access by the organisation

13 When on 16th January 2020 (the second last day of the competition) I explained to the organisers that our team was using the Gtrack live data they immediately said that we had gained the data "illicitly". I immediately denied this and explained how we had obtained the data.

14 Before the organisers had raised the issue with me, the CD announced that such use of their data would be considered unsporting without any investigation.

> *16/1/20, 3:03 pm - Mandy Temple: We have just become aware that someone has accessed live tracking data from the official tracking system - during the tasks. If we discover that it was a competition team we will consider it unsporting behaviour per Section 6 of FAI Sporting Code General Section.*

15 It was obvious to me that the organisers and steward assumed that we had obtained the tracking data illegally. This is the only explanation for them applying a penalty and the original penalty was applied for "illicit" access to data.

> *17/1/20, 9:57 am - Anita Taylor: The Decision*
>
> *The use of the data gained illicitly is considered by us to be unsporting behaviour.*

16 Our technical manager met with the Deputy CD and the Steward and Jacques Graells on the Friday morning to show how easy it was to access the data. All of them were surprised by what we showed them and the ease with which the information could be accessed. However despite this the organisers continued to state that we had "hacked into the system" and therefore had accessed the data "illegally".

No unfair advantage for the Australian pilots

17 The penalty was applied to the pilots on the basis that they received an unfair advantage and therefor this was considered unsporting.

18 The information our team provided to the pilots was within the rules of the competition, met the intentions of the IGC Bureau and was publicly and legally available from the organiser's Gtrack live web site to anyone wishing to access it. The information obtained was transmitted only by radio using the approved frequencies, and this was monitored by many teams and individual pilots throughout the whole event, and in particular Japan and Luxembourg who were sharing the Australian frequency. Some teams appear to have thought that use of GTrack live information was different from using OGN (private) information, but it is the same information.

19 The Australian team pilots received tracking data from the Australian team base just as other teams were receiving tracking data from their own base.

Confusion over which rules applied.

20 I was not part of the discussions and actions of the organising committee prior to the pending 10th WWGC event. However from my experience of being CD at prior WGCs held in Australia I can say that there was a checklist for organisers, and on that checklist is a note to familiarise themselves with the rules of the event as early as possible in the preparation for the event.

21 I can only assume from comments made by the CD, Mandy Temple and her deputy CD Anita Taylor, and then Jury President Gisela Weinreich, that they were not aware that this last minute change of rules had been made. They repeatedly quoted rule 7.5.3 which was in the Draft rules but not in the rules approved for the event. I do not know how they obtained a copy of the earlier draft rules but by them quoting this section they had obviously seen that earlier version. When I pointed this out to them they then claimed that we were breaking rule 4.1.1.c in the Local Procedures which was a requirement on the organisers to provide tracking display and for the pilots to carry these units – which all of our pilots did and hence this was not a breach of rules either. Then they stated that the team had breached Annex A rule 5.4.2 which prohibits interference with GNSS equipment, which I told them that we did not do. They then quoted Rule 6.2.2 from the General section of the sporting code. However that defines unsporting behaviour as *aggression and abuse*, which I told them had not happened either.

22 The correct (October version) of the rules was published by the organisers. I had assumed until the second last day of the event that Mandy and Anita and other organisers were aware of the contents of the rules as published but it was apparent that they were not as they were all quoting Rule 7.5.3 which had been removed from the final version of the rules and which had been published by the event organisers as being the rules adopted for the event. This also applied to the Chief Steward in attendance, Ms Frouwke Kuijpers, who was clearly of the same view about the rules as Mandy and Anita.

23 The events of the second last day and the last day of the event are set out in great detail in the Australian team's Appeal Document in section 8. I contributed to the preparation of that section of the Appeal document and I can confirm that it states an accurate account of what took place over those two days.

24 I would though add that from my very first conversation with Mandy and Anita on the 16th January, they had already formed the strongest possible opinion that what the Australian Team had done was a serious breach of the rules, even to the point of considering those actions as being "criminal" and "illicit". They had formed this view before I was first spoken to.

25 Nothing that I said to them could make them reconsider or to change their opinion. I repeatedly said to them that we had complied with the rules but they would not listen or reconsider. They said it would have to be decided by the Jury. Their view of what had

happened and which they stated to the other Team Captains caused them too to deduce that we had acted inappropriately, without seeking any investigation into the issue. It was all very emotional and illogical.

26 This was particularly so when I was invited to address a meeting of team captains held at 9.00 am on Friday 17th January (the last day of the event) when Mandy, at the beginning of the meeting, referred to our actions as being "Illicit" and that the event web site had been "hacked". These allegations were wrong, as well as being highly emotional terms to use. Predictably, as soon as I started to address the meeting, it was obvious to me that the other team captains had decided that the Australian team had cheated and nothing I said made any effect on them, or the mood of the meeting.

27 The jury President attended the Team Captains meeting and she had clearly formed a view that the Australian Team had acted wrongly and was guilty of unsporting behaviour, again without any investigation.

28 I would like to make a comment about the investigation held by the GFA after the event. The terms of reference of that investigation were extremely limited and, as such, a full and proper review of events did not take place. It is telling that the investigator, a senior barrister, stated in his report that the team had not broken any rules nor had the team broken any laws.

29 Because the FAI jury president did not convene a proper investigation into the issue which she admits, and as a result, there has to date been no investigation of the facts, just an emotional accusation.

30 The intervention to the GFA Board by the Chief Steward / IGC Bureau member, in which she warned the GFA against lodging an appeal to FAI or risk the threat of future championships in Australia being sanctioned, resulted in the GFA Board deciding to not appeal on the pilots' behalf and to subsequently decide to place sanctions on me.

31 My appeal against that decision has been placed on hold pending the outcome of this FAI appeal. It is my hope that the GFA decision will ultimately be reversed and that the penalties applied to the Australian team pilots will be withdrawn.

ATTACHMENT: This attached document should form part of the Australian Team Appeal documents and I request that this be added.

MEMO TO: IGC Bureau, Annex A Committee
FROM: Rick Sheppe
DATE: 3 October 2019

SUBJ: The use of FLARM for tactical tracking

Dear Friends,

This memo is in response to a comment by 1st VP Brian Spreckley during the review of the Draft Annex A 2019 Edition.

The draft (distributed on 1 October to all of you) contains this new rule:

> 7.5.3 The use of ground stations to track gliders for tactical purposes is not allowed.
>
> *The Organisers may track gliders for safety reasons and for the entertainment of the public, but the distribution of glider tracking information will be time delayed by at least 10 minutes.*

Brian's comment was:

> 7.5.3 What is the origin of this rule? I can't see which proposal leads to a rule banning use of tracking for tactical purposes.

Brian's comment makes me believe that we have a major misunderstanding about what was decided about the proposal from Germany to "Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking" which we discussed in 2018 and 2019.

The purpose of this memo is to ask the Bureau to make a final decision on this matter so that we can publish Annex A as soon as possible.

1. Excerpts of proposals, discussions, and decisions

The following excerpts are from documents that can be found on the FAI website:

a) From the Year 1 Proposal from Germany (2018, Agenda 8.2.11)

> Mr. Geissler introduced the proposal...

b) From the discussion of the Year 1 proposal (2018 Minutes)

> Mr. Fila: How can you forbid someone to have own receivers?
> Mr. Geissler: We see the way through the use of small OGN trackers which could be located away of pilots reach.
> Mr. Casado: The solution is a tracker linked with the scoring. Then no one will be able to switch it off.
> Mr. Cubley: I agree with separating tracking/recording form the safety warning.

c) The Year 1 proposal was adopted (2018 Minutes)

d) From the Year 2 proposal (2019 Agenda 8.1.8)

> This is a proposal to preserve the benefits of FLARM as a traffic awareness / collision avoidance system, while making live tracking for tactical purposes difficult to the point of infeasibility.

e) The Year 2 proposal was adopted (2019 Summary of Decisions)

2. Interpretation

My interpretation is that we have banned tracking for tactical purposes, and we have committed ourselves to developing a new tracking system, controlled by the Organisers, that will not be tactically useful.

This is just my opinion, and Brian has a different interpretation.

3. Justification of interpretation

It seems to me from Reno's question in 1b, above, that from the very beginning, we were talking about disallowing tactical tracking. The fact that there was no objection to the question supports this assumption. Christof and Angel did not exactly answer the question, and it remains a very relevant question to this day.

The excerpt from the Year 2 proposal, 1d above, seems clearly intended to make tactical tracking very difficult. Is this the same as banning it? This is for the Bureau to decide. For reference, I have attached to this memo the Year 2 proposal in its entirety.

4. Further opinions

The title of the proposal was not very clear. It should have been "to re-establish the basic purpose of FLARM and to give the Organisers complete control of tracking."

The new rule 7.5.3 in the Draft Annex A should be kept as is.

5. Action required

I invite everyone on this distribution to give an opinion on this important matter, and to suggest wording for rule 7.5. I ask the Bureau to decide definitively whether we have banned tactical tracking.

This is important enough to delay the publication of Annex A until the issue is resolved. It is my fault that the Annex is overdue, and for that I again apologize.

The Year 2 proposal follows.

PROPOSAL TO IGC PLENARY 2019

Proposed by German Aeroclub / Gliding commission
Year 2

Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking

It is proposed that:

IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for IGC/OGN tracking.

Affects: Annex A

Discussion

A consequence of mandating a traffic awareness system (FLARM) is that live tracking is enabled over the entire Contest Area. This enhances public interest in our competitions, but it also enables tactical tracking of all the competitors.

Recent experiences at World and Continental Championships have resulted in the generally accepted opinion that the use of live tracking for tactical purposes has reduced the value of individual decision-making and has made the competitions less enjoyable to the pilots participating.

This is a proposal to preserve the benefits of FLARM as a traffic awareness / collision avoidance system, while making live tracking for tactical purposes difficult to the point of infeasibility. This is a technical challenge, but we believe that this is possible if IGC specifies both the hardware and functionality of onboard tracking devices and makes carriage of these devices mandatory.

The proposal consists of two components:

1. Allow pilots to restrict the range of their FLARM transmissions and to request "**no-tracking**" in the transmitted data, a current FLARM feature. IGC will sanction the use of ground stations that respect this request (e.g. OGN, the current version of the OGN respect that request), and consider the use of other stations to be unsporting. Pilots may be required to provide evidence of basic FLARM functionality by submission of FLARM Flight Logs. The Flarm units integrated on the flight computer/flight recorders record that set on the IGC file.

2. With input from OGN, ANDS, GFAC, and Annex A, supervise the development of a hardware and functional specification of "IGC/OGN Trackers." These trackers will report glider positions using strong encryption, which will make live tracking unavailable, except to the Organizers. The organizers can provide tracking information for the general public with a delay, making the tactical tracking useless.

We believe that the system can be specified "**Open Source**" without favoring a particular manufacturer. IGC must either control the firmware or create an approval process, similar to what we currently have for Flight Recorders.

We propose that the system to be developed in time for testing at the 2020 World Gliding Championships, and become mandatory to all CAT I competitions after WGC 2020, on a date determined by the Bureau.

From: <eo@asac.asn.au>
Sent on: Tue 15/12/2020 11:29:31 AM +00:00
To: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
CC: Alexander Georgas <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: RE: Australian Appeal
Attachments: AUS Appeal - SoftRF info.docx (20.25 KB)

Dear Reno, Dear IAT,
Please find attached document, which the Australian NAC wishes to have included in our submission to the Appeal. Many thanks.
All the best,
Ray

From: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
Sent: Saturday, 5 December 2020 10:01 AM
To: eo@asac.asn.au
Cc: 'Alexander Georgas' <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: Re: Australian Team Code
Dear Ray,
Thank you for this additional information.
Best wishes for a nice weekend,
Reno

From: eo@asac.asn.au
Sent: Friday, December 04, 2020 11:49 AM
To: 'Reno Filla (bahnhof.se)'
Cc: 'Alexander Georgas' ; delor.bruno@gmail.com
Subject: RE: SV: Fwd: Australian Team Code
Dear Reno,
Thanks for your emails and additional explanation.
The appeals teams have been busy working on the relevant answers and searching for the information that you have requested. Please see the attached pdf.
As always, the team are committed to providing open and transparent answers to any request. Please advise if you require any further information.
All the best,
Ray

From: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
Sent: Friday, 4 December 2020 5:24 AM
To: Executive Officer <eo@asac.asn.au>
Cc: Alexander Georgas <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: Re: SV: Fwd: Australian Team Code
Dear Ray,
Please let me expand on yesterday morning's quick and far too brief reply below: it borders on disbelief that a developer of a novel and innovative system for giving ground support to glider pilots in the air has not saved a single screenshot, no manual or tutorial, no documentation and no demovideo, it is as this system has never existed – and he says he is unable to replicate the system because "every service has been taken down". Also nobody else has thought of taking a picture of the program. With other words the IAT is supposed to be satisfied with a vague description of the system comprising a map with glider positions plotted and the possibility to measure distances and visualize live weather observations (and probably forecasts as well).
To be honest: I am highly sceptical that we have been told the truth in this matter. Please let me put yesterdays last sentence into different words: the suspicion of untruth hurts the Australian case significantly. What else will we find if we dig deeper?
Best regards,
Reno

From: Reno Filla
Sent: Wednesday, December 02, 2020 7:01 AM
To: Alexander Georgas ; Bruno DELOR ; Executive Officer
Subject: SV: Fwd: Australian Team Code

Thank you Ray. It is a pity and also a bit curious that nobody is said to have saved any piece of documentation on how the visualisation looked like, not a screen shot preserved, nothing to document and advertise the system later on for other championships. It would help Australia's argument that the innovation was in the visualisation not the data source.

Best regards,
Reno

Skickat från min Xperia™-smartphone från Sony

---- Executive Officer skrev ----

Dear Reno
Thanks again for you time yesterday. Please find attached code in txt file. This now opens ok.
All the best
Ray

p.msonormal, li.msonormal, div.msonormal {margin:0cm; font-size:11.0pt; font-family:"Calibri",sans-serif;} a:link, span.msohyperlink {mso-style-priority:99; color:blue; text-decoration:underline;} .msochpdefault {mso-style-type:export-only;} @page wordsection1 {size:612.0pt 792.0pt; margin:72.0pt 72.0pt 72.0pt 72.0pt;} div.wordsection1 {page:wordsection1;} -->

Additional Information supporting the Australian Appeal to the 2020 WWGC

IAT expressed a view in our recent Zoom hearing that, based on input from Angel Casado, Private OGN cannot ignore NO_TRACK settings. We are not experienced with Private OGN but that view contradicts what we have since ascertained.

It's clear that those closely involved with the OGN project view the term "Private OGN" as a private network of specific OGN receivers. However, most pilots would consider ANY private network of Flarm tracking receivers to be a "Private OGN". "OGN" has become synonymous with "Flarm Tracking" in the same way the word "hoover" became synonymous with "vacuum cleaners" in the 1930's.

By way of example, Mike Codling investigated in the last week, a device called *SoftRF.* This device has been available for 4 years. *SoftRF* is legal to use in Australia and was available to all teams should they have chosen to use it. No rules would have been broken by such use.

SoftRF is an example of readily available systems which can bypass the NO_TRACK function in Flarm. The following clarifies the availability and usefulness of the *SoftRF* device:

SoftRF is a device that you either build from a kit or manufacture yourself along with all the firmware needed to make it work. Its functionality can be:

Flarm - it looks like a Flarm and it can receive data from other Flarms,

ADSB IN/OUT (this is not legal to use in Australia), and

OGN.

This means a *SoftRF* device could be a simple Flarm replacement. The device will ignore Stealth, NO_TRACK and any other privacy options set. It can be used to create a private OGN style network or possibly something else.

The system simply is a private means to track Flarm and is not based on OGN hardware and software. *SoftRF* just does the same thing but shows gliders with Flarm NO_TRACK set.

The testing that Mike Codling conducted showed that changing the NO_TRACK status on a Flarmmouse did not change the way a *SoftRF* device displayed a target.

He was able to toggle the NO_TRACK setting on the Flarmmouse and observe that the OGN system responded/ honoured the setting of the flag. He also observed that the *SoftRF* device showed a target regardless of the NO_TRACK setting.

The results mean that the claims that it is impossible to track Flarm with the setting of "NO_TRACK" are false.

Under the rules that existed at the time of the WWGC, this device would have been able to be used effectively track all Flarm-fitted gliders. In essence, all systems are permitted to access Flarm data to provide information to the pilots.

References regarding this device include:

http://www.aviationbanter.com/showthread.php?p=912628

https://github.com/lyusupov/SoftRF

https://github.com/lyusupov/SoftRF/raw/master/documents/SoftRF-release-2.pdf

Effectively, we have three known options for live tracking – SoftRF, G-Track and Private OGN. There may be others that we are not aware of. Nonetheless, Private OGN was permitted at the 2020 WWGC and since other tracking was not excluded, and on the balance of fairness, other systems would have been equally permitted.

The Australian Team chose to use G-Track as it was readily available at no cost, provided a level playing field with other tracking systems and was within the existing rules. Furthermore, there was no advantage or illegitimacy in using the G-Track system versus the other systems.

In summation

Throughout the competition, Australia was at all times transparent about the technology it used, to the extent of:

1 Accepting requests for other countries (including Britain, Japan and Luxembourg) to operate on the Australian frequency and access the same data that was made available to the Australian Team;

2 The fact that other individuals and teams were also known to access the information distributed on the Australian frequency. We know this because radios used by other countries on the flight line were transmitting on the Australian frequency; and

3 Australian pilots being able to call other countries on the Australian frequency to have them change thermalling directions etc).

The information used by Australia was in no way secret. The data sources that were the basis of its information was available to everyone.

The fact remains that any team could have had access to tracking data that can ignore NO_TRACK settings and have been operating entirely within the rules. The Australian Team decided to use the G-Track live information because it was publicly available, did not break any rules and provided information equivalent to alternate open-source technology.

C6

From: <eo@asac.asn.au>
Sent on: Sat 13/02/2021 12:07:08 AM +00:00
To: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
CC: delor.bruno@gmail.com; Alexander Georgas <alexander@georgas.gr>
Subject: RE: Australian Appeal
Attachments: IAT-hearing_AUS_201130_transcript_MSOffice365_AUSedit.docx (312.76 KB)

Dear Reno,
We have gone through the transcript and tweaked the format by joining the broken sentences spoken by the same person. This makes it a bit more presentable and shortened from 137 pages to 67. Trust this is acceptable.
We've also fixed up the minor translation errors, such as;

- all "life tracking" to "live tracking"
- "cook Terry" to "call Terry"
- "straight contends" to "Australia contends"
- plus heaps of other little words here and there - but nothing substantive that changes anyone's position on anything.

Otherwise, it all appears to agree with the video.
Looking forward to the next update.
All the best,
Ray

From: eo@asac.asn.au <eo@asac.asn.au>
Sent: Thursday, 4 February 2021 11:08 PM
To: 'Reno Filla (bahnhof.se)' <reno.filla@bahnhof.se>
Subject: RE: Australian Appeal
Thanks Reno
Yes access all working now. Thanks very much. I'll let you know as soon as we've done the cross-check with the video and the transcript.
Al the best
Ray

From: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
Sent: Thursday, 4 February 2021 6:36 AM
To: Executive Officer <eo@asac.asn.au>
Subject: Re: Australian Appeal
Dear Ray, I have had trouble accessing my Gmail account in mid-December (a know outage in the Gmail service that had further consequences). I have found request for access by three different people, all of which I have approved. Sorry for keeping you waiting. Please cofirm that you have access now.
Best regards,
Reno

From: Executive Officer
Sent: Wednesday, February 03, 2021 1:17 PM
To: Reno Filla (bahnhof.se)
Subject: Re: Australian Appeal
Dear Reno
I went to the link and requested access for the video, but have not received any response. Is there a password that I need to use?? Many thanks.
All the best,
Ray

> On 28 Jan 2021 at 06:45, Reno Filla (bahnhof.se) <reno.filla@bahnhof.se> wrote:
>
> Dear Ray,
> Thanks, all is well, at least on my side. I have been labouring with transcribing the hearings and interviews we conducted so far. I did share the recording of our session with you right afterwards and – naively – thought that Zoom would provide me with an acceptable automatic transcription shortly thereafter. It turned out that the automatic transcription functionality of Zoom only works when recording to the cloud, not when recording to the local harddisk as I did. The latter is the much safer option because an interruption in internet connectivity does not lead to an error in the recording – but it excludes automatic transcription. And there is no way to manually upload it to Zooms cloud and initiate a transcription. Really as user-unfriendly as it gets...
> I investigated several other transcription services but they all do cost money which the FAI doesn't have, so I decided to utilize Microsoft Office 365 instead. It turned out that a user can only transcibe a total of 300 minutes a month, while we hade about 400 minutes at the time. I was able to use my professional account and create create a private trial account which was free the first month and thus worked around the problem – but the automatic transcription is really lousy! Of course, it is not so easy with technical language and non-English speakers but, for example, when I correct one that it shall be "FAI" and not "FBI" and "OGN" and not "OG And" then I expect that this change is made on all occurences. Unfortunately this is not so. Worse, the user interface that Microsoft provides is beyond terrible and slow like in 1991. I tried to measure time and concluded that proof-reading and

correcting 10 minutes of recording took me 1 hour!! So, 400 minutes gives 40 hours which I had to find during evenings... This is terrible and I am still not finished with everything. However, the transcript of the hearing on the Australian appeal is finished and attached to this email. If you can spend the time I would appreciate if you could go through the video and simultaneously proof-read the transcript. Both will be part of the record but the transcript is more accessible and therefore it must be correct. It would be of great value if you could either approve it as is or point out sections in need of revision based on what has been said in the video.
So, long answer short: we are still on it and would appreciate your help. And we are aware of how slow our progress appears to everyone else – but besides the technical issues there are other good reasons for why this is so slow: we have some more interviews to conduct and document. We hope to do our job in a way that convinces everyone to accept the decision and not appeal to the next (and highest) instance, CAS. Or if an appeal to CAS will be made by any party we want to have documented all there is for CAS to consider and hopefully they will arrive at the same conclusion as we have.
Have a nice evening! (I will probably spend an hour to get another 10 minutes proof-read and corrected)
Reno

From: eo@asac.asn.au
Sent: Wednesday, January 27, 2021 12:25 PM
To: 'Reno Filla'
Cc: 'Alexander Georgas' ; delor.bruno@gmail.com
Subject: RE: Australian Appeal

Dear Reno, dear IAT,
We trust that you had a welcome XMAS holiday and pleasant start to 2021. I expect that it would have been somewhat unconventional to previous years. Hopefully we will see some normality for XMAS 2021.
Could I ask for an update please as to the progress of the Australian appeal. Any news that I can pass back to the team would be greatly appreciated. Many thanks.
All the best,
Ray

From: Reno Filla <reno.filla@bahnhof.se>
Sent: Tuesday, 15 December 2020 11:21 PM
To: eo@asac.asn.au
Cc: Alexander Georgas <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: RE: Australian Appeal

Dear Ray,

Thank you. I acknowledge the receipt of your submission.

Best regards,
Reno

Skickat från min Xperia™-smartphone från Sony

---- eo@asac.asn.au skrev ----

Dear Reno, Dear IAT,
Please find attached document, which the Australian NAC wishes to have included in our submission to the Appeal. Many thanks.
All the best,
Ray

From: Reno Filla (bahnhof.se) <reno.filla@bahnhof.se>
Sent: Saturday, 5 December 2020 10:01 AM
To: eo@asac.asn.au
Cc: 'Alexander Georgas' <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: Re: Australian Team Code

Dear Ray,
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Best wishes for a nice weekend,
Reno

From: eo@asac.asn.au
Sent: Friday, December 04, 2020 11:49 AM
To: 'Reno Filla (bahnhof.se)'
Cc: 'Alexander Georgas' ; delor.bruno@gmail.com
Subject: RE: SV: Fwd: Australian Team Code

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As always, the team are committed to providing open and transparent answers to any request. Please advise if you require any further information.
All the best,

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Sent: Friday, 4 December 2020 5:24 AM
To: Executive Officer <eo@asac.asn.au>
Cc: Alexander Georgas <alexander@georgas.gr>; delor.bruno@gmail.com
Subject: Re: SV: Fwd: Australian Team Code

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From: Reno Filla
Sent: Wednesday, December 02, 2020 7:01 AM
To: Alexander Georgas ; Bruno DELOR ; Executive Officer
Subject: SV: Fwd: Australian Team Code

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Best regards,
Reno

Skickat från min Xperia™-smartphone från Sony

---- Executive Officer skrev ----

Dear Reno
Thanks again for you time yesterday. Please find attached code in txt file. This now opens ok.
All the best
Ray

p.msonormal, li.msonormal, div.msonormal {margin:0cm; font-size:11.0pt; font-family:"Calibri",sans-serif;} a:link, span.msohyperlink {mso-style-priority:99; color:blue; text-decoration:underline;} .msochpdefault {mso-style-type:export-only;} @page wordsection1 {size:612.0pt 792.0pt; margin:72.0pt 72.0pt 72.0pt 72.0pt;} div.wordsection1 {page:wordsection1;} -->

Audio file

IAT-hearing_AUS_201130_audio_only.m4a

Transcript

00:00:13 Reno Filla

Hello. Is this Lisa Turner?

00:00:19 Lisa Turner

Hi that's me. Oh we've got a chair there in the way Jo.

00:00:21 Raymond Pearson

(No big deal) Morning.

00:00:23 Reno Filla

Good alright then.

00:00:26 Reno Filla

Stay tuned and we're letting in everyone else. We just didn't know who you were because the name is a bit cryptic.

00:00:32 Jo Davis

Ah, yes, we're just in a meeting room.

00:00:34 Reno Filla

Yeah, yeah, I figured.

00:00:37 Lisa Turner

This is Jo, she won't be talking but she's just helping with all the technology.

00:00:41 Reno Filla

I'm Reno Filla, we have Bruno Delor.

00:00:47 Reno Filla

How are you?

00:00:50 Bruno Delor

Nice to meet you both.

00:00:54 Bruno Delor

So he's ...(?)

00:00:58 Lisa Turner

Beg your pardon?

00:01:00 Reno Filla

Hello Gisela, how are you? Hello Eric.

00:01:05 Reno Filla

Ray, coming online as well.

00:01:09 Gisela Weinreich

And thank you for the link, Bruno.

00:01:14 Bruno Delor

Hallo Hallo,

00:01:15 Gisela Weinreich

Hello.

00:01:18 Gisela Weinreich

I didn't see or I couldn't find the email with the link for it.

00:01:24 Bruno Delor

Yeah, but you get it, I send you. I see that you have a problem with that email so I sent you the email.

00:01:31 Gisela Weinreich

Yeah, I'm very happy.

00:01:34 Bruno Delor

So you are on time, it's OK.

00:01:35 Reno Filla

Yeah, it's perfect.

00:01:38 Gisela Weinreich

I'm sorry.

00:01:42 Reno Filla

Hello Eric nice to see you.

Eric Mozer

Nice to see you as well.

00:01:44 Bruno Delor

Hello Eric.

Eric Mozer

What's the project you're working on Reno?

00:01:51 Reno Filla

Project? Ah, it's quite a lot of planes here, yeah right. It's just the yearly maintenance really.

Eric Mozer

OK

Reno Filla

Nothing big.

00:02:01 Eric Mozer

Got it OK.

00:02:03 Reno Filla

This time last year, it was quite a lot. The ignition cables went off on the engine and the leakage in the fuel pump and stuff, but this year I hope there's nothing.

00:02:13 Eric Mozer

Hope there's nothing - fingers are crossed.

00:02:18 Eric Mozer

Good.

00:02:19 Reno Filla

OK, Ray can we can see at least, yeah, good.

00:02:24 Raymond Pearson

I found the right button.

00:02:28 Reno Filla

Welcome.

00:02:29 Lisa Turner

Morning, Ray.

00:02:31 Raymond Pearson

Morning.

00:02:35 Reno Filla

Alright. It looks like almost everyone is here. Alexander is still missing.

00:02:55 Lisa Turner

6 AM where we are. So it's very early.

00:03:01 Reno Filla

6 AM is a normal time. It's 9 o'clock in the evening here, that will be very late, so...

Well, we do appreciate you could join at that time.

00:03:23 Reno Filla

So I guess we can, we should start.

00:03:32 Reno Filla

We um... I think you see my screen. Do you?

Lisa Turner

Yes.

00:03:45 Reno Filla

Very nice. I would like to start with the briefing agenda here.

With – oh – and I – so - copy and paste error here.

Who is - I will briefly start by showing who's attending here. We have the International Appeal Tribunal. That's myself. Reno Filla as the chairperson. We have Bruno Delor. We have, absent: Alexander Georgas from Greece, so far. He said he will join us, let's see.

From the rules it's OK that only 2 people from the Tribunal are present as long as the absent person is not the chairperson, so that's fulfilled right now.

You obviously have the relevant parties, that's representatives of the appellant. We have 2, we have Ray and Lisa.

We have the relevant party, the Jury President, who is always invited, Gisela.

And interested parties: we may admit observers of the IGC and that's Eric Mozer, the President of the IGC Bureau.

So very welcome everyone.

But I would like to do, after having briefly reminded that we have 2 hours, which is not that much - we can run a bit of overtime, but not too much...

I want to give you an introduction starting right now with that saying this meeting is recorded.

And that will also serve as the minutes of meeting so we have don't have a secretary. We don't need to write anything down. This recording will be record and it will be made available to everyone who is participating today.

And, of course, it's also confidential so we don't want to see it uploaded to YouTube or whatever. But this is for you to review what has been said to be able to come back with additional facts or clarifications. I think it's a good way to do that, a modern way.

00:05:51 Lisa Turner

Yes, thank you.

00:05:53 Reno Filla

Procedures.

I've received your letter, Ray, regarding concerns about procedures. We will go briefly through that. I will explain, and then we will continue with an opening statement from you, if you choose to do that, just to sort of frame this event.

Then we will go through the document we made available and which you have reviewed and come back with additional facts. We call that "Compilation of Facts".

Because for us, it is really important that there is no misunderstanding left. So, you need to be sure that we have sort of understood you perfectly.

We will not tell you whether we buy your arguments or … yeah, all that argumentation, we will take it. We will note it. We will not reply. We will not say whether we consider this to be true or false.

Facts. This is about facts.

Lisa Turner

OK

00:07:07 Reno Filla

You have 3 witnesses. It was a bit different or difficult this time to find a good slot where we could call in one witness to handle all the questions and then excuse that witness. So instead, we need to let them keep waiting in the waiting room and when a question pops up where we need them we'll put them in and I put that person back again until next time we need that person. So, it's a bit of an in and out game for them, but there are 3 people who need to witness or are asked to witness on several points that are sort of interlaced, so it's very hard to find a good structure, otherwise.

You wanted to say something?

00:07:50 Lisa Turner

We'll just let our witnesses know 'cause we'd assumed they'd come in in a block. So I'm guessing what you want to then do is go through the statement of facts fact by fact and pull them in when each relevant fact comes up?

00:08:03 Reno Filla

Yeah, it's because that's the structure we have all had so far and it's a good way as using that as an agenda and then just handle all the questions. We need to be very sure that we don't miss any question, any comment you might have.

This morning, for you, evening for us, needs to end with you feeling satisfied that you've conveyed your points fully.

It's not that we buy everything. But you need to be sure you have conveyed everything and we have understood it.

00:08:40 Lisa Turner

OK, we will endeavour to do that.

As a general comment, I say that Australia hasn't put every fact that it relies on in the Statement of Facts. We were very much led by the Tribunal's compilation of those facts because we haven't wanted to repeat our entire appeal document into the Statement of Facts. That would become a very lengthy, unwieldy document. So I guess there's a question about is the Statement of Facts going to be the only facts considered in the appeal?

00:09:21 Reno Filla

OK, we can just as well take this discussion.

This "Compilation of Facts" we have right now is a document that we have invented to make the process a bit more efficient. So it's in order to not get totally unprepared into a hearing we have compiled this "Compilation of Facts" document with everything we to that date understood from both appeals and the investigations we had on the side.

And that's what you have commented on. And your comments make it possible to handle this all more efficiently. What is mandated by the rules is a "Summary of Facts" document and this will come afterwards, after the hearing.

Your hearing and the other hearing. We will merge everything we found, everything that has been commented on, and corrected, and so on, will be merged into a "Summary of Facts" document, and this will be, according to the rules, the only source, or the only base on which we have to deliberate and base our decision on.

So that is, so to speak, "The One Document To Rule Them All", the Summary of Facts. So it's important that everything that really is important, and relevant, needs to be there.

And I say relevant, because we cannot cram in all the rules there are in the FAI Sporting Code.

The Code is The Code, it's published. It's there. We don't have to say "and Section 3a is relevant as well". That's sort of understood. This is about the facts relevant to this specific case that's not sort of generally known background.

00:11:06 Lisa Turner

OK, thank you for explaining that. We haven't appreciated that this, the "Summary of Facts" is a different document to the "Compilation of Facts".

00:11:15 Bruno Delor

Yes, it will come after the hearings. But the term "summary" is important. It's a summary, which means we have to focus on the necessary facts. There are so many facts, but it's not eventually necessary to mention all of them in the "Summary of Facts". So what we have done is just what we call the "Compilation of Facts" just to aid the oral hearings.

00:11:50 Lisa Turner

OK, thank you.

00:11:53 Reno Filla

Oh, and now Alexander should join us briefly. I just admitted him from the waiting room.

Alright, after we had the witnesses who will sort of be interlaced into the review of the "Compilation of Facts" document.

And once we have handled that we invite you again to sum up your arguments and conclusions from this day.

Then we will give a brief overview, just very brief, of the other appeal and the way forward.

00:12:27 Bruno Delor

And so it's your responsibility to call the witness if you think it's necessary, in addition to what we discussed. So you choose. You may have said for that point it will be good to have a witness, but if you consider after the discussion we had on that point that it's not necessary, please avoid, in order that we do our best to the oral hearing in, say, 2 hours or a little more.

00:12:59 Lisa Turner

Right.

00:13:01 Reno Filla

Yes, and that's perhaps also, I might have expressed myself poorly, but when I gave you the list of all the numbers for all the section where I thought it's unnecessary to call a witness,

there was a mixture of both known facts and facts we can accept without a witness, and facts that might be a fact but we don't consider them relevant. We have everything in the document. We will talk about it and you can online decide whether you want to go and do a deep dive into that point or not.

00:13:34 Lisa Turner

Alright thank you. Everything can get a bit confused in email. So it's nice to talk about it because you know emails can be a little bit misunderstood sometimes.

00:13:49 Reno Filla

Of course, it's a poor medium. It's also the choice of words, it's the cultural background. I agree.

Alright, just as a prelude to the section now. This we actually talked about that. The "Compilation of Facts", it's not really required, according to the FAI rules. We did that and are happy to see that you responded and used that document.

And just as this pre-document, the "Compilation of Facts" was one for both appeals, the "Summary of Facts" will also be merged, will also be from both appeals, because we have asked and it was agreed that we can handle both appeals, because they are about the same case. One set of documents and one Tribunal.

00:14:42 Bruno Delor

Yeah, it's important to say that only one Tribunal has been nominated for both appeals, considering that they are based on the same facts, so it's not necessary to have 2 different Tribunals. So, same facts, which means the same "Summary of Facts" document after the 2 oral hearings, but we have preferred to do separate oral hearings for both appeals.

00:15:11 Reno Filla

Right, please go ahead.

00:15:19 Lisa Turner

I'm just saying thank you, I understand.

00:15:21 Reno Filla

Alright, thank you.

Just one more point to procedures. We are so few people in this meeting, I think we can just, if you want to say something, just raise your hand and then - or just wait for an appropriate pause and fill in so I think that will work just fine. We don't have to have any special rules applying for a word or so - I think that will work just fine.

Right and with that I think I would like to invite you to make an opening statement before we go through the "Compilation of Facts" document.

00:16:01 Lisa Turner

Alright, thank you very much for the opportunity to speak.

Things might get misinterpreted by email across the world, but we do very much appreciate that you are all volunteers and that this is a complex and difficult appeal and that it takes a lot of time to get your head around everything that we're saying, and understand both sides of this argument. And so we do very much appreciate your time and effort with this.

Today, what we think - there's some key points we want you to take home, from the Australian perspective. The first one is that the Australian position is that no rules in relation to the tracking were broken in this competition.

And we can recap which rules they were in the Sporting Code Annex A.

That there wasn't unsporting behavior, there wasn't interference with GNS GNNS [sic] equipment; and that the Local Procedure relating to the delay for public display was in relation to the organisers and not in relation to the contestants.

There was no Australian law broken in relation to accessing data and tracking.

And there has been a history in previous World Gliding Championships that OGN, Flarm and other tracking systems have been permitted without penalty.

Therefore we don't think that it was inappropriate to use the raw G-Track Live data and we believe that will come out as we go through the statements of facts, so we'll call in some of our witnesses.

The second argument from Australia is that there was no additional advantage gained by the use of that data compared to other data sources we've mentioned: OGN, Flarm, different forms of transponder tracking. So that there was no additional data and we'll get into the detail of how the data was sourced and then used.

What was special about what Australia did was the program which Matt wrote. We do apologise if that had not come through properly overnight. We'll talk about that in a minute.

But the program, which isn't a particularly complex program, but it was how we took that data and used it in a user friendly format, that was new and innovative.

And is probably what made it sound like, if anyone was listening on the Australian radio channel in the competition, why we had something special because it was, it was the way that the program worked not the data that input into it.

And Australia doesn't believe that its actions were unsporting and we've been through that.

And we believe that when all the facts had come out and when the appeal is heard on fact and not emotion that that's the only conclusion that can be reached.

So that's the summary of what we're saying today. The one question I'd like to ask before we start going through the "Compilation of Facts" is, it is unclear which facts?

Reno, I'm talking about your email that listed out the numbers of the facts, saying "we don't think we need a witness for these" and we're not sure which ones the Tribunal are accepting as a given. And maybe we do that as we go through, which ones are given, we don't need to talk about that, and which ones you think might not be relevant in which case we're happy to talk through why we think it might be relevant.

00:20:17 Reno Filla

I thought it would be a more transparent to go through everything anyway and say it online whether we can skip and see if you agree.

It is important that you have the feeling when you leave this hearing here that we have understood that we've taken your points. Not that we might have accepted your argument, but that we have taken your points, we understood you properly.

It might just be a misunderstanding that we consider some fact as irrelevant and then it's your job to make us see that it's relevant indeed.

So that's why I didn't cut anything out, we go through everything you have submitted.

00:20:58 Lisa Turner

OK.

00:20:59 Reno Filla

Good, then I suggest we, just to as a matter of procedure, go through the document you have provided, where you...

00:21:11 Bruno Delor

Just, Reno, I just want to take care because we receive the letter today, so I think it's important to be sure before we begin that there is nothing that we, we don't forget something important in that letter.

Is it now clear or not, regarding your letter? What we have just explained. Until now, about the process.

00:21:35 Lisa Turner

Yes, I think so. Jo, does it make sense to you, that process, so that I'm not misunderstanding.

00:21:41 Jo Davis

Yeah, I think so.

00:21:42 Lisa Turner

OK, yes.

00:21:44 Bruno Delor

OK thank you. It's important, then to begin being sure we are on the same process I will say. Yes.

00:21:55 Reno Filla

So let me share this document, I hope you see it.

00:22:01 Lisa Turner

Yes

00:22:06 Reno Filla

Yeah, right so.

I think you confused "Compilation of Facts" and "Statement of Facts" and so on. I think first point:

Thank you very much that you have worked with that document. That helps a lot.

So I think we can go to Step 2.

Right, I think we talked about it. We will go through everything and we will see what we consider is relevant or not.

Step 3.

I described in my email that we sort of continuously have our investigation.

Writing emails, calling people, and so on. Constantly pull information and this is the event for you to push something as well.

All information we have, you have the right to see what evidence we have for that and that would be after the hearing. We will do, have to do, a quite enormous job of providing one big package with all the facts we identified and the source of it and you get that all to review.

So as a relevant party you have the right to see what evidence we have unless it would be, according to rules, something identifying a person that is accused of cheating or something dramatic, which isn't the case at that point.

So.

00:23:33 Lisa Turner

Thank you that's important clarification.

00:23:36 Reno Filla

Right.

Procedure fairness, I'm not sure we have ... I think you insinuate that we sort of make up the process as we go? I think it is in this and in another point. There's nothing, we follow exactly the rules. We have provided the rules several times. It's exactly in the FAI Appeal Tribunal Manual.

00:24:01 Lisa Turner

The concern was, I think the concern is addressed now and resolved, but the concern was that there is some scope for the Tribunal of how they run the appeal and hear it. And I think perhaps because things are not always exactly clear in an email, we were uncertain how that was proceeding and whether we would get to see the additional information that's in point 3, but now that you've said that we see all of that evidence after the hearing, you know, we think that will address some procedural fairness in relation to the evidence that the Tribunal has pulled.

00:24:43 Reno Filla

As I said, we are working exactly by the book.

Point 5: OK, same fact, same point actually.

Point 6: Yeah sure it might be possible.

Actually, even after... The rules say that this "Summary of Facts" document is THE base to base every deliberation and decision on, but should even after that, after that document has been signed, there's still a possibility to have further investigations in case they are needed.

So it's going on all the time.

And, I just read the letter.

00:25:32 Bruno Delor

Just, Reno: when we will have taken our decision, THEN it will be too late to bring further...

00:25:40 Reno Filla

Then it will be too late but then, then you have 21 days.

But that would be coming forward: after the decision has been taken and communicated there are 21 days to appeal to the Court of Sporting Code Arbitration.

00:25:54 Bruno Delor

I want to say for the appeals, it's important to provide the evidence as soon as possible. It could be done after we have provided the "Summary of Facts" documents and so we may change it if necessary.

00:26:18 Reno Filla

But that review process is quite short, it's a week only.

Yeah, I would urge everyone to try to reveal everything prior to that.

Yeah, here, no we're not changing procedure as we go it. It's all in the rules.

I think just read them and if you need to clarify we can do so.

The rules.

Also Attendees: it's by the rules, according to rules. I can even pull them up, if you want to.

00:26:58 Lisa Turner

We have the rules. It was emails, which said the same thing in a different way a few times that lead to confusion.

00:27:11 Reno Filla

OK, yes, so I think then we can put that document behind us or do you have any further questions?

00:27:20 Lisa Turner

No, I appreciate the oral clarification and the difference between the "Compilation of Facts" and the "Summary of Facts" and that any additional evidence that the tribunal has sourced itself and pulled will be provided to us after the hearing and we will have an opportunity to consider that evidence and respond to it.

00:27:44 Reno Filla

Of course.

00:27:46 Bruno Delor

Reno, can you check if Alexander is in the waiting hold because I don't see the waiting room at the moment?

00:27:53 Alexander Georgas

I'm right here.

00:27:57 Bruno Delor

I don't see you were there.

00:27:58 Reno Filla

Yeah, I think Zoom only shows 5 participants. You need to scroll down further to see Alexander.

Which then could mean that we can go to the "Compilation of Facts" document.

And let's see if you see that now. You should see the screen, I hope.

00:28:24 Lisa Turner

Yes

00:28:26 Reno Filla

This is the document where Bruno pasted all your comments in and you reviewed. And yeah, regarding the witnesses. So let's get into it.

00:28:43 Bruno Delor

Just Lisa, to avoid any misunderstanding. I don't put your name in the document because Lisa, you are representative of the NAC, which means you may speak when you want. So it was not necessary in my opinion to mention in the document that you want to speak because you may speak when you want. So, it was just necessary to mention when you imagine that you may call your witnesses. So it's explained why I never put Lisa wants to speak or clarify, yes? Ray may do the same.

00:29:20 Reno Filla

Perhaps I need to clarify it again. The relevant parties and that's in this case Ray, Lisa and Gisela, they can speak whenever they want.

And also the Jury President, Gisela Weinreich, is not a witness and has just provided information to us, which we will make available later on.

If she wants to answer a specific question she can do so but she is not required to.

And the observer, President of the IGC, Eric Mozer, is really just that, an observer. No right to speak and will not do so.

But we might, in case there are questions regarding rules and IGC procedures, we actually might have another hearing or what you call a meeting with the IGC later on to go into a fact finding or something like that, but this is not now. We don't want to mix these issues.

OK. And actually point 1 of your document here is spot on. Rules, of course, the "Compilation of Facts" is not everything. These are really just the relevant facts we found to date and put them together.

There's a whole cosmos of rules and background and so on.

We can't put everything into one document.

So, obviously, the appeals are like this. We don't have to mirror them into the "Compilation of Facts". What we tried to do is to pick out everything we found and put it into one document, which we found these are relevant and your job is to say if something is not relevant or something is missing or something is misunderstood.

And therefore so not identifying and quoting all relevant competition rules: no because we know rules. They are published somewhere else in other documents.

And I don't think we even need to reference them until in the decision document where we communicate our decision, we will probably, or most likely, reference which rules we see have been either violated or not violated or not applicable or whatever.

It will come there, but it won't be in the "Compilation of Facts" and it won't be in the "Summary of Facts" because rules are rules. They are published somewhere else.

00:31:57 Lisa Turner

Noted, thank you.

00:32:03 Reno Filla

OK right, very good of you in point 3 here, to say when you believe that fact are not facts, but really just a statement or conclusion and inference.

We will note that, we don't say we agree.

Or we might say we agree, I don't know.

But it's very good of you to point that out.

Right. First request: you want to take in Terry to ask...

00:32:40 Lisa Turner

What we have done is, Australia had prepared sort of... your email of the 29th, that we got on the morning of the 29th, which said which facts you think we might not need a witness for.

We were about to respond to that when Bruno's document came through and so we had to adapt and put, and merge our document into your document. So that happened yesterday. So where there's a strike through a name for example on 2c here and we've got Terry Cubley's name strike through, that means we were intending to call Terry. But if you agree that that's a fact and we don't need a witness then we're happy not to call Terry.

00:33:28 Reno Filla

OK, good.

But I interpret 2d as this is a fact you very much like to call Terry to get into that. So then then we will do this right away.

Is that how, do I interpret correctly that you want to question Terry on point 2d?

00:33:50 Bruno Delor

Yes, or no.

00:33:55 Lisa Turner

Um.

00:33:58 Reno Filla

It seems to be the central point, so perhaps it's just as well. I don't know.

00:34:02 Lisa Turner

Yeah. Let's call Terry.

00:34:04 Alexander Georgas

OK, then let me clarify something: you can call your witnesses as long as you want. I mean, we've tried to expedite certain things where we think "maybe it's not needed" but should you feel the need you can present as much evidence as you need to present to us. This is the role of this hearing.

00:34:22 Reno Filla

Exactly.

I'm thinking about the clock, but don't let me thinking about the clock too much, hindering you and giving us as much....

00:34:33 Bruno Delor

Yeah, we are ready to stay a long time.

00:34:38 Lisa Turner

There should be on D, we should have a strike through Terry's name. It threw us a little bit yesterday, having to merge these documents and make sure that we got the translation correct from the work we've done and put it into your format document. Because we had a table.

So D we don't need to call Terry. I will correct that now.

We will want to call Terry on 3.

00:35:07 Reno Filla

OK and this is, let me scroll it up, here...

00:35:14 Bruno Delor

OK.

00:35:16 Gisela Weinreich

And...

00:35:17 Reno Filla

Gisela, please?

00:35:18 Gisela Weinreich

Yeah, I just want to add that I also attended this Team Captains meeting the 17th, 7 or 9 o'clock.

00:35:36 Reno Filla

Yes, that's a good point, we would need to add that. Let me note that.

00:35:52 Reno Filla

And then there is a whole lot of information that we have been provided both by the Jury President and Chief Steward and the Competition Director, which we haven't had time to put into that document, here. That will be put into the "Summary of Facts" because it just came during the last day.

OK, then I think I will try to get Terry Cubley into the meeting.

He should be joining briefly.

Hi Terry can you hear us?

It says "connecting to audio..." I'm not sure. Yeah, Hi Terry you need to unmute.

I guess in the program as well.

00:37:08 Terry Cubley

How's that, can you hear me now?

00:37:10 Reno Filla

Yes, perfectly, Hello, good morning.

00:37:13 Terry Cubley

Yeah, good evening to you.

00:37:15 Reno Filla

Yeah, thank you.

00:37:17 Terry Cubley

It's been a while, you know.

00:37:18 Lisa Turner

Good morning, Terry.

00:37:21 Terry Cubley

Morning. Who's that?

Lisa Turner

It's Lisa.

00:37:25 Terry Cubley

Hello Lisa.

00:37:27 Alexander Georgas

Hi Terry. It's Alexander.

00:37:29 Terry Cubley

Hi Alexander. Good to see you from here.

Thanks for giving your time to all this.

00:37:35 Reno Filla

Sure.

We need to do the rude thing to let you stay in the waiting room and then put you in here again and put you back into waiting room, on and off again. Unfortunately, because it's quite a lot. It's sort of interlaced where you feature and others. I hope you don't mind. We can't really find a better way than doing so.

00:37:56 Terry Cubley

I've got nowhere else to go, that's fine.

00:38:00 Reno Filla

So right now, we're on an item 3 of this document, I guess you have seen that.

Terry Cubley

Yes

00:38:06 Reno Filla

And, basically, the red part is what Australia wanted to provide as additional facts and asked to call you as a witness for that. The word is yours.

00:38:21 Terry Cubley

They just want me to comment on that.

00:38:24 Reno Filla

I don't know.

00:38:26 Terry Cubley

Yeah.

The meeting on that morning was for, I had a meeting with them, the organisers, on the Thursday evening where they asked me how we'd been accessing information so I told them.

And they asked me to - and immediately their response was: you gained this illicitly. I got, formed the view, that the, they'd already decided that that was the case and they weren't interested when I was trying to explain that we hadn't accessed it illegally and that it was an open thing to do and that it was in the rules. I think there was confusion about the rules that were in play.

And they asked me to talk to the Team Captains' meeting that morning, the next morning, I said, I'm quite happy to do that.

However, when they introduced me to the Team Captains, the introduction was Australia's been using the live data. They've accessed it illicitly. And over to you Terry.

And the... I mean that was up...

They were not interested from that moment.

So the initial penalty applied was for the illicit use of data.

And again, we know that the use of live tracking was acceptable for that competition, has been proven in a number of cases.

And the... what was happening is that... [voice fades into background]

00:39:55 Reno Filla

I can't hear you Terry.

00:40:01 Terry Cubley

Hello can you hear me now?

Reno Filla

Yeah, good.

00:40:05 Terry Cubley

Sorry my computer, my computer started doing something differently. Can you hear me still?

00:40:10 Reno Filla

Yes.

00:40:11 Terry Cubley

Good.

Why they assumed we had hacked: Mandy was saying that, Mandy Temple the CD, was saying that they'd identified there was hacking going on from Estonia, which seems to be the common place for that to be routed through.

And no other information provided. So I'm now in a position where I'm talking to the Team Captains who assumed that we had gained things illicitly, that we're breaking the rules and as far as they were concerned that was the end of the story.

00:40:47 Reno Filla

OK.

Are there any further questions from the Tribunal or relevant parties. I mean, everyone here can ask a question.

00:41:04 Bruno Delor

To the witness?

Reno Filla

Yes.

Bruno Delor

No, I have no question to the witness.

00:41:09 Reno Filla

We will come back to Terry later on, so we have plenty of time.

00:41:13 Bruno Delor

Now, it's obviously the additional facts, which is proposed is clear. I understand so it does not mean that I understand so I don't need more information on that.

00:41:29 Reno Filla

OK, Terry. Thank you for that. I will put you in the waiting room again.

00:41:34 Terry Cubley

Thank you.

00:41:34 Reno Filla

Thank you.

00:41:37 Bruno Delor

So now, we may precise that in the next step, which will be the "Summary of Facts" document, but it's important to understand why you consider it's important to mention for example, the list of the Team Captain[s].

Is it necessary? That's the first point.

And the second point is that if you want that we had in the "Summary of Facts" what has been said to the meeting, it's difficult to have evidence because I don't think we have any recording. So every word and the context in which a word is used may be important.

And also sometimes the tone you used.

So, it's difficult with oral meetings to consider and to be sure about, I will say, relevant evidence, or a fact. So do you insist to have those additional, what you call additional facts, in the "Summary of Facts" document?

Lisa.

00:42:52 Lisa Turner

I guess that comes down to... do we need to prove standing... for the right to appeal.

Partly the basis of Australia's right to appeal, of why we think we have a right is, because it's not whether Australia should get penalty or not, that's the sort of the subject matter of the appeal. But the base of the right of the appeal is that the proper process wasn't followed by the contest organisers and the Jury. So that proper process wasn't followed.

Do we need to prove that point to the Tribunal? Because if we need to prove that point, and that's not accepted, then it's important to understand this is where the proper process started to go wrong. Because there were people attending that meeting, including the Chief Steward, who heard that emotional misunderstanding that started at the beginning of that process, about hacking and illicit data, which is very emotional language. It's not based on fact and that's how it all started on the day. So it comes down to whether we need to prove those points, too or not.

00:44:09 Alexander Georgas

I mean can I can have a quick response to this, I mean...

For us, now, clearly, we are in an appeal process, and today our role is to listen to the evidence you have to present and of course take into consideration all the relevant evidence that has been presented. I think the main thing is not really to establish if an appeal is warranted. We are already in the process of the appeal. I think we are here to judge the facts, not if procedure was wrong. But what was the output of what was decided in according to your appeal. Whether that was wrong, whether that was right and so forth. So we're open to listen and to consider any of your evidence that can be shared by you and we will make a decision based on that evidence, I think. As to the result: I think we're not here to, you know, play with small details of should you have appealed, was there an appeal, clearly: we are listening to you and as long as you have any argument or evidence to present, this is what we will consider.

00:45:17 Reno Filla

I think, perhaps - I'm not a lawyer, pretty much far from it - but in some countries, I understand a process can be aborted in court when you can show that wrong procedure has been used previously on this. This is not the case here, it's not that when you can show that the Jury process during the Women's World Championships perhaps might have been flawed, it's not overturning their decision right away.

And I think what you need to focus on is to present everything you want us [to know] around the core of the case.

Which is the allegation that you have used live tracking data, which you say you do, and all aspects, every facet of it, around it, where you clearly argue that this was OK, there's no law against it, there are no rules against it. And other people do not believe that and we have to weigh that.

So it's, well, whether the jury process was not 100% [according] to the rules but only 99 or 98 is a side matter. It's of interest and we have the Jury President here and we have gotten lots of material about it, what went right, what could have been different, what was forced by the situation. But this is not, I believe this is not, your core argument.

But this is totally up to you, I just want to help you.

00:47:04 Lisa Turner

In which case, some of these facts might be able to be removed from the "Compilation of Facts" altogether.

If the tribunal insists, for example, on the original 3a to remain, then Australia wants the further information to remain. If we can agree that those facts do not need to be proven for the purposes of the appeal, and I agree that it's not the full argument, it's not the core issue at stake, it is just the basis of why we think we have a right to appeal, then perhaps we can agree to remove those facts and move on.

00:47:40 Reno Filla

I don't have a problem: words are cheap. We can put in 20 more pages on it. I just want us to be efficient with the time we have and yeah, not put too much into the final document.

00:48:00 Alexander Georgas

Adding to Reno, what Reno is saying here, really, what we're trying to do, is give you as much opportunity to present your core argument and facts as to why you think the decision was wrong. And this is what we are most interested in listening and we are going to judge the facts as they stand, really.

00:48:24 Lisa Turner

I hear 2 messages coming from the Tribunal. One is that we want to give you as much opportunity to say everything you'd like, but the other one is that we have some time pressure. And those 2 are in, a little bit in, conflict with each other.

What I suggest to sort of move today forward, is that we agree some of these facts in the "Compilation of Facts" relating to the Jury process aren’t talked through in detail today, but Australia reserves their right that if in the "Summary of Facts", the next document, if these are relied upon by the Tribunal and Australia's additional facts or views on the corrections in this document haven't been taken into account, we might need to revisit that.

00:49:18 Reno Filla

Sure, that's perfectly fine.

00:49:22 Lisa Turner

OK, thank you. In which case I don't think we need to go to point 3b, or 4 or 5 or 6 or 7.

00:49:38 Reno Filla

The additional facts on 4

Bruno Delor

And then you have some …

00:49:46 Reno Filla

I think, just briefly for my own understanding, I don't believe that Jury process is that everyone needs to share document with everyone else.

00:49:56 Bruno Delor

It's not required in the Sporting Code.

What's required in the Sporting Code for a protest is that the President of the Jury shall report the result and the summary of any relevant consideration in writing to the Event Director without delay, who shall make public the President Report. So the only obligation is to present a written President's Report and to publish it. But nothing more, so you don't have to know about the protest. You don't have to know about the answers [to the] protest, only about some kind of summary report from the President. I don't know if it has been done that summary report but you may also as the President of the Jury may decide to publish the protest and the answer, but is not obliged to do that.

He or she.

00:51:09 Lisa Turner

That's noted thank you.

00:51:17 Reno Filla

I think this is about the jury process. We have received quite a lot of information around that. We will of course, discuss that.

I think, did I understand you right that you want to go on with the next additional fact?

00:51:40 Lisa Turner

Yes, we don't we don't need to spend time on that today.

00:51:44 Reno Filla

Closing: yes, the timeline, what happened when.

Obviously this is something we will also focus on.

The pressure the Jury had due to circumstances.

We will definitely visit that in the document and there will be I think a recommendation to future organisers how to avoid that kind of situation again. I think lessons have been learned.

I don't know, whether you want to - I see "Terry if required". Do you, do you believe we need him?

00:52:32 Lisa Turner

No, I agree. I think the reason Australia brought up the timeline was it's by way of explanation – it's the Jury was under that pressure to make a decision very quickly and that, you know, it's part of the Swiss cheese lineup of how we got to where we got to, you know, they didn't have the time to do a full investigation and understand the facts. And I guess I'm trying not to, Australia's trying not to completely hang the Jury out to dry because that, you know, there was some process issues and some learnings, which can come out of that, so I agree with that.

00:53:12 Reno Filla

Good. Let's move on. Right.

This additional fact we actually did a deep dive on. It turned out the FAI gave the instruction to the Jury, just for you as a background, to transfer the money to Lausanne first and then sort of refund it from there. Which I know that procedure was followed.

I'm not sure that the FAI Head Office gave the correct instruction in that instance, but anyway, the Jury President followed the instruction. So there's no blame to be put on the Jury for that. I think as far as I know nobody has received the refund, although the Jury has recommended it.

So I think we need to talk to the FAI Head Office or perhaps the IGC. I'm not sure who is going to release this protest fee which was determined to be returned. So that's just an administrative issue. I don't think we need to spend time on that.

00:54:20 Lisa Turner

Agreed.

00:54:25 Reno Filla

Right, noted.

00:54:29 Lisa Turner

Yes.

00:54:32 Reno Filla

Do you feel Terry is required to witness on that?

00:54:38 Lisa Turner

Are we at D, is that the one we're talking about?

00:54:40 Reno Filla

Yeah, sure sorry, we're talking about the date.

00:54:44 Lisa Turner

Uh no, I think it's just a correction of time, and sometimes I think we should be talking in UTC because I think there's time zone issues going on, but that's... I don't think we need Terry.

00:55:00 Reno Filla

We will certainly have to look at the timeline and give a proper timetable for when everything happened.

00:55:10 Lisa Turner

Australia has tried to put that in its appeal.

In bullet points, so that might be helpful.

00:55:19 Reno Filla

Yeah.

Yes, we're on that point [about] the quorum which [supposedly] did not occur.

We understand your argument. We're not taking a position on it, but that's certainly your position.

Gisela, do you want as the Jury President to comment on that?

Because you have provided a lot of data on that.

00:56:06 Gisela Weinreich

Yeah, there was no quorum so...

It's a fact that the nominated Jury members were 3 Jury members and one [of them being] Jury President, [who] wants to be on-site and 2 other members that [??]

2 members [were] to stay remote and this is to lower the cost for the Championship Organiser.

And expenses for the Jury President are paid by the FAI.

Mandy Temple, it was in May or in June, she asked whether Max Stevens would be on-site. Max Stevens is from New Zealand and I said well if she likes him to be [not] remote [but] on site, then it's OK, he agrees to be on site but then the Competition Organiser has to pay his expenses.

I added that I had some emails exchange with Rick Sheppe and he said he thinks that IGC should go back to the tradition of, they used to have two Jury members on-site for a big championship and that would be better for when things go wrong or difficult, but it is not decided by IGC.

And Mandy Temple didn't decide to invite him or to ask whether he would be on-site.

We were [??] Jury members and we had in this critical time, 16th / 17th January we exchanged 14 emails and 2 phone calls. My Jury members didn't want to be connected to WhatsApp because of personal reasons, they wouldn't like to be on this media.

And so we decided... That was our already the issue in June, when I introduced myself to the remote Jury members and we decided to exchange our opinions [and] information by email.

And so I was alone on site, but my Jury members were well aware of everything what was going on.

00:59:47 Bruno Delor

May I say something because I want to understand it all properly.

What does the Australia want to point [out] in their additional facts, because there are 2 things in the rules:

There is the requirement that there must be a meeting between the 3 members, the President and the 2 members on the FAI Jury.

[There is] Nothing in the rules which says there must be a presence in the meeting, it must be an emails meeting or so on. That's the first point.

But I don't think that's the most important topic. Which is also important is that the rules say the Jury shall hear all involved party on the matter of any protest.

So I want to ask Australia, the following question:

Do you consider that this rule, which means the Jury shall hear all the involved parties, has not been properly applied? Is that your question? Because I don't think the question of the meeting of the 3 members of the Jury is the most important, just to be sure to know if you consider it as well-treated for you to explain your problem. Do you understand my question?

01:01:23 Lisa Turner

I think so.

The facts are that Australia was invited to meet with the Jury president in person on the final day of the competition to discuss the protest lodged by Australia. Australia had expected that the other jury members would be present at that meeting and Australia would have the opportunity to talk to all of the jury members.

That didn't occur and there's I think logistical issues why that didn't occur. But the fact is that that didn't occur and that Australia tried to put its argument around the protest to the Jury president.

It was clear at the time that, due to the technical nature of the appeal, that that was a complex issue for the Jury President to understand in a short time frame, probably without some technical assistance.

So that's the facts as Australia is aware of them.

The Jury President report indicates that the Jury didn't have a meeting, you know, but that's a matter of fact for the Jury President to talk to or the Jury to talk to.

So I think I've answered your question Bruno.

01:03:09 Bruno Delor

Yes, thank you. I understand.

Yeah, OK. I understand now, very properly what you want to explain. Thank you for the clarification.

01:03:25 Reno Filla

OK, we have to make a decision if we, this part [quoting from the screen]. "Any attempt to explain the rules or to discuss the rules and show that none were broken or how the data was obtained legally was ignored."

My understanding has been that at that point, the Jury was well aware of all the facts.

Gisela, do you want to say something or should we go on? Your decision.

01:04:02 Gisela Weinreich

I think.

We had a contact for the developer and the administrator of the G-Track Live and first my Jury member from Poland [was] to contact the team by email and he gave some explanation, but also in the evening, the 17th I invited him and that was after the meeting with Terry Cubley and Lisa, and he explained again, yeah, what was the fact.

01:05:02 Reno Filla

Yes ...

Bruno, Alexander: what do you think, is that something, do we accept this as a fact, but I don't see how it is ...

01:05:14 Bruno Delor

I think we need to discuss more.

01:05:17 Reno Filla

Because we need to make a decision.

01:05:18 Bruno Delor

We understand what was Australia is trying to explain and so we have now to discuss about that.

So I'm not in situation to conclude now. But I understand.

01:05:33 Reno Filla

The question is whether we need Terry Cubley to witness.

01:05:38 Bruno Delor

I don't need it, but does Australia need?

01:05:44 Alexander Georgas

Right, so I think this is a clear statement by Australia. I have no problem to accept it as a statement. I think it shows, it opens questions as to whether an appeal would be merited. But we already resolved that, we're already doing an appeal, we're hearing evidence and I think, you know, I think it's relevant as to that. So we already... If you want in material to as we already having an appeal and we already agreed an appeal has merit to be heard so this is what we're doing. So, I'm happy to accept that as a statement.

01:06:21 Reno Filla

Same here, so I don't think we need Terry to witness on that.

01:06:32 Lisa Turner

Um.

01:06:34 Reno Filla

Yes.

01:06:35 Lisa Turner

Yes, now, I think, I think as long as we keep it to those facts that's OK.

01:06:42 Reno Filla

Right.

The reply, there was we have received a detailed explanation why that was lacking.

I don't think we need to spend time on that.

It's we note that as a fact, as your statement, right, so it's noted.

01:07:16 Lisa Turner

Thank you.

01:07:19 Reno Filla

As well, I think your summary of your appeal, we note that.

So I think we can just skip that. Unless you want to comment further, but sure it's ...

01:07:37 Lisa Turner

This Is [item] 12?

01:07:40 Reno Filla

Yes.

01:07:44 Lisa Turner

Yes, that's fine, thank you.

01:07:47 Reno Filla

We made perhaps too brief a summary of it, we accept your summary.

We pasted text from the joint appeal from Germany and United Kingdom. It's not a fact, it's an information provided. It's a fact that they commented or put it into their appeal, it's not a fact to the case.

I think we're splitting hairs here. I think it's quite obvious from the text that this is not a fact we consider as a fact to the tribunal but we just pasted it from their document to inform everyone else what has been written.

01:08:43 Bruno Delor

Yes.

01:08:44 Reno Filla

I don't think we need to spend time on that. I think it is clear that it's not our text. It's something pasted in from another ones' document.

01:08:53 Bruno Delor

But...

01:08:58 Reno Filla

What?

01:08:59 Bruno Delor

Sorry, we are at which number?

01:09:02 Reno Filla

13a

01:09:10 Lisa Turner

That's fine from Australia's perspective, we understand.

We're just trying to help the Tribunal by getting the facts correct. So you acknowledge that it was a summary, not fact. We've given you the correct fact. We would appreciate it if the fact is inserted.

01:09:28 Reno Filla

You sort of sneak in an argument here to counter what they say. Sure, we note that.

01:09:36 Bruno Delor

But, yes, very clearly, 12 and 13 will not be in the "Summary of Facts". No, we just put that in that document. So probably we have not been clear, because it's not really facts. It was just for your information about what was in the opposite appeal, [from] the UK and Germany. And for the UK and Germany that same document could be useful information [for them] to know what you put in your appeal.

So, but it will not be in the "Summary of Facts". No, there is no reason for that. It was just for your information.

01:10:25 Reno Filla

In retrospect I should have chosen another title for the document, perhaps "Information for the hearing". It ["Compilation of Facts"] sounds awfully similar to "Summary of Facts".

01:10:36 Lisa Turner

It has been confusing.

01:10:40 Bruno Delor

It's not necessary to spend too much time because that will not be considered as fact in the "Summary of Facts".

01:10:49 Lisa Turner

Right, understood, thank you.

01:10:51 Bruno Delor

But if I may to comment on the [item] 12.

I clearly understand why you write that, why you prefer to focus on that.

But I want to do the following comment, and don't take that as a decision or something, but:

We are in a world championship.

In the World Championships it's not individual participation of competitors. The World Championships is a Category 1 event with National Teams which means that there is a National Team with Team Manager, with Coach and with Competitor.

And even if there is no unsporting behavior for the competitors, If in the team it's necessary to consider an unsporting behavior from another member, which means for example, the Team Manager or a Coach, then you have to consider that it may impact entirely the team. I don't say that it will be the case. I just say that it's not so easy to cover. So, because we are speaking about it's a competition with teams. So please consider that aspect because it will be important for us to consider that.

Do you understand what I want to explain?

01:12:49 Lisa Turner

Yes, I do and I don't think that that particular point is an issue.

01:12:54 Bruno Delor

Yeah, it's just a comment.

01:12:59 Reno Filla

Yeah, thank you.

Let me scroll back. [Looks at screen] Right, we talked about that.

I think it is a similar comment [to what] we already talked about.

Oh yeah, we exactly did talk about that, so we can skip the next one. Right.

This is something that we thought is not really relevant because we talk specifically about use of data from G-Track system.

Whether the Australian team has obeyed by OGN data rules or, I don't know, Human Rights rules of the United Nations, that's not really important, so we don't see the relevance in listing of everything you have not done and everything you have abided by. It's really that specific issue of the G-Track system and using live data from it.

So we are challenged to see the relevance and invite you to make us see why it is relevant.

01:14:11 Lisa Turner

I'll make a comment on that and if necessary, we can call Matt but perhaps we won't need to.

A key part of Australia's argument, and Matt will talk to this eventually, is that Australia pulled data from multiple sources.

Glider data, which is simply a coordinate of a glider in space and time, and they pulled that raw data from G-Track Live, from public OGN, from Flarm, from some of the transponder systems. So [they] pulled data from multiple sources in the background of this program.

And the point that this will come to is that each one of those sources of data, the way we pull that data, Australia contends was within the rules of the competition. So the point here in number 16 is that Australia sourced the OGN data in a way, which is compliant with the OGN rules and the OGN requirements, so that's the point of making that statement.

And if the Jury ... it's because of 16a that Australia felt the need to put in that extra information.

01:15:46 Reno Filla

OK, we note that, I think we are pretty sure that it's not relevant, but we note that you want to make that point. So I think we can go on there without calling in the witness, unless you really insist but I see [you wrote] "if required".

01:16:05 Lisa Turner

Yeah, I don't think we need to call Matt for this point.

01:16:10 Reno Filla

I think the yellow one here is something you added just this morning, for us, yesterday evening for you.

Yeah, I'm really unhappy about the naming of private OGN network and so on, it's really an oxymoron, but I think you know what you mean.

Yeah, it's not really relevant, it's a background information and as such I like to discuss that but it's not relevant to the case and I think we can... It's a statement we can easily accept because it's not relevant, but I don't think we have to debate it.

01:16:54 Lisa Turner

OK, thank you.

01:16:59 Reno Filla

"Additional facts".

Right, same thing here.

There are various privacy settings you can make both on hardware or in software on the website of OGN.

So we are aware of that, we don't have to go into detail.

01:17:21 Alexander Georgas

Can I actually ask something? You wrote that private OGN provided live tracking data with the same information as G-Track Live data.

What assertion are you trying to make? Can you help us as to what your argument is regarding that? Is there something you want to present as evidence regarding any private OGN data or its relevance to your argument.

01:17:47 Lisa Turner

The relevance to the argument is, and we can call Mike or Matt in talk to this, but I'll give you the summary first, is and they've had to sort of... I'm not a computer expert, they've had to put this into layman's language for me, so I'm going to give you the layman's version of this - is that both OGN, public or private, and the difference with private OGN as I understand it is that it doesn't respect the privacy rules in public OGN that is set by the pilot.

So OGN and G-Track Live simply in the background, in the raw data, at the sort of technical level, give the GPS coordinates of a glider's position in space and time and it's about how that is then displayed on a webpage that might look a little bit different.

01:18:46 Alexander Georgas

I mean, let me help you with what I'm trying to get [to]. Are you making an assertion that the use of live G-Track data was equivalent to the use of private OGN data and therefore, because of the effects or value of that data is equivalent and OGN private data was considered [to be] within the rules, therefore the use by the Australian team was considered within the [rules]. I mean, is this what you're trying to say?

01:19:15 Lisa Turner

That's it. That's the core of the Australian argument.

01:19:19 Alexander Georgas

OK, thank you. That's great clarification to what you're trying to say.

01:19:31 Reno Filla

I notice the careful wording here.

I think there's the question of coverage that we need to raise and I would like to call in Mike Codling and ask him.

01:19:55 Lisa Turner

We can do that.

01:19:57 Reno Filla

Because it is not really the same once you're 200 kilometers out there.

So I would like to get him and talk to us to that.

Bruno, Alexander: you agree?

01:20:11 Alexander Georgas

I don't think it's relevant to be honest. But I'm happy to hear advice that could help us.

01:20:16 Reno Filla

OK. I think we should at least once get into that.

Mike can you hear us?

Good morning.

How are you?

01:20:59 Mike Codling

Yes, good thank you.

01:21:02 Reno Filla

Great. Mike, we thank you for being here and giving us help in determining some facts. We are just in section 16 talking about OGN.

One thing here is, we are talking about the argument that can be made, or has been made, that OGN data and G-Track Live data is just basically the same.

But what I would like to ask you is: What about the coverage [of] the data, how far from base could you see gliders with OGN tracking versus G-Track.

01:21:51 Mike Codling

Sure. Well, the G-Track data would cover the entire task area.

The OGN data I'm not sure if the coverage area has been shared with the group, but from the public OGN at Lake Keepit its coverage was at least 30 or 40 kilometres. So it clearly covered the areas of most concern to us, which is the start and finish area.

01:22:28 Reno Filla

Thank you. That's very helpful.

So any further questions? Bruno, Alexander?

Gisela, for that matter? Or Lisa and Ray, everyone here?

Because otherwise I would just...

01:22:46 Alexander Georgas

I mean, does Australia want to ask a question further to that?

01:22:53 Lisa Turner

Yeah, I have a question for Mike. Mike, it's Lisa. And we're trying to find the map that shows where the Lake Keepit public OGN went through cause I'm pretty sure it's an annexure in the appeal, so Jo is looking at it right now.

01:23:13 Mike Codling

But I've got it on my screen if it's possible to share my screen.

01:23:20 Bruno Delor

Yes.

You must nominate him as assistant administrator or something like that.

Reno Filla

Yes, yes, I made him co-host.

01:23:31 Mike Codling

Or I could email it to you if that would...

01:23:38 Reno Filla

You should be able to share now, you have been made to co-host.

There should be a green share button somewhere in the panel.

Oh yeah, I need to stop my share I guess. There we are.

01:23:57 Mike Codling

So. OK I think that should...

01:24:00 Bruno Delor

Yes, now we see you. So you may share your screen.

Yeah it’s coming.

01:24:13 Lisa Turner

Please hide your email there, Mike.

01:24:16 Mike Codling

Yeah.

Yeah, that would be great if I could.

01:24:25 Lisa Turner

Appendix 23.

01:24:35 Mike Codling

It doesn't want to get rid of it.

Anyway I don't think there's too much to see in the email there - it's just title so...

No secret girlfriends.

So you should be able to see there the scale is 20 kilometers across there.

So that's roughly 2 rings out. The green is obviously strong coverage.

And the brown not so strong, but certainly coverage. So it covers quite a way up to the Mount Kaputar area, which is obviously an area of concern for coming home, and obviously well and truly covers the start area, which is probably where the most strategic advantage can be made. But yep, that's the coverage.

01:25:30 Raymond Pearson

Could you use your mouse there Mike, just to show where the furtherest point on any task might be? Is that still right in that screen or off the screen?

01:25:40 Mike Codling

The task would probably exceed the screen in some cases, depending on the day.

01:25:50 Lisa Turner

But the, I mean, from a pilot’s perspective, the critical assistance from the Australian ground was at the start and the finish and that was within the Lake Keepit OGN data area, which is what's on the map there. That map is in Appendix 23 of the Australian appeal.

So, if the Jury wants to refer to that again in the future.

Mike I have a question for you and that’s that there's nothing stopping a country having a private OGN network across the entire task area for the competition, was there?

01:26:42 Mike Codling

No, that's correct. If they had the equipment, that's for sure.

01:26:47 Lisa Turner

So there was nothing stopping a country having some portable ground stations that they could put at certain points in the task area either as a fixed ground station for the duration of the competition or to move on a daily basis to ensure coverage of the entire area?

01:27:08 Mike Codling

That's correct.

01:27:14 Reno Filla

Right.

Thank you very much. I think I'm happy with what you have shown.

Thank you very much. If there are no other questions to ask Mike, we can transfer you back to the waiting room. I guess there will be more opportunities.

01:27:35 Mike Codling

No problem, thanks.

01:27:36 Lisa Turner

Thanks Mike.

01:27:39 Bruno Delor

Thank you.

01:27:42 Reno Filla

Let's see how that works.

01:27:49 Alexander Georgas

Lisa, may I ask a follow up question?

01:27:52 Reno Filla

Just wait a moment I will just put Mike back into the waiting room. So, here you go.

01:27:57 Alexander Georgas

Yeah, I mean, you just stated that, in fact, there was nothing that would prohibit somebody from establishing a private OGN network and that this is within the rules and I think we accept that as fact. What we would be really interested in is if you want to expand in your argument as to why this is relevant to the case you're bringing forward. I mean, we would be very interested to hear, you know, a bit more about this argument.

If there's any further to be said that hasn't been said already.

01:28:33 Lisa Turner

Right. That's a pertinent question. Australia contends, I think it's agreed and it's OK [if] it's not, but Australia's position is that there was nothing in the rules prohibiting what we call private OGN. You know, a country having their own OGN ground stations that they could use during the course of the competition. That's definitely been permitted in previous World Championships and, anecdotally, Australia thinks that some other countries had that available at Lake Keepit. And as we said there's nothing in the rules prohibiting that. And statements from the Steward and the Jury and the Contest Director during the course of the

investigation and the penalty and immediately after the event have said "And if you had a private OGN that would have been the end of the matter."

So that is a basis of, we think fact that the private OGN was permitted. The use of the G-Track Live data gave the same, you know, coordinates of a glider in space and time that private OGN did.

So it gave the equivalent data to private OGN and it was available to use private OGN during the competition.

So we're saying that the data we used was no different. Therefore, Australia had no additional advantage.

Taking that further is that Australia contends that the use of the raw G-Track Live data was not prohibited within the rules of the competition.

And that goes to (I'll take you to those rules now) that we did not interfere with the GNNS equipment, which is 5.4.2 in [Sporting Code 3] Annex A.

And at some point we'll probably get to why we contend that 8.6.5 "Unsporting behavior" does not apply, that it's a very narrow application of that rule. And Australia contends that the local procedure 4.1.1c as written was a rule related to the behavior of the contest organisers and how they must display tracking as opposed to how a competitor must use tracking.

So taking those rules of the competition into account and the fact that we'll have Matt come in shortly and talk about that we didn't break a password to get to this data. This data was on the G-Track Live system. This data was freely and easily available.

Most high school students would know how to get to this data fairly easily and that it wasn't an administrative error. In IT world, when something is not password protected, the presumption is that It's consciously not password protected so therefore it's public data and available for free and public use. That was the Australian team interpretation of this G-Track Live data. Therefore, it was publicly available, free to use, there was no contest rule prohibiting the use of that data and it was equivalent to private OGN which is considered permissible at the World Championships. Therefore, the Australian use of that data was within the rules of the championships.

01:32:41 Alexander Georgas

So, I mean, that's, I think, [a] very comprehensive answer and you’re listing at least 5 points, I think, we will definitely be discussing. I just want to get clarification on one or maybe two points right now. It is a point of assertion of this appeal whether the use of live G-Track data is breaking of the rules or not breaking of the rules. But you're making a question of equivalence so I would like to ask you: if the use of live G-Track data was considered indeed illegal within the competition, are you making the argument of equivalence as an assertion that "Well it may have been not permitted but because it was equivalent in sporting outcome to something which was permitted, therefore we should not be sanctioned." - Is this what you're trying to say?

Assuming that it was not legal, because this is another assumption we can debate.

01:33:48 Lisa Turner

I think Australia would argue that in the alternative, so the primary argument for Australia is that it was legal to use the G-Track Live data.

01:34:01 Alexander Georgas

That's clear. I think that's a clear answer, thank you.

01:34:05 Reno Filla

Let me just ask a very simple, layman's question: you never seem to have asked for clarification, whether it was legal or not - why not?

01:34:17 Lisa Turner

Sorry, I beg your pardon. Can you please repeat the question?

01:34:18 Reno Filla

You never seem to have asked for clarification whether that data was actually legal to use. Why not? I mean, the question should have popped in your mind when everything else is password protected but one page, giving you undelayed live track data.

It should have been conceivable that you at least ask the administrator of that system, which was also the system developer, whether that was intentional or not.

But you seem to go on and say "Yeah, it's not protected, so..."

01:34:52 Lisa Turner

I think we should call Terry in to answer that question.

01:34:56 Bruno Delor

Yes...

01:34:58 Reno Filla

I actually would like to hear the pilots' viewpoint as well and you are one of the pilots. Because we understand that it's an hierarchical thing, as well.

In the end, it's a question of power, as well, as a pilot in a National Team, you have to obey your National Team Captain, and so on. So that’s why I ask you as pilot. Very clearly, you seem to have accepted the view that this is legal and there's no need to clarify that.

01:35:38 Lisa Turner

OK.

So you're asking why I as a pilot didn't question my Team Manager, as to why we were using G-Track Live data?

01:35:51 Reno Filla

Yes.

01:35:52 Lisa Turner

My response to that is that I wasn't, at least at the start of the competition, aware where Australia was getting the live data from.

I knew that Matt was running a program and he was pulling data from multiple sources to input into that program that he was running. So initially that's all, most pilots, I think, we were told. And we were so focused on other elements of the competition and, you know, we have our team then, that we didn't question that further.

When I found out partway through the competition what was going on I went immediately to the rules. I think it's known that my background is as a lawyer and I think that's obvious by the emails Reno when I'm looking for absolute clarity on process. I went straight to the rules as a pilot because I thought "Shit!" you know, and I could not find a rule that Australia was breaching.

So, you know that if I had thought Australia was breaching a rule, I would have escalated that issue within the Australian team, but I as a pilot, as I interpreted the rules at the competition, and I had no knowledge of what happened in the March 2019 [IGC] Plenary or anything like that, I just picked up the rules, the Annex A and the Local Procedures that apply to the competition and I could not find a rule that said that we couldn't use that data.

01:37:26 Alexander Georgas

OK, can I have a following response? I mean, you mentioned it before and again I want to get to that as well because we need some clarity on that. You mentioned that in the Local Procedures it mentioned that there should be a delay in the G-Track feed data. Yes, yet you were mentioning that the Australian team understanding was that that was something that applied to the organisers and not to the competitors. What is your argumentation as to this, I mean? What can you provide as your thinking of why that should be interesting for us to consider?

01:38:06 Lisa Turner

Yes.

So I'm just pulling out the Local Procedures 4.1.1c "Carriage of GNSS data transmitters for public displays".

It says "the organisers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights."

So that's about the organisers requiring the pilots to carry the trackers. "Such display will not begin before the start line is open and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior to finish."

So that is about the display of the data and the requirement on the organisers. It is not a requirement on the pilots of how they use that data.

And it's not a prohibition on how the pilots or the team may use that data. It's about the public display of the data.

01:39:10 Reno Filla

So you don't seem to think that the intention of this wording was that nobody shall have access to the live data except the organisers. You seem to think that this is just [about] putting it out on TV on the field, but everyone else is free to use the live data. Do I understand you correctly?

01:39:30 Lisa Turner

No. If that had been the intention of the rule it should have been drafted that way.

01:39:35 Reno Filla

OK.

01:39:36 Alexander Georgas

Yes, I think that's a satisfying answer for me, so thank you.

01:39:39 Reno Filla

Yes, that makes it clear.

Just I would like you to confirm that during no team meeting of the Australian team has been discussed that the source of this live data is G-Track.

01:39:59 Lisa Turner

Correct.

01:40:01 Reno Filla

OK.

And to the equivalence of OGN and G-Track: a lot of things lie in technical details.

We've been in contact with a system developer of OGN and hardware, trackers and so on, and he has confirmed that as long as you set the "Do Not Track" function on your hardware and it's transmitted together with the Flarm signal, any OGN receiver will immediately delete the package received.

That means even if you have a private OGN receiver out there somewhere, unless you have managed to hack the firmware, which is seemingly impossible, or close to, you're not getting the same information as from a system where everyone is required to have a GNSS tracker.

Do you have any response to that?

01:41:15 Lisa Turner

I think we need to call Matt in to answer that question, that's it. I appreciate the technical question. My understanding is otherwise. My understand is that private OGN doesn't respect those settings, but I think Matt can talk to that in more detail.

01:41:31 Reno Filla

Yeah, I just want to establish whether or not you can follow the argument. I know you have sort of built your whole case around the equivalence, but if that … OK, we don't have to debate it.

01:41:46 Lisa Turner

My understanding is that that argument has a technical flaw in it.

01:41:52 Reno Filla

OK, noted that this is your belief.

01:42:01 Alexander Georgas

Do you want to call a witness to that statement, is that important evidence you would want to put on the table?

01:42:08 Reno Filla

I think I would like to put the same question to Matt when it's his time to come up.

The question is for Australia, whether they want to get something [right now]. [But] I will pose the question again.

01:42:22 Lisa Turner

Yeah, I'm happy to hold that question until we have Matt.

01:42:26 Reno Filla

Right.

I did some remarks in the document you provided here, just to know that this is actually last time you mentioned the name Mike Codling. So if you want to call him in as a witness? There are no further questions or mentioning of his name in this document.

Otherwise, we can just tell him to go on with his life, today.

01:42:50 Raymond Pearson

Read his emails.

01:42:52 Reno Filla

Yeah, exactly.

01:42:56 Lisa Turner

I think for now, that's OK with Mike, depending on where the questioning goes, the follow up questions. We might need to get Mike back, he'll be on standby. That's fine.

01:43:09 Reno Filla

Right.

My question that you think is too technical: this would be nothing for Mike that would be rather something for Matthew Gage?

You think?

01:43:19 Lisa Turner

We can have Mike or Matt talk to that point.

01:43:24 Reno Filla

It's up to you. I don't want to cut anything short here, because it's important to establish. I would be perfectly happy to discuss it with Matt.

01:43:39 Lisa Turner

Yeah, we'll save that for Matt.

01:43:39 Reno Filla

Alright, thank you.

Then I think, just as a matter of courtesy, we can put Mike in and say goodbye so he knows. I just want to... I don't want to kick him out rudely.

He should be joining.

Mike, hello, can you hear us?

Yeah, you're still muted.

Thank you, Mike. Basically we just want to tell you that we don't require you anymore. We have managed to... so you don't have to wait any further, unless you like to but we won't need you anymore.

01:44:43 Mike Codling

Thanks, OK, thanks very much for your time.

01:44:46 Reno Filla

Thank you very much for your help.

OK and then I think we can go on.

Alright, summary of the [IGC] plenary meetings, which proposals, I think we can skip that point.

And I'm not sure if we have said so but both myself and Alexander are actually IGC delegates of our respective NACs.

So, we used to be in these meetings together with Terry so I don't think there's any problem of getting the documentation or know what has happened and when.

I think same for here, for that.

Right and also this is something linking to an IGC Plenary decision. Whether not that made it into Annex A: It's nothing we contest.

This is something where you seem to want to call in Terry as a witness.

For us, it's a fact that the rules were not in place and that the specific wording has been taken out. So I don't think it's necessary to ask him on that.

01:46:37 Lisa Turner

OK, thank you.

01:46:41 Reno Filla

Bruno, Alexander: in case you object, but I think we have been...

01:46:44 Alexander Georgas

I mean, unless Terry wants to provide any further argumentation as to this, which we will be happy to hear. But if that is the fact that needs to be stated. Obviously, we have no problem with that.

01:46:58 Reno Filla

Exactly.

OK, now here we have a …

OK, it's perhaps a matter of having summarised the Local Procedures in the wrong way. I think we can go on without having to go into details here.

Yeah, it's really not sure what you want to say, well, what's the difference, you know.

01:47:50 Bruno Delor

Alright.

But it's easy to check. I will take the correct wording. I don't understand why it's important, but we will do, it's no problem.

01:48:04 Lisa Turner

I think it's important to take the correct wording rather than the summary because the summary has an interpretation on it.

01:48:14 Bruno Delor

OK, OK. No problem.

01:48:18 Reno Filla

I do see that this is the last time that Terry's name appears in document. I would like to call him in and ask some additional questions there.

01:48:30 Lisa Turner

Sure.

01:48:32 Reno Filla

Anyway, just to say goodbye as well.

Hi Terry,

You have to unmute yourself.

Yeah, not sure where you do that.

01:49:01 Terry Cubley

How's that?

01:49:05 Reno Filla

Yeah, now we hear you perfectly. And yeah Terry, we just found out that this the last time your name appears in the document so we just call you in one last time.

01:49:15 Terry Cubley

Thank you.

01:49:17 Reno Filla

I'm not sure we want to, or: I'm sure we don't want to ask you on this specific point. It was just about the wording in Local Procedures, but I had another question or actually two.

First: Has it ever been discussed openly what the source of these live track information was in a team meeting or somewhere else or was that only between you and Matthew?

01:49:45 Terry Cubley

The detail would have been between me and Matthew.

We said that we had live information, which was within the rules and legally obtained.

And the pilots accepted that that was acceptable.

01:50:09 Reno Filla

OK, was there speculation whether that could be an own private OGN network or was there no discussion on that at all?

01:50:19 Terry Cubley

There was no discussion of that. I think people probably knew that we didn't have a private OGN.

But whether we had access to other OGN or something, I'm not sure. We actually didn't go into the detail of that.

01:50:34 Reno Filla

OK, we did read this report [that] a barrister made for the GFA, where some wording was interesting.

Basically... Let's see if I can find it.

Yeah, it was "in at least two cases a pilot felt they would be chastised or sanctioned if they raise or elevate the issue any further" regarding the source of this live tracking,

Is there something you can tell around that? Was that [the] feeling you had or were there any questions so that you had say "Stop it and just obey!" or... what? Please tell.

01:51:25 Terry Cubley

Yeah.

I was a bit surprised by that comment, too. But people have different views obviously. We spoke about it. I was trying to make sure that the... It was a large team, we had 9 pilots there, so the team meetings needed to be, I guess, contained.

We explained what the information was that we had, that we have some information here.

And that became obvious because we were able to give them live information. But they knew it was a combination of various sources because of Matt's program. Because that's what it does, it sources information from a whole range of places.

The primary information was the weather information, which was the most useful. I think we ended up with better weather information than the organisers did, which really helped us on a few days.

So in the discussion I wasn't really all that enthusiastic about having long winded discussions about one bit of data versus another data. We just reinforced that it's within the rules, because all the tracking rules had been removed and it was done legally because Matt was able to access it from the public display.

And therefore we did that. Therefore I wasn't really ... We said that a few times, and then no one came back and challenged that in any way.

I'm surprised that they felt they would be chastised. I don't know if they meant chastised by me or chastised by other pilots or what it means. That's not quite my style, but people feel different things differently.

I can't respond to that particular statement.

01:53:25 Reno Filla

Yeah, I'm not sure how that works as a team captain. Has there ever been on an international competition a situation where you had to ground a pilot or so for not following team orders or something like that? I mean, is there a history that some pilots would think this could be applied again?

01:53:51 Lisa Turner

Reno, I'm just confused as to why that's relevant.

01:53:54 Reno Filla

It's because I found it in the GFA report and it makes me curious.

Why would someone, "in at least two cases" it says, feel that way?

01:54:07 Lisa Turner

Perhaps I can offer some insight into that, as a pilot in the team. It's that we had a range of experience levels and age groups amongst the pilots and some pilots may have felt that they weren't senior enough within the team to raise those sorts of concerns, but I'm not sure that that's …

I understand that it's in that report and that's interesting for the purpose of the Australian report. I'm not sure that's relevant for the purposes of this appeal.

01:54:50 Reno Filla

Thank you, Lisa, and now I would like the witness to answer and I would like to ask you to not abort this questioning of mine again because this is not how we do this [hearing].

Please Terry.

01:55:02 Terry Cubley

Well, I mean, I was talking with all the pilots individually all the way through the competition and we had meaningful conversations looking at how they were going. We were looking at that they were working with their coaches for each class and I did not find any cases when the pilots felt that they were or they do not indicate any time that they were uncomfortable with working with me.

So I'm not quite sure what that meant.

01:55:39 Reno Filla

OK. Right.

01:55:44 Alexander Georgas

I would like a question.

Terry, did you at any time consider whether there was a need to ask the organisers or in fact get any advice from the Australian experts in Australia, whatever, regarding whether the use of the G-Track data was legal or not, or was this something that was just clear that "OK. This is something we can do. There's no need to consider any further legality of that."?

01:56:21 Terry Cubley

Yeah.

In terms of Australian expertise, the most of it was in that room.

And they were part of our team, most of the experienced folks from GFA gliding were there.

I didn't think it was appropriate to go and raise that with the organisers about the fact that we're accessing data. They, Jacques Graells, for example, asking "Now, where are you getting your information?" and I said "Jacques, I'm quite happy to explain that at the end, but I'm not going to explain it now."

Since I want... we were just doing our job.

I did not believe that there was any issue in us using that data.

It was allowed by the rules. We were accessing it legally and I don't know why we would want to do that.

The whole issue, we have of course, is that we were operating in an environment where at the last minute the rules were changed on us and now teams were allowed to use some private data to give themselves an advantage. If those rules hadn't been withdrawn, then we would all have been on a level playing field. We would have all been getting the same information. But once those rules were changed... I don't have access to a private OGN and when it became obvious that the tracking data was not delayed ...

And then that put us again back on a level playing field with the folks with the private OGN. And we're fairly confident of 3 teams and up to another couple that were using private OGN, so we were no more advantaged than anybody else.

01:58:04 Reno Filla

No. If indeed there would have been 3 teams with private OGN you would, according to your argument, be on the same level playing field as they.

Terry Cubley

Yeah.

01:58:16 Reno Filla

But all the others? So it's just tough luck for them that they didn't invest into private OGN?

01:58:21 Terry Cubley

Well, we've had 5 years of that, Reno. We've had 5 years of World Championships where some teams have access to private OGN and Australia never has.

And the IGC keeps talking about it and it actually made some rules to solve that by saying that for example, the German motion in 2019 put an end to that. It was great. We were very happy that there would be no live tracking and then at the last minute, the [IGC] Bureau decided to withdraw that.

And stated in that withdrawal that there was no rule against live tracking. So all of a sudden we're back exposed again. So as far as I was concerned live tracking is on, it’s available, we know teams do it, and if I've got an opportunity to access some of that information legally and not breaking any rules, then I don't see what the issue was.

01:59:19 Reno Filla

Just a question of curiosity: I mean, the system developer was there on site. You never seem to think just asking him "Listen, all the other pages are password protected. That specific monitor page isn't. Is that right?"

So that you never, nobody from the Australian team ever tried to get the confirmation on that? "Yeah, it's a go ahead. It's OK." You just assumed "It's not password protected, that means, by intent, no password, that means it's open."

Is that your argument?

01:59:55 Terry Cubley

Yes, the data was openly available on the web page. And of course, the situation I'm in now, if I go and say to the organisers "Hey, you've made a mistake here." - I don't know if he made a mistake or not because the rules say that live tracking is available and therefore I think it's also reasonable to assume that it was not password protected deliberately. I've got no idea.

But if I go and check with him, so if you ask the question and you suddenly get the answer you don't want to hear, then we're out of the game. Whereas the private OGN folks keep going.

02:00:34 Reno Filla

Thank you. I understand your reasoning.

And as with everything else: it's not that we [as the Tribunal] have to say we agree. I understand your reasoning and I think that's important for this point, that we understand properly how you were thinking, how you're arguing so that we can base our decisions on that.

Yeah.

Are there any further questions for Terry? Anyone?

'Cause otherwise you don't have to wait in the waiting room anymore. We can just …

02:01:14 Terry Cubley

Let me just comment that the most disappointing thing for me, as this, was the way it erupted.

And with strong accusations of, basically of cheating, of unsporting behavior, of breaking rules, of breaking laws, with no background, with no justification for that, it was just an assumption made by the organisers.

And their actions then lead to assumptions by the team captains and then the Jury followed on the same process.

So the Jury assumed that we had broken the laws, that we had done this, that, and the other. So the whole way through there was never an investigation into what we did and how we did it. So I think this is excellent that we're actually getting an investigation now.

02:02:02 Reno Filla

Yeah, and I think that's our point as well.

I think, both appeals, at least served that the gliding world gets more insight into what actually happened and we clarify rules as well, if they need indeed clarification.

Actually, I'm in the situation, but it's a good opportunity to clarify.

02:02:29 Terry Cubley

Yeah, I'd rather not be doing it though.

02:02:33 Reno Filla

OK.

02:02:34 Raymond Pearson

It's Ray.

Can I just ask Terry: the data that you were able to get, did you share that with any other countries or did you keep it exclusive to Australia?

02:02:47 Terry Cubley

We would, the Japanese team and the Luxembourg team both asked to operate with us because their pilots are Australian based.

And we agreed to that, so the Luxembourg team and the Japanese team had access to the same information that we were transmitting to our pilots. So they were getting the same pre-start information, they were getting the same weather information as we developed that. So they were also involved, which really surprised me when the Luxembourg team then lodged the protest. But anyway, by the by.

So those other 2 teams are working, and the British team, the British 18 meter-class pilot asked on one day, a very difficult day, if she could join with the Australian team on that day and we were fairly keen that - we wanted to make sure that 40% got past the minimum scoring distance or percentage - that more people passed the minimum scoring distance, more points. So we actually allowed the British pilot, she was flying alone in 18 meter-class, so she came on and spent the whole day listening to our radio and our conversations, so we were helping her throughout the event as well, correction, throughout that day, she only needed help one day.

I'm sure other people were listening to the radio all the time.

02:04:07 Raymond Pearson

So on that basis though, with the information you know was considered covert, you have something that you wanted to hide from others, then would that be the actions of a team to share it with others? If you felt that the information was something that shouldn't be openly shared?

02:04:25 Terry Cubley

No. We were making sure that we weren't breaking any other rules, any rules at all, and so there's rules around how you communicate etc.

And we only speak English and every team... you walk past any other team and you hear our radio on their radio.

So we knew every team will be listening. We were quite open about it and I suspect that had we been more concealed in how we acted we wouldn't have had the same reaction. Because everyone we knew what we were doing, that we had information, we had good information due to Matt's modeling.

And as a consequence of that, we weren't concealing anything because we thought we had nothing to conceal, it was within the rules, it was legal.

And it followed common practice that [??] private OGN … world championship.

02:05:18 Raymond Pearson

Yeah, thanks Terry.

02:05:23 Reno Filla

OK.

Thanks, Terry. Thank you very much for your help with that.

02:05:27 Alexander Georgas

Thank you Terry.

02:05:29 Terry Cubley

Thank you all for your time.

You can kick me out now.

02:05:33 Reno Filla

Yeah, or you can go yourself, OK, I kick you into the waiting room. Bye.

OK.

02:05:44 Lisa Turner

Reno, Matt's getting time-constrained.

Because we're running a little bit overtime, so if we can call Matt in straight away it would be appreciated, please.

02:05:54 Reno Filla

Absolutely we can do that.

Yep. Should be online now?

Connecting to audio, it says...

And still connecting... I’m not sure if he can see us or hear us

02:06:42 Lisa Turner

I think he’s trying to get out of a work meeting about now.

He was anticipating being called before this time.

02:07:11 Reno Filla

Matt can you hear us?

02:07:13 Matthew Gage

Yes, I can hear you.

02:07:14 Reno Filla

OK, thank you. Thanks for joining. We know it interferes with your day.

We have some questions to ask you.

We have specifically here on the screen, if you can see the screen - I don't know, do you see the screen?

02:07:39 Matthew Gage

Yes, I do.

02:07:41 Reno Filla

Right. We have here a comment from Australia: "second subparagraph incorrect".

"Access was available to G-Track live via "admin.gtracklive.com" requiring a login and password is incorrect. No password was required to access the monitor page."

I don't see the difference. What we have understood so far, and hopefully you can clear that up, is that here's an administrator interface that requires a password.

Although the PHP scripts like monitor.php are individually password protected. Yet the monitor was not.

And that's what you were able to access, is that correct or?

02:08:26 Matthew Gage

Yeah, I believe that's correct, yes.

02:08:29 Reno Filla

OK, how did you discover that this specific page was not protected by a password?

02:08:37 Matthew Gage

That specific page, I typed in "gtracklive" or started typing "gtracklive" into my web browser and it offered the monitor page as the first option. I probably just pressed return.

02:08:55 Reno Filla

OK, usually the browser does this when you have been on that site previously, is this right?

02:09:07 Matthew Gage

Correct. I had been involved with all the tracking at the Australian Nationals a few weeks earlier.

I had operated for tracking for them.

02:09:17 Reno Filla

Right.

02:09:18 Matthew Gage

So it probably was in the browser history because of that.

02:09:26 Reno Filla

True. Just a question of technicality: when you accessed the data through that page, did you sort of do the parsing of the web page itself, so you took the text document or the HTML as it was formatted and parsed that to get the data or did you connect by an API, or how did you get the data?

02:09:48 Matthew Gage

I parsed the HTML.

02:09:50 Reno Filla

Yeah, OK.

02:09:52 Matthew Gage

I used standard frameworks to do that, the actual code was about, the actual code doing it was probably around 10 or 12 lines of code.

02:10:11 Alexander Georgas

May I ask a question regarding that?

You've been previously involved with this, the use of G-Track and you mentioned that you were able to access this page without supplying a password, is that correct?

02:10:30 Matthew Gage

That's correct.

02:10:31 Alexander Georgas

And in general, as to your consideration, usually, what would you consider a page to be public access and what would you consider a page to not be within the public access domain?

02:10:48 Matthew Gage

I will be governed by Australian law on this.

And that is that for a page not to be public access it must be protected by some form of security, which may include a password.

02:11:05 Alexander Georgas

But it may not include a password, correct?

02:11:10 Matthew Gage

It could be done by other mechanisms, but it would absolutely have to restrict [access] to someone who was authorised.

02:11:23 Alexander Georgas

So would you say that under Australian law the practice of obscurity is a practice that can be used to protect information publicly?

02:11:33 Matthew Gage

No. Obscuring is not something that makes it hidden. That's not actually a means of security. What I'm talking about is use of alternatives, so computer dongles or third party apps that are used to provide that access as opposed to the direct username and password.

02:11:57 Alexander Georgas

OK, I don't know if it's a question for you or for Lisa. I mean under Australian law or whatever, if somebody, for example, if there's a protected system and developer by their own fault or omission fails to protect some of that information, is the developer liable or is somebody who get access to that information liable? What is the situation there, usually?

02:12:28 Matthew Gage

It is the developer who is liable.

02:12:32 Alexander Georgas

OK, thank you.

02:12:33 Matthew Gage

Or sorry, it is the owner of the website who is liable.

02:12:38 Alexander Georgas

And they are liable to exposing information in the public that isn't otherwise public, I would imagine.

02:12:45 Matthew Gage

If information was privileged information that shouldn't have been made public [then] it is the owner of the website that is responsible.

02:12:53 Alexander Georgas

OK, excellent, thank you.

02:12:57 Reno Filla

Just a question, Matt.

Just curious, you have had experience from that system previously and of course you know the developer well. You never just ask "Listen, is that correct, there's no password on that?" You just assumed it was his intention to make it publicly available.

02:13:18 Matthew Gage

That was my belief.

02:13:22 Reno Filla

And from your previous experience as an administrator of that system:

Would you have thought it's supposed to be public?

I mean, if you've worked on both sides of that.

02:13:35 Matthew Gage

Yeah, I wouldn't know.

02:13:38 Matthew Gage

The times that I've operated it, the times that I've used it, I've had other roles and it's been an afterthought. It's normally been because someone's decided that I had the skill sets required to be able to do it for them.

And it's normally been something which I would have preferred not to be doing.

If you look at the National Championships previously, I was the task setter but I was also working. So I was attending, briefly to sort out tasking and then leaving to actually go back to work.

02:14:17 Alexander Georgas

I have a final question: is G-Track as a system usually used for certain, for example, competition scoring or is it something that's usually used for pilots that can track their flights and, you know, see how they've done in a public way?

02:14:35 Matthew Gage

It was only being used for tracking, as far as I'm aware, has only been used for tracking Australian competitions and it's been used at a large percentage of State and National Championships over the last few years.

02:14:51 Alexander Georgas

Thank you very much.

02:14:54 Lisa Turner

Matt I have a question.

At the State and National Championships where G-Track Live has been used previously in Australia, has there been password protection on that page?

02:15:10 Matthew Gage

I wouldn't know. There's certainly been password protection on setting up the competition, so to actually be able to defining the tasks, defining the classes, the pilots, and allocating trackers to a pilot, because that's the work that I've done.

02:15:32 Lisa Turner

Thank you.

02:15:36 Reno Filla

Matt, we talked a lot about the program and the visualisation of it. We have unfortunately not seen it because whatever you sent it didn't arrive.

02:15:49 Matthew Gage

So, the piece that I was going to provide you was just the program that accessed the G-Track Live.

02:15:57 Reno Filla

OK, because what would have been interesting for our own understanding is there's a difference between a table, text, figures and the sophisticated data fusion that you have done and sort of enhance it into information because I understood you pulled data from various sources, APIs and so, weather, transponder, live tracking and really tried to make the information aggregated and make it easier to draw conclusions and, of course, give value information how to behave and adjust.

That would be interesting for us to see, just to get an [understanding].

02:16:37 Matthew Gage

OK, but visualise a lot of it... The computer program was not complete in terms of doing all of that. But we were able to pull the information and visualise it in one place.

It is a huge amount of work to pull that back together again, because a lot of the sources are no longer running.

02:17:00 Reno Filla

You don't have a screenshot or something.

02:17:02 Matthew Gage

No, we don't.

02:17:06 Lisa Turner

Matt we might ask if you can put the code into a plain text document or something and send that to Ray at ASAC who can then send it through [to] the Tribunal again, please, because I think they just had trouble opening it up overnight. And I do apologise for those technical difficulties, that is complete admin, technical difficulties, there is no intentional malice behind that.

02:17:32 Reno Filla

Yeah, sure.

02:17:34 Matthew Gage

I will see if I can do that right [away]. Can I provide something through Zoom here, or..?

02:17:43 Reno Filla

Do you want to share your screen?

Otherwise, I'm perfectly fine if you send it by email, that's OK.

02:17:50 Matthew Gage

OK, I will try and get that done.

02:17:53 Reno Filla

Yeah. Very nice.

I just got one question I did ask earlier, but they referred to you:

Very much of the argumentation revolves around that OGN is basically just the same thing as accessing live data from G-Track.

And, of course, there are ways you can opt out of OGN and the hardest way is to do it directly on the hardware if your Flarm sends the NOTRACK flag the package is being deleted immediately by the OGN receiver, unless you have really hacked firmware, which the developer assured us is close to impossible. Nothing is impossible, but it's very close.

So even if you would purchase a couple of OGN receivers and put them out, at least the pilots who have opted on their hardware to set the no-track flag wouldn't be observable.

02:19:00 Matthew Gage

I believe that to be incorrect. If you're using your own private OGN receiver the signal is still received.

02:19:10 Reno Filla

It is received but it is immediately deleted.

02:19:13 Matthew Gage

And if it's received it's possible to determine the information from it.

If that wasn't the case OGN wouldn't work at all.

02:19:27 Reno Filla

That I don't understand, can you clarify? Why wouldn't OGN [work]?

02:19:30 Matthew Gage

Well, it's because the input, the decision not to display the information is contained within the data that is received.

If you're running your own private OGN system you have the source code. The source code is public or has been public.

Result of that is that from within that, it is a simple programming exercise to not delete the data that's received from those who have set the DO NOT TRACK [flag].

02:20:01 Reno Filla

According to the system developer Angel Casado this part of the source code is not open source.

As well as, you know, there's an encryption in place. When Flarm started to encrypt their data because they were annoyed with the OGN-like systems, they got hacked within a week because it was a lousy encryption, and then they improved and then there was this back and forth and in the end, they [OGN] signed an NDA from OGN and received the encryption keys and sort of promised to not make it publicly available, so that part of the software is not available to anyone else.

So that argument, just for the record, is flawed.

[CORRECTION BY RENO FILLA DURING TRANSCRIBING: In the meantime further communication with Angel Casado showed that above recollection is incomplete and partly incorrect. DON'T USE!].

02:20:50 Matthew Gage

That may be flawed, but I am aware of other people making hardware available that will actually provide that information.

02:20:57 Reno Filla

And that would be really helpful if you could forward any such information to us, because we are not really the experts, we're trying to pull information from all possible angles. If you really got something concrete on that I would be really grateful if you could provide us with that.

02:21:14 Matthew Gage

OK, I will try and find what I've got but I believe it is a hardware board that comes out of Russia.

02:21:45 Reno Filla

Alright.

I don't have any further questions. Do anyone else want to ask Matt something.

Yeah, there might be something more in the document.

Lisa?

02:22:01 Lisa Turner

Yes, bear with me.

OK, Matt I am looking at (trying to get the correct) 18o in the "Compilation of Facts".

And this is where we've put in our Australian answer.

We're just waiting for it to come up on the screen, yep.

Can you talk us through, because I've probably talked about this at a very basic level, but can you talk us through how it works, how you got data as opposed to what a website showed, how you took data and put that into your program? Can you talk through that at a high level, please?

02:23:07 Reno Filla

Just a comment: there is nothing that we from the Appeal Tribunal don't understand.

Lisa Turner

OK.

02:23:14 Reno Filla

I think Matt actually answered that already. He parsed the HTML.

I think Alexander, you understand exactly the same thing as I.

Alexander Georgas

Absolutely.

02:23:31 Reno Filla

So that's completely [understood]. But if you want to you can still go ahead, but there's no question.

02:23:34 Lisa Turner

No. If the point that we're trying to make about how that raw data was obtained and used is clear that's good.

02:23:46 Alexander Georgas

Lisa, I have a question for you on point or... if I can address that now or maybe we can address afterwards when Matt leaves, we don't want to take Matt's time on this.

02:23:59 Reno Filla

OK, then let me, Alexander please spare the discussion, I just scroll up just a little bit to see if that because Matt has been mentioned as potential witness on several other things. Let's see if this is required.

Yeah, it's about Digital Ocean.

Alright, that source is another question: Flight Radar 24 is one of the sources.

I think we talked about that.

Then there's nothing [that] I need to understand more.

02:24:43 Matthew Gage

Can I, there's probably something more, but I just like to add on, based on the question that you raised about regarding private OGN.

I don't know if you're aware or it's been covered elsewhere: our observation of the public OGN at the event was that every glider, with the exception of those from the German team, was enabled for full tracking for the duration of the competition.

02:25:11 Reno Filla

I understand. I note that.

02:25:17 Matthew Gage

And a fair number of them were actually registered specifically within the OGN system for tracking.

02:25:26 Reno Filla

And that's actually one, just as a background information, that's why IGC found it so hard to set down the foot, because it is a safety and rescue system as well.

02:25:38 Matthew Gage

Yeah.

02:25:40 Reno Filla

That's why, just as a background, why rule making has been really difficult around this and that's why we have seen several attempts over the years to give pilots the way to adjust their privacy settings in Flarm.

It's not perfect.

OK, I think, this one here [in the document shared on the screen] that you already made a commitment to the team. That we just accept as fact. There's no need to testify on that.

Lisa, I found it interesting somewhere here. This is your comment: "All tracking systems have a monitor page to see if trackers are working correctly." I think earlier in the document you actually contest that the monitor page was for trying to find faulty trackers.

So this is sort of a disagreement in your argument here.

Nothing we need to talk about, just an observation.

I think the monitor page was indeed supposed to just quickly show whether a tracker delivers information or not. Is it that way, Matt?

02:27:09 Matthew Gage

My experience of it is that they’re typically used for, yeah, one of the uses is to see whether you have a faulty tracker, but it's certainly not the only reason.

At Benalla we certainly used the monitor page when we heard the call of a mid-air collision and relayed the coordinates of the... Well, it was very, very clear, which two trackers had been involved and we relayed the coordinates of one of them to rescue services.

02:27:40 Reno Filla

Right.

02:27:41 Matthew Gage

Before waiting for any pilots to provide us a location.

02:27:44 Reno Filla

And this is just a good example of how useful Flarm actually is.

And OGN and G-Track as well. So live tracking itself is very useful. That's why it's so hard to find rules.

I don't have any additional questions to Matthew. Anyone else?

02:28:17 Lisa Turner

Reno, earlier before Matt was here, we talked about, and I think I deferred the question to Matt, and so I'm not sure if you still need to ask this question or if you've got the answer already, around whether the data from OGN is the same as the data or the equivalent of the data to G-Track Live, not bringing in the range argument but just the whether the data ...

Do you need to ask Matt a question about that?

02:28:48 Reno Filla

No, that was the argument around the NOTRACK flag and the data, if we talk about 4 dimensions, so 3 spatial dimensions and 1 time, that's not what I contest. It was about whether really all airplanes are included or not.

So I think we covered that.

02:29:19 Lisa Turner

Thank you.

02:29:21 Matthew Gage

Yeah, OK. I think, observation on the data we had: every day approximately 20% of the trackers were not actually functioning.

02:29:32 Reno Filla

The G-Track trackers.

02:29:34 Matthew Gage

G-Track, yeah.

And it was random as to which gliders were not being tracked.

02:29:40 Reno Filla

OK. That's perhaps tangential but it's also interesting to know that we have previously on other World Championships had the experience that certain persons always seemed to have a faulty tracker.

02:29:59 Lisa Turner

One is always faulty.

02:30:03 Matthew Gage

Some gliders were more prone to it than others, but my perception is that it was not pilots deliberately switching them off at this event.

02:30:19 Reno Filla

OK.

But, just curious, can you reboot the tracker in the air? What kind of faults can they develop?

02:30:38 Matthew Gage

Just from the particular trackers involved, some of them did seem to switch themselves off by themselves, just randomly. But that was very unusual.

But yes if you, if it stopped tracking, if you turn the tracker off and on again it normally would start tracking.

02:31:06 Reno Filla

OK. Yeah.

02:31:11 Lisa Turner

My tracker didn't work regularly.

02:31:13 Matthew Gage

No, it wasn't very good.

02:31:16 Lisa Turner

And I can promise you that wasn't intentional. I ended up with 2 trackers on a regular basis, which apparently I'm told would show me in 2 different places at the same point in time. My father was having major heart surgery in hospital and tried to watch the tracking so I wanted my tracker working and so we ended up, Jacques gave me 2 trackers most days because one of them regularly didn't work properly.

02:31:44 Matthew Gage

I have a suspicion it was probably caused by the cell network and confusing the network because the signals were reaching too many towers.

02:32:04 Reno Filla

OK.

I think I can move on. If nobody else wants to ask anything then thank you, Matt.

Very much appreciated, your help!

02:32:19 Alexander Georgas

Thank you, Matt.

02:32:21 Raymond Pearson

Yep.

02:32:26 Reno Filla

I'm putting Matt back into the waiting room.

OK.

And with that, we're running over time here, but doesn't matter, it's important to understand.

What is [in the] last section of this document here is, like Bruno described earlier, it's more information, it's not fact.

I think in some email I saw a comment that "Is that really necessary to have it?". It won't be a featured in the "Summary or Facts". This is more for you to understand what the other appeal is about.

So at this point, I think we have covered everything in that document.

Is there anything the Australian team wants to [Correction]: APPELLANT wants to address in that document specifically?

Because otherwise the next point would be the Closing Statement from your side and then I describe the way forward after this hearing.

02:34:09 Lisa Turner

I'd just like to confirm: in the list of reference documents Australia has [a] question that we don't have some of the documents referred to, but at the beginning of this session you said that the information that has been pulled by the Tribunal will be available to Australia in the "Summary of Facts" and at that stage, after this hearing. So I'm just clarifying that that's when Australia will get those documents that have been referenced.

02:34:43 Reno Filla

Yes.

Exactly.

02:34:47 Bruno Delor

Reno?

02:34:49 Reno Filla

Yes.

02:34:50 Bruno Delor

We may go on the list of the reference document now.

02:34:55 Reno Filla

Yeah, we can do this.

02:34:57 Bruno Delor

Yeah.

So there will be no problem to provide the documents that you don't have.

I have a question on the last one, Item 22, which is the GFA Report.

Yes, I have some questions, because we have been surprised that we have been informed of that document by the UK and the German appeal, because they mention that document as a reference document in their notice of appeal. So my first question is: why Australia don't consider it as a possible reference document for your appeal?

02:35:58 Lisa Turner

That document was put together at the request of the Gliding Federation of Australia to understand what happened, 'cause as you can well imagine there was a fair bit of confusion from members of the GFA in Australia after the competition and why the competition ended the way it did. So it was, it had a specific scope.

It didn't achieve that scope that's in the front of the report, because there was significant pressure put by the Gliding Federation of Australia on the author to get the report out quickly, so the report doesn't cover all the issues that Australia contends are relevant to this appeal, so the report looked at a narrow scope that leaves out some key points.

And I think the report assumes some things incorrectly.

It assumes in item number 65 that the G-Track Live data was not publicly available. It says that, that's wrong. Australia contends that that's wrong.

In item number 66 it says "The system developer had most certainly, without any intention or complicity in allowing access, simply left out a line of programming code". Australia contends that's not the case, that this wasn't an administrative error from an IT perspective as we covered earlier. You know, if there wasn't a password on it, that was intentional and that was publicly available.

02:37:47 Alexander Georgas

Can you, sorry, because you mentioned that before, sorry for interrupting, but can you elaborate on that assertion? Because I think that is the key to your argument.

There wasn't a password, for sure, but why then it was the intention of this page to be publicly available? Can you provide some argumentation to that, please?

02:38:12 Lisa Turner

It might even not be relevant whether it was the intention. But as Matt said Australian law is that if it's not password protected it's legal, it's public information and it's legal to use it.

02:38:27 Alexander Georgas

Sorry, that's not exactly what Matt said because what he said, was that if information that was privileged in fact was made available through the error of a developer or a site publisher, then it is the site publisher who is liable and not the person by law that accesses that. So if there's a question of liability, clearly, that is not a boundary of whether this information is public.

The question is if it's privileged information and it's accessed who has the liability.

I think that's what came out in Matt's testimony. Correct me if I'm wrong.

02:39:07 Lisa Turner

Can you help me understand the difference between liability and whether it's public?

02:39:15 Alexander Georgas

Well, if somebody accesses something that they should not access, then who is at fault is one question and that is different from whether/if somebody managed to access something, whether it was public or not. And that relates to item 18o I wanted to ask, because you state that, for example there was a mention somewhere on the Internet where that information could be found, therefore, it's public. Which begs the question of whether if somewhere in the Internet there's a list, for example of my password or my credit card number or some privileged information that was put there, whether that makes that public information, which can be reasonably used by any party.

02:40:07 Raymond Pearson

It's probably a question of what the intention of the developer is if they don't put a warning or a password or some sort of access code then you as somebody coming to the site wouldn't know that it's not public information or shouldn't be public information lest there is some sort of warning.

If it's password protected then you go like "Well this is obviously not for the public." but if there's nothing on there or no warnings then probably the assumption is then it's public information unless you're advised otherwise. So it might be one of those things that the question may have to go to who was administering the G-Track Live, whether they intended to have it protected or not protected. That's probably where the question needs to go.

02:40:55 Alexander Georgas

Exactly. I think that's the most material part of the argument and that's what I really want to hear in terms of your argumentation. I think that's what can give a lot more validity to it because, the facts as we see them, is that this page was in a part of the site which was clearly labeled as administration part. It was not password protected.

But yet you know, supposedly this is a system that is not used for public use in general. It's used for certain situations.

So what can you say as to the developer's intention for this to be public other than you know there was no password? Can you make any further argumentation to "Yeah OK, this is something that was out there. The intention for it was to be used." rather than this being an omission? That's what I'm trying to get at and that would be really helpful for us in evaluating your case.

02:41:55 Lisa Turner

I can't answer what the developer's intention was. I do not know.

What I do know is that there wasn't anything expressly said that we couldn't use that page.

And that it is typical in that if that data is not password protected that it's available for use.

It's not for, let me rephrase that question.

Would the Tribunal be prepared to make a determination in this matter based on what it thinks was the intention of the Contest Organisers or the G-Track Live developer as opposed to what the written rules say?

Well, that's what's the heart of what I think you're getting at, Alexander. It's you're trying to understand the intention and I understand, I can appreciate that, however is that, are you prepared to make a judgment, saying "We think the intention was that that was not private, public information. Therefore, Australia shouldn't have taken part of that and shouldn't have used it."?

02:43:33 Reno Filla

Right, sorry, because we don't have to think, we have on record that it was unintentionally open. So the intention was to have it password protected.

02:43:45 Lisa Turner

Is that what this system developer has said?

02:43:47 Reno Filla

Yes, so we can step from there.

02:43:49 Alexander Georgas

Yeah, but I want to go further from that, because I think the developer has stated something and that's their intention. However, we're not assessing what the developer did. We are assessing your argument, which I think this is a very central part to it. So, we have to give you the due consideration your argument is worth.

And we have to judge your intention of it, so this is what I'm looking at. You know, again, we're not looking to see if you broke Australian law in accessing that, this is not something we're concerned with, we're looking at the sporting matter.

So, your argumentation, your perception as to why you thought this was public, is very material to us and may have some relevance to us.

02:44:34 Lisa Turner

OK, what I put to you is how should Australia have known that the intention of that data was that it was password protected?

02:44:49 Alexander Georgas

Conversely, though, how could it be assured that it was fair game to use?

It's 2 parts of the same coin really, and we're interested in getting to that really.

02:45:02 Lisa Turner

I've done some thinking on this. Maybe not this specific point. But this is something I was going to say in my Closing Remark and I’m going to say it now.

I've sat back and thought about this because as you're probably aware that there's been a lot of emotion around this case from a lot of competitors at the competition plus, a lot of glider pilots around the world. And I appreciate that, I appreciate there's a lot of emotion involved and I've been contemplating why that is.

And it struck me, because, you see, the heart of our argument is that "It wasn't prohibited, therefore it was permitted." Let's just bring it back to that.

I live in Australia, Australia has a British-based legal system based on common law and that brings with it a particular mindset.

So that mindset is that unless there is a rule expressly prohibiting something, everything else is allowed.

At a general level, of course there are exceptions to that rule but at a general level that is the mindset, that is the legal system we operate in Australia. That is the legal system that governs this competition. That is how we think in Australia.

But we'll also say that, looking at how the FAI rules governing the competition were applied, including Sporting Code and Annex A, that, and how previous penalties have been considered and imposed at previous World Championships, that that is also how the FAI rules and the rules of the competition are applied, it's generally on that principle of "It's permitted unless it's expressly excluded."

However, when I sat back and thought about it, I thought "Is that how the British and the Germans think?" Well let's say the Germans and a lot of the other European countries. But most European countries, and this is a broad generalisation I'm making and I apologise if I offend anyone from a European country and how I make this generalisation, is that running legal systems, which are codified and have sort of come from a different mindset source than the British system, and in a nutshell that system is “unless it's expressly allowed, it's prohibited”. So it's the converse. It's a bit, like, in France the general principle is you are guilty until you’re proven innocent, and in Britain and Australia you are innocent until you’re proven guilty. So there's this, there’s a little bit of a different... we’re coming at these from different angles and different perceptions.

And I can see that happening here, Alexander, with how we're talking about "What was the intention of the system developer and how should we have thought about their intention or not?"

So I think it is the 2 sides of the one coin. However the way the rules are interpreted for this competition is that: unless it was prohibited it was permitted.

And it's not up to a contestant to consider what the intention was if that hasn't been properly documented in a rule.

02:48:30 Alexander Georgas

OK, thank you. That's very useful.

02:48:33 Bruno Delor

Just I do a small comment, but I don't want that to... We continue the discussion on this very difficult... It's very clear that when something is prohibited, if you do something against that you are cheating.

And cheating is undoubtedly an unsporting behavior.

But if [any?] something is permitted there is the necessity to see and to evaluate if, in the present case, the use of the data as has been done, may be considered or not as unsporting behavior. If there is unsporting behavior on which side, on who it's applied. So that [discussion] we will stop [now] because that will be what we have certainly to discuss to evaluate in our Tribunal. That's the main point, I think, of those appeals.

So, I stop the comment, but we don't avoid to do a decision between cheating and a more general appreciation in a sport of what is maybe considered as unsporting behavior. Now I come back to a very basic question on the GFA Report: I have a second question.

Because finally we have recently discovered that there were two versions of the document.

One version, which is with exactly the same date, no change on the date. Same signature and same date. One is called "abridged" and the other one may be called "full" [report].

But so we see that in the full [report] there are annexes.

But we also discovered with the point 70, that wel discuss, that in some part of the two documents there are changes. So my question is why there are two versions. And if I come back to what you say, Lisa, you explained that you consider that some topics 65, 66 were wrong.

But if there has been an update so why not to correct? And why two versions? Those are my questions.

02:51:31 Lisa Turner

Good question. There are two versions. There's the full version and then there is the abridged version.

What I know is the abridged version is the version that the Gliding Federation of Australia released to all of the members of the Gliding Federation of Australia to explain what happened. I do not know why it chose to release the abridged version and not the full version, the pilots were not consulted about that, the pilots had no say in that.

We know that some of the... I mean, it's very easy to do a compare. There is a couple of paragraphs on the conclusion of the appeal.103 104 105, some of which were not in the abridged version.

So there are some differences and we can't explain why.

Hope that answers that question.

There was a second part to your question, Bruno?

02:52:48 Bruno Delor

Please on that one.

You are here as representative of the appellant.

So I may understand that you are not in the situation to answers the question.

But I think it could be good that we have a complementary information, which means that needs to be investigated with GFA. So please [we] will appreciate to understand better why there are two versions and so. But I can completely understand that you don't get the answer. So now we may go to the second part.

02:53:30 Reno Filla

I need to make you aware of that this meeting has initially only been scheduled with one hour overtime. It looks like we are eating into this margin.

But what I want to do is to go into the settings of the meeting and extend it for another half an hour. I'm not sure if this is possible so in case everybody gets kicked out, I don't know, try to access it through exactly the same link you already had. I'll try to make live surgery here and let us continue half an hour more because I know that Zoom kicks you out once you have reached ...

I'll try to change that. If it's not possible, if you get kicked out, try to join again. And if that's not possible please have a look, I will try to email you with a new link, but let's hope it works.

So because the meeting is in progress, I'm not even sure I can go into the settings but I will try.

Yeah, I'm not sure I can actually do it without [ending the meeting] but we can look.

02:55:08 Lisa Turner

I'm very close to, you know, I can sum up in a couple of minutes if we need to.

02:55:18 Reno Filla

OK.

Because I think we would need at least 15 more minutes but we can do it like this:

Lisa: if you can sum up, then it's part of this recording and then I'll try to do something.

02:55:41 Lisa Turner

OK. I'd like to just come back to something Bruno said, which was a good point about unsporting behavior.

The Australian position, and this is in the Australian report, is that the definition of unsporting behavior and how it's covered in the rules of the competition, so I'm looking at 8.6.5 of Annex A, is pretty narrow on defining what unsporting behavior is and how it is applied.

I think it would be… Australia contends that there isn't actually scope for the Tribunal to extend the definition and application of unsporting behavior to this matter.

And if they [you] are considering that I recommend a detailed written justification of that position, please.

That to us is clearly about aggressive and abusive behavior, which isn't in contention here.

So, as I think we've got into this matter today: the Australian position is that there were no rules broken, whether they be rules of the competition or Australian rules, to access the G-Track Live data. There was no password required and it was public data and available for use. That is the crux of the appeal and that is what you have the joy of determining.

In addition to that Australia contends that there was no advantage gained by Australia in using that data from G-Track Live over OGN networks.

Australia again doesn't consider that its actions were unsporting, as we just addressed, and I think, a point to emphasise is that part of what I think has driven emotion from other contestants in this matter, is that it was the way Australia used that data and the program that Matt wrote, how that was available for the Australian ground team to use, that was new and innovative and made it sound like Australia had something better than everyone else.

We didn't ask this with Mike but one of the things that they had was the way that the gliders were represented on the computer screen. They had a ruler and they could measure the distances between gliders and where the other gliders were, and they could vector Australian pilots to a climb and they got more accurate climb data because of the way Matt's program calculated the GPS coordinates that were coming in, the data. And that was regardless of source of the data. So it sounded like Australia had this super duper input that, you know, "How did they get that?" Well, we got that through an evolution of thought about how to use the tracking data.

We also had really good weather data and a lot of that was local knowledge and understanding the weather models. And I think we regularly picked the right base weather model to use for the day and the Contest Organisers didn't, so we had actually better understanding of what we thought the weather was going to do every day.

And so on the radio it sounded like Australia had much better information because we did, but that was all said on the public Australian radio channel, which as Terry said everyone else was listening into anyway.

And we regularly had other countries talking on our radio channels in their own languages.

So that's the crux of the Australian case.

What Australia is seeking here is a decision that there was no rule broken therefore no penalty should apply and that the score should be adjusted accordingly.

I appreciate that that's uncomfortable for everybody at this point in time. It's been 10 months, nearly 11 months since the competition. It's been a long time and it's, ...

No one wins here. I appreciate that, you know, even Australia has had to go through this hurdle to get to this point and there is some collateral damage along the way, whether that's Australian pilots or other pilots if medals are redistributed and I appreciate that's a very difficult and uncomfortable position to be in for everybody.

Had proper process being followed at the competition, we might not be here, that might not have occurred. I'm not trying to make judgment on that, I'm trying to say that we appreciate, you know, this is difficult for you and the consequences of the decision are difficult and it's not personal from Australia against any particular pilot. We're just looking to have the true facts of the matter come out for the record. We trust the Jury will rely on the facts and come to the right conclusion [that] Australia has, based on those facts, and document that and published that accordingly.

We really appreciate your time. We can see that there's a lot of work that you've done behind the scenes that we might not have had visibility on before today and that you're really trying to get across the technical nature of the appeal. I'm sure you're all sort of wishing you hadn't got this job at this point, it's that complex and difficult.

And we really appreciate the effort you're putting in.

03:02:04 Reno Filla

Thank you very much.

I would like to ask if the Jury President wants to say something? You don't have to, just in case.

Gisela, do you want to add something from your point [of view]?

Up to you.

Doesn't seem to be the case or... Can you hear me?

Gisela, do you want to say something as Closing Remark?

03:02:49 Gisela Weinreich

Thank you.

I think there's been enough what we could consider now.

03:03:04 Reno Filla

OK.

Thank you. We have certainly a lot of information to consider and to go through.

Just the promised last slide here [in the presentation on the screen]: the way forward. What will happen now is … we had this hearing today and we followed the same procedure today as we had for the joint appeal from Great Britain and Germany, which was 4 days ago.

And we will merge everything we found both through the hearings and through the side investigations into one document "Summary of Facts" and that's the document that is actually mandated by rules.

That's quite a lot of work. We will of course, try to match it against the evidence and give you access to all that. Don't expect it to arrive tomorrow or the day after that. That will take some time for us to make properly because as, according to rules, this will be the main basis for the decision later on, so it must be right. As right as possible, at least.

And once we're done with that and we have shared it with you, then all the appellants have one week to review, also according to the rules, that's the time frame, and [to] comment and propose adjustments.

And then we will deliberate within the Appeal Tribunal. We will of course try to work as efficiently and fast as possible, but we shouldn't be unduly rushing through things because these are complicated matters and we know what's at stake for everyone involved, so we want to really arrive [at] this the proper way, and will make a proper decision.

That's not easy.

We might even at that stage realise that, even though we have thought that everything was in place in this "Summary of Facts" document, it been signed and agreed on, and there are still open points.

And according to rule it's still possible for us or other involved parties to get asked by us. That's still open.

And then of course, we will have to make a decision. Just for information, it doesn't have to be unanimous.

But we will never tell you that is has not been unanimous, which is according to the rules.

We will share it [i.e. the decision] in writing, it will be dated and signed, and then from the date of communication there will be a period of 3 weeks, [that is] 21 days for the appellants to appeal to that decision in case they want to.

And that then will be in front of the Court of Arbitration for Sports [CAS] in Lausanne, Switzerland.

I have no idea how that process works actually.

You can of course, also at anytime after the communication say "OK, we agree." [and] then it's done.

In any case whether the decision will be final by not having appealed, or by you actively having said "It's agreed", whatever we recommend will be enforced by FAI immediately, everyone will be notified.

And, of course, the scope for the Appeal Tribunal is quite large. We can overturn basically everything, so it's a great power. And it's like how they say in Spiderman: "With great power comes great responsibility." So, we certainly don't take that lightly.

And with that I can say that we are 5 minutes over the time and apparently the meeting hasn't stopped, so they give us some leeway here.

Anything someone wants to add? Ray.

03:07:37 Raymond Pearson

If I could please, Reno. Just speaking on behalf of the NAC. Just want to acknowledge all the work that the team has put together in preparing the documents. I know there's been a lot of work in the background, so appreciate their efforts because really the NAC executive we're very much a go-between in this, we've only provided a little bit of assistance to the team.

And then I especially want to thank yourself and your other 2 team members, Bruno and Alexander, for the amount of work that you'll be doing and have done already and your patience, particularly with some of the emails that have been going backwards and forwards, asking you to explain things, so we really appreciate that and the giving up of your personal time.

I mean, I guess if you're sitting there in isolation, you're probably looking for things to do, but ...

Yes, so once again: thank you to all involved and thank you to the other observers involved as well. This is at our request, so you're doing us a favour by giving up your time, so thank you very much for that.

03:08:49 Reno Filla

Thank you. Thank you very much.

Alright I think we're done for today.

We have explained the way forward.

No need to draw it out anymore.

Thank you very much for your time.

03:09:03 Lisa Turner

Thank you, we really appreciate it.

03:09:05 Raymond Pearson

Good morning, and good evening.

03:09:08 Alexander Georgas

Yeah, bye. Bye.

03:09:09 Bruno Delor

We go for the night.

03:09:11 Reno Filla

Yes.

03:09:13 Raymond Pearson

And our day begins.

03:09:15 Bruno Delor

Yeah. Bye bye.

03:09:18 Reno Filla

Now, bye bye.

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Dear Mr Filla,

We thank you for your email of 11 August attaching V1.1 of the SoF, and the panel's efforts to date to reach this point. We appreciate this has been a difficult process for all parties involved. The position of the Australian team is that in all instances the team's conduct was in accordance with the rules, but also in line with precedent set by previous world championships with regard to live tracking data use.

The IGC has over many years wrestled with the adoption and use of live tracking data. In every world championship since the introduction of Flarm, there have been different qualities of access and use of tracking information by various teams. Up until the WWGC 2019, there have been no public warnings to competing teams that use of tracking information from any source is inappropriate, or a suggestion that equal access and use of tracking information should be ensured for all teams, in the absence of which penalties would be applied.

Despite this history and culture, the Australian team finds itself not only defending the personal integrity of its team members, but penalties severe enough to remove two pilots from podium positions.

The questions we put to the IAT are: should punishing a competing team be the vehicle to progress the IGC's control of live track data use? Is all the collateral damage caused in following this path reasonable in the circumstances?

It is Australia's view that the rules regarding live tracking data use should be managed through IGC's plenary meetings. And more broadly speaking, if rules are intended to be applied to pilots, they should be plainly written to achieve their intent.

The aspects of the current SoF that we encourage the IAT to reconsider relate to:

- The impact of the use of the word "Illicit" by the organisers and the Jury regarding Australia's accessing of G Track data
- The wording used in Rule 4.1.1c
- The realistic gain achieved by accessing data from G-track.

It is these issues which we believe are significant and which we wish the IAT to take into consideration in the final deliberations. We have used the SoF paragraph numbers below where relevant.

Use of the term "Illicit"

The language has been changed in the latest version to remove the word "illicit" and replace it with "unauthorised".

The term Illicit was used by the DCD in introducing the issue to the team captains' meeting on the Friday morning. This is contained in the DCD's statement in paragraph 5 of her letter to the IAT, contained in the evidence: "*Regarding the use of the term illicit, it is a term I had used*".

The term illicit was used in the team captains' meeting, also in the Whats App message and also in the official notice of the penalty that was placed on the notice board (which is referred to as a 'note' in 13.4.1). And it had much more impact than that. It was then used in the Complaint written by John Good.

This is an important issue because it speaks to the emotional impact on the team captains forming the view that the Australian team was acting illegally or improperly, which it was not.

21.7. Breaking the 15 minute rule in 4.1.1c

While in retrospect it seems that various individuals would have preferred that Rule 4.1.1c was written so that it applied to all participants in the competition, it was written to apply only to the organisers' display of public tracking information. Further, the organisers failing to prevent local OGN and private OGN data being accessed in real time is not consistent with the idea that Rule 4.1.1c. was intended to stop pilots from accessing live tracking. If the rule was meant to apply to pilots, it should have been written to state this.

Various tracking information available

In addition to the wording problems with Rule 4.1.1c, the organisers as well as representatives of the IGC have openly stated that use of live tracking data was allowed. It still concerns us that the IAT seem to differentiate between OGN data and G Track data. However, both of the systems require pilots to carry transmitters and both systems display the same data on a map on a screen. If live tracking is allowed then there is no difference between the use of the two systems. The data from G Track was openly available, with no illegal action necessary to access it. A superior source of live tracking data could have been generated and used by any team through the establishment of a private OGN without contravening any rules that applied to the championship.

Benefit to Australian Pilots

[26.4]. Because all information could be transmitted to Australian pilots only by radio, not all of the information gathered was able to be transmitted, due to limits of radio transmission range. Again, we ask that this information be included and considered. Typical radio range is 70km-100km but, as known, it is less where there are high terrain impacts. The estimated range of OGN is similar to the range achievable by the radio, which has consistently been the Australian experience over many years. Superior benefit could have been gained through establishing a private OGN throughout the competition area and this would have been in accordance with the rules, and acceptable to the IGC.

Apart from this, we encourage the IAT to look through the flights at the WWGC, where it is clear that Australian pilots had not been directed from thermal to thermal marked by competitors, but have flown independently using their own decision making.

[27] One of the core pieces of information that provided a tactical advantage to the Australian team was the weather information collected and analysed by the Team Coaches and integrated into the visualisation system. The team's weather data was better than that provided by the organisers due to the model that they were using. They had analysed data from many different models leading up to the comp and identified the one that was more consistent during this period. This meant that they could give better advice on the impacts of sea breeze, end of day predictions and storms. This was unrelated to live tracking and was permitted under the rules.

Similarly, the measuring device which had been developed and also used in the visualisation system, proved highly effective and again we comment to the IAT that it is was this particular piece of technology that caused all of the "chatter" amongst other teams. This however needed no data from G Track or other OGN to operate.

In summation.

We appreciate the IAT's work in reaching this point and the importance of having the SoF fully factual. We request that the above issues be incorporated into it before the IAT consider the final conclusion.

The Australian Team's position is that it has not broken any rules, nor has it acted in a manner contrary to the precedents set in previous world championships.

The Australian Team's use of live tracking information created a benefit that is directly comparable to that available to other teams from the public OGN due to the limitations of radio transmission range. Further, an equivalent benefit could have been generated through the use of a private OGN, without penalty.

If however the IAT conclude that the Australian team's actions required a level of conduct beyond mere compliance with the black letter words used in the rules, then we would recommend that IAT adopt the approach initially taken by the organisers and impose the first penalty which they adopted namely the requirement for an apology alone.

We encourage the IAT to be mindful of the sport's attempts to date to deal with live tracking data and to consider the sport's history in reaching the final decision. The nine Australian pilots impacted by all this have acted with personal integrity and participated in this contest with independence and sportsmanship.

Yours faithfully,



Grahame Hill
President

17th August, 2021