

## **Annex A – International Gliding Championship Rules - FAQ**

### What is the difference between the Annex A Rules and the Local Procedures?

The Annex A Rules are approved by the IGC Plenary and must go through an intensive review process before being amended. The Rules include options for Classes, Starting, Tasks, Finishing, and Scoring. Organisers then choose which of these options they will use for their Championships. The Annex A Rules specify how the Championships is to be managed and run.

The Local Procedures are part of Annex A; Part 11 to be exact. The Local Procedures provide the necessary detail for the actual country, event and site. There are really three levels to the Local Procedures.

The first level includes specific requirements, that apply in a particular Country and at a particular gliding site, that cannot be foreseen by the IGC Plenary when Annex A is approved. These include: the names of the Organisers; national doping requirements; the Entry Fee; documentation required; the value of third party insurance; contest site boundaries and contest area boundaries; the value of the protest fee, and so on. These are not under the control of the IGC Plenary, but are usually stated in the bid for the Championships.

The second level is made up of the nomination of the various options from Annex A that will be used at the particular Championships. These include: the classes that will be flown; the start and finish procedures that will be used; the type of tasks that will be set; the scoring system that will be used; and, any specific penalties (eg for outlanding) that will be used. These are fixed and also usually form part of the bid for the Championships.

The third level comprises all the things related to the actual flying at the site: the weighing procedures; the gridding procedures; dumping water ballast on the grid; the start altitude limits; the height of the finish line or ring; the radio procedures; the circuit procedures, and so on. The information provided by the Organisers at briefings has the status for Local Procedures because it forms part of this level of the Local Procedures – the operational and safety level.

The Local Procedures are reviewed and approved by the Annex A Group within the IGC. The Annex A Group can specifically check the Procedures that fall into the first and second “levels” but is not able, without visiting the actual site, to ensure that the third “level” of Local Procedures are competent. What can be checked is that everything has been thought of.

It is possible for the Organisers to amend the Local Procedures where they relate directly to this third “level” of operational and safety matters. This is one of the key roles of the Stewards – to ensure that the Local Procedures are working well and maximising safety.

### Do all the start and finish procedures and tasks have to be used?

No, the choice is up to the Organisers. There are some requirements, such as there must be a mix of tasks (Rule 6.1), but otherwise the Organisers are free to nominate the starts, tasks and finishes that best suit their terrain and weather environment. Once they have stated which options they are going to use in the Local Procedures, however, they cannot change their minds. It is normal for the Organisers to nominate two start and finish procedures to provide some flexibility to cope with variable weather conditions.

### How is speed calculated at time out in the latest Annex A?

This is not done anymore. Speed points are only allocated to finishers on speed tasks. Outlanders have their performance calculated in the distance flown only.

What has been included in the latest version of Annex A is the requirement, on Speed Tasks, that the Organisers set a “designated time”. This is the minimum time that they expect the pilots to fly for. So, if the designated time is set at 3 hours and a pilot finishes after flying for 4 hours, his/her average speed is equal to the distance flown divided by the 4 hours. If another pilot finishes after only 2 hours, his/her average speed is the distance flown divided by the 3-hour designated time.

### Why have the task names been changed again?

This is all part of the process of developing the Annex A Rules and working towards a series of Tasks that make it easy to understand what a pilot has to do to win the task. The task names now reflect what is required in the task – so the Racing Task is the classic speed around set turn points; the Speed Tasks (whether around Assigned Areas or Pilot Selected Turn Points) require the winner to achieve an average speed higher than everyone else – as long as they fly for more than the designated (minimum) time; and, the Distance Tasks (Areas or pilot selected) require the winner to fly the furthest distance within the designated (this time maximum allowed) time.

### How do I claim a Virtual Outlanding?

The short answer is you don't have to. The scoring software should be automatically looking at your flight record and allocating you the best possible marking distance. If you have landed out, there may be some part of your flight that is closer to the next turn point, for example, that gives you a better marking distance than the place where you have actually landed. If you have crossed the finish line or the finish ring you are a finisher and the marking distance is your distance flown, so there is no virtual outlanding.

You cannot claim a virtual outlanding after a finish just because you have incurred a penalty. This would be the same as allowing you to submit your second FR when your first FR had a complete flight record but showed that you had incurred a penalty. In other words, your performance is only assessed once.

### What if there is an error or a mistake in the Rules?

The IGC Bureau have been entrusted, by the IGC Plenary, with correcting errors of fact in Annex A. There have already been a couple of editorial corrections made to correct the following editorial errors:

- (a) Local Procedures section G, the reference to 7.6.1a was corrected to 7.6.2a
- (b) Para 8.3, the definition for parameter 'CC' was corrected
- (c) Para 8.3.2, the references for parameter 'D' were corrected
- (d) Para 7.7.3c, an out of date requirement for closing the finish line was deleted
- (e) Para 8.9, the name of the penalty "Finish Line" was corrected to "Finish"

As a result of these changes an updated version of Annex A has been placed on the website. It can be identified by the information on the Preliminary Remarks page, showing a date of 25 June 2003, with the details of the amendments.

### There is an option for the Organisers to penalise a pilot who lands out. Why?

This option applies to both speed and distance tasks. In the past pilots have been given bonuses for getting home rather than landing out. This bonus was not related to their performance, but was usually a percentage, which distorted the true performance. As a result the situation has been reversed and Organisers may if they wish, provide a distance penalty, which is directly related to the distance a pilot lands from home, to those who land out. This is still seen as an incentive to get home – or at least closer to home. If the Organisers wish to use this penalty they must state this in their Local Procedures and it cannot subsequently be changed.

### The Rules are too complicated. Why can't we make them simpler?

Right now we all agree. We have reached a point in the development of the Rules where we have a number of options, all of which have been included for the best of reasons. Because Annex A has been changing rapidly over the last few years, and also as it is now the only set of Rules by which an IGC sanctioned Championship may be run, a decision has been made to not amend the Annex until 2006.

This will do a number of things; it will give time for everyone to get used to the Rules, and it will also give everyone the chance to find out which options work best, and what changes would help us develop gliding competitions for the future.

During the next year or so we also intend to provide an interactive version of Annex so that it will be easier for Organisers to select and print the options they wish to use at a Championship.

The other reason for complexity is that we continually have questions being raised, or something happening at a Championship, and it seems that we have to add more Rules to try and ensure fair play at our competitions. Unfortunately, being too simplistic with the Rules creates a high degree of uncertainty.

### How do I get an Annex A Rule changed?

There are two ways to seek a change. The Stewards and the International Jury lodge reports at the end of the contest and one part of their reports includes suggestions for Rule changes. The other time the Rules discussed for potential change is at the IGC annual meeting. So, talk to the Stewards and the Jury Members at your contest and discuss your ideas with them and you can also petition your IGC Delegate who should then take your proposal to the IGC meeting.