IGC Agenda 2006 Item 12.3.2

Agenda item 12.3.2.a.

PROPOSAL N° 1 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
A new 4 year moratorium for changes of the Annex A shall be set after 2006.
The period for which the rules are valid shall be mentioned on the first page of the rules
This Proposal affects:
Sporting Code Section – non
Annex A Rule – Introduction and Front Page
Reasons supporting the Proposal:
The Annex A group feels that the rules should be stable to give time to the competitors and to the organisers to know and understand them. This leads to fewer complaints and protests in competitions.
We therefore propose to restablish a moratorium once the new rules have been adopted in 2006.
We believe that the rules should be stable for at least 4 years (two cycles of each World Championships).
To avoid any confusion the validity dates (this edition is valid from to)should be stated on the front page of the Annex A.

PROPOSAL TO IGC PLENARY 2006
Proposed by : Annex A Committee
Year 2 Proposal
It is proposed that:
A new 4 year moratorium for changes of the Annex A shall be set after 2006.
The period for which the rules are valid shall be mentioned on the first page of the rules
This Proposal affects:
Sporting Code Section – non
Annex A Rule – **New wording**

Fédération Aéronautique Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL SOARING CHAMPIONSHIPS

CLASS D (Gliders) Including Class DM (Motor Gliders)

2006 Edition

This Edition is valid from 1 October 2006 until 30.September 2010

Passed by IGC meeting in Lausanne, Switzerland, March 2006

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supporting the Proposal:

The Annex A group feels that the rules should be stable to give time to the competitors and to the organisers to know and understand them. This leads to fewer complaints and protests in competitions.
We therefore propose to restablish a moratorium once the new rules have been adopted in 2006. We believe that the rules should be stable for at least 4 years (two cycles of each World Championships).
To avoid any confusion the validity dates (this edition is valid from to)should be stated on the front page of the Annex A.

Agenda item 12.3.2.b.

PROPOSAL TO IGC PLENARY 2005

Proposed by German Aero Club

It is proposed That:

The Total Duration of Category 1 Events inclusive Official Training and Ceremonies has to be limited to 14 days.

This Proposal affects:

Annex A Rule – **Part 1.2.3**

Reasons supporting the Proposal:

The Duration of our championships is to long. With Official Training and Traveling Time, you need a minimum of 3 weeks for a Major Category 1 Event.
The Olympic Summer Games in Athens had only a duration of 16 days for example.
Gliding is still an amateur sport and most glider pilots have to use their limited normal working vacation.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The Total Duration of Category 1 Events inclusive Official Training and Ceremonys has to be limited to 14 days
This Proposal affects:
Sporting Code Section – non
Annex A Rule – **Part 1.2.3 New Wording / Part 4.1.2 b New Wording**

1.2.3 The total period of a World Championship ~~the event~~ shall not exceed ~~16~~ 14 days , the total period of a Continental Championship shall not exceed 10 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 only at World Championships. An official practice period of about seven days for WGC's and 4 days for Continental Championships immediately preceding the opening of the Championships shall be made available to all competitors.

The Organisers may declare further rest days for stated reasons such as pilot fatigue
The Standard format for a WGC is: Saturday 10 am , Registration closes,official Training
Saturday evening ,opening ceremony
Sunday until Friday , contest flying
Saturday, closing ceremony + reserve day in case of bad weather
The Standard format fo ra CGC is: Thursday 10 am , Registration closes,official Training
Thursday evening ,opening ceremony

Friday until Friday , contest flying Saturday, closing ceremony + reserve day in case of bad weather

4.1.2 Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and:

a. Must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions.

b. Shall be made available to the Organisers at least ~~72~~ 24 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition. No instruments permitting pilots to fly without visual reference to the ground may be carried on board, even if made unserviceable. The Organisers may specify instruments covered by this rule in their Local Procedures.

Reasons supporting the Proposal:

The Duration of our championships is to long.With Official Training and Traveling Time, you need a minimum of 3 weeks for a Major Category 1 Event.
The Olympic Summer Games in Athens had only a duration of 16 days for example.
Gliding is still an amateur sport and most glider pilots have to use their limited normal working vacation.

Agenda item 12.3.2.c.

PROPOSAL TO IGC PLENARY 2005

Proposed by German Aero Club

It is Proposed That:

FAI Category 1 Events have to be seperated by a minimum period of 10 days.

This Proposal affects:

Sporting Code Section –	**Section 3**
Annex A Rule –	**Part 1.2.3**
Other –	**Championship Bid Procedure**

Reasons supporting the Proposal:

Due to the tight sporting calender, NAC's need a minimum time between the various Championships to transfer Gliders and Personel between the Championship Sites.

PROPOSAL TO IGC PLENARY 2006

Proposed by : Annex A Committee
Year 2 Proposal
It is proposed that:
FAI Category 1 Events have to be seperated by a minimum period of 4 days.
This Proposal affects:
Sporting Code Section – non
Annex A Rule – **Part 1.2.3 New Wording**

1.2.3 The total period of a World Championship ~~the event~~ shall not exceed ~~16~~ 14 days , the total period of a Continental Championship shall not exceed 10 days ,including two days on which the Opening and the Closing Ceremonies are held and these Events have to be separated by a minimum period of 4 days. At least one non-flying rest day shall be given during the period only at World Championships. An official practice period of about seven days for WGC's and 4 days for Continental Championships immediately preceding the opening of the Championships shall be made available to all competitors.

Reasons supporting the Proposal:

Due to the tight sporting calender, NAC's need a minimum time between the various Championships to transfer Gliders and Personel between the Championship Sites.

Agenda item 12.3.2.d.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that: Rewordings due to the creation of the 20m-2-Seater Class
Sporting Code Section – non
Annex A Rule – **Part 4.2.f New Wording, 4.2.f renumbered to 4.2.g**

4.2 AIRCRAFT MAXIMUM MASS LIMITS

4.2.1 The following sporting maximum take-off masses and limitations shall be enforced:

a. Open Class – 750 kg, except that two-seater motor-gliders that exceed 750 kg may be flown at their actual mass but may not carry disposable ballast and may not exceed 850 kg.

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – no water ballast permitted

any of - weight *The certificated maximum mass of non-lifting parts may not be exceeded under circumstances. Any other form of ballast in the wings ,replacing water is not permitted.*
MTOW without water = a.)Maximum certified mass of non-lifting parts + lifting parts(wings) without any form of ballast or b.)Maximum certified without water according to Type certificate data sheet / TCDS. *Weight takeoff*

e. World Class – 300 kg.

f. 20m-2-Seater Class – 750 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.

The certificated maximum mass may not be exceeded under any circumstances.

8.2.4 **Handicaps** Organisers shall state in the Local Procedures if handicaps are to be used and they shall be applied in accordance with 8.3.2:

a. To the competitor's Marking Speed for finishers of a Racing or Speed task, or

b. To the competitor's Marking Distance.

Handicapping is used for Club Class and 20m – 2-Seater Class Championships only. Handicaps, if used, shall be taken from the latest IGC Handicap list or any other list approved by the IGC for the specific Championships. It is assumed that highest performance glider gets highest handicap. The list of all competitors with their handicaps shall be published before the beginning of the Championships

Reasons supporting the Proposal:

Due to the introduction of the 20m-2-seater class, a weight limit must be defined for this class in Annex A.
As long as pure gliders are not allowed to be flown at a MTOW of 850 kg, the weight limit should be set to 750 kg.
Reference to 2-Seater Class in Para 8.2.4 added for consistency.

Agenda item 12.3.2.e.

PROPOSAL N° 9 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
For Speed tasks all pilots having flown a distance equal to the minimum distance covered by visiting all assigned areas in the right sequence shall receive the same distance points
This Proposal affects:
Sporting Code Section – non
Annex A Rule – 6.2.2 Part 8
Reasons supporting the Proposal:
The existing rule awards a competitor the same distance points as the pilot flying the greatest distance, provided they flew at least 2/3 of the greatest distance. This leads to a strange result if a competitor intentionally flies a very great distance without trying to fly home.
It is more logical to give the same distance points to all pilots having flown more than the minimum distance required to achieve the task
This is probably the main reason why this interesting task is not often used
Additionally this simplifies the rules.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
For Speed tasks ,all pilots ~~having flown a distance equal to the minimum distance covered~~ with a valid crossing of the finish line, after ~~by~~ visiting all assigned areas in the right sequence , shall receive the same distance points
This Proposal affects:
Sporting Code Section – non
Annex A Rule – 6.2.2 Part 8

6.2.2 **Speed Tasks** The pilot has to achieve the highest speed, in a designated (minimum), time around either:

a. Assigned Areas: **Speed Task - Assigned Areas**
b. Turn Points: **Speed Task - Pilot Selected**

Finishers:
- *Will receive the same distance points as the pilot flying the greatest distance, ~~provided that they flew at least 2/3 of the greatest distance~~, and*
- *Will be scored as a function of the speed and the distance they achieved at the expiry of the designated time, and*

1. *Will receive the same distance points and the same score for the same speed, even if the distance flown is different.*

Non-finishers:

2. *Will be scored only as a function of the flown distance the same as for a racing task.*
3. *The distance points for non-finishers will be calculated relative to the maximum distance achieved.*

Competitors speed and distance will be assessed as follows:

- *If the pilot flies longer than the designated time his speed will be the distance actually achieved divided by the time spent on task, or*
- *If the pilot flies shorter than the designated time his speed will be the distance achieved divided by the designated time.*

Reasons supporting the Proposal:

The existing rule awards a competitor the same distance points as the pilot flying the greatest distance, provided they flew at least 2/3 of the greatest distance. This leads to a strange result if a competitor intentionally flies a very great distance without trying to fly home.

It is more logical to give the same distance points to all pilots having flown more than the minimum distance required to achieve the task

This is probably the main reason why this interesting task is not often used

Additionally this simplifies the rules.

Agenda item 12.3.2.f.

PROPOSAL N° 8 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
The minimum finish altitude for Distance tasks shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule –6.3 Part 8
Reasons supporting the Proposal:
The minimum finish altitude makes this task complicated.
This is probably the main reason why this interesting task is not often used.
If the distance penalty for outlanding is high enough this minimum finish altitude is not required because the pilot will not take the risk of diving too low and possibly having to outland short of the airfield.
The Rules can be simplified by deleting this limitation.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The minimum finish altitude for Distance tasks shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule –6.2.3 New Wording

6.2.3 **Distance Tasks** The pilot has to achieve the greatest distance, during a designated (maximum) time, around either:

a. Assigned Areas: **Distance Task - Assigned Areas**

b. Turn Points: **Distance Task - Pilot Selected**

~~*A minimum finish altitude is imposed for safety and to promote fairness. It ensures that competitors will not dive too low at the expiry of the Designated Time to maximise the marking distance.*~~

~~*The minimum finish altitude should be set as follows:*~~
- ~~*In flat areas or regions, to the launch altitude, or*~~
- ~~*In mountainous areas or regions, to an altitude high enough to reduce the risks of a forced outlanding in most parts of the contest area.*~~

The pilot will be scored only as a function of the distance achieved at or before the expiry of the Designated Time (Time-out).

The Organisers may give an optional "penalty for outlanding" to non-finishers. This "penalty" is intended to encourage pilots to fly to the Goal, even after the expiry of the designated time. Any pilot reaching the Goal, even after Time-out, will be deemed to be a finisher. This will make it very unlikely that a pilot landing out will be able to beat a pilot who reaches the Goal.

Reasons supporting the Proposal:

The minimum finish altitude makes this task complicated.
This is probably the main reason why this interesting task is not often used.
If the distance penalty for outlanding is high enough this minimum finish altitude is not required because the pilot will not take the risk of diving too low and possibly having to outland short of the airfield.

Agenda item 12.3.2.g.

PROPOSAL N° 7 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
The Optional penalty (proportional to the distance of the outlanding position to the goal) which may be given to non finishers in Speed Tasks shall be deleted.
This Proposal affects:
Sporting Code Section – non
Annex A Rule – 6.2 Part 8
Reasons supporting the Proposal:
This penalty is unecessary because the non finishers are sufficiently penalized since they get no speed points.
It has never been used in any International Championship.
The rules can be simplified by deleting this penalty.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The Optional penalty (proportional to the distance of the outlanding position to the goal) which may be given to non finishers in Speed Tasks shall be deleted.
This Proposal affects:
Sporting Code Section – non
Annex A Rule – 6.2 Part 8

6.2.2 **Speed Tasks** The pilot has to achieve the highest speed, in a designated (minimum), time around either:

a. Assigned Areas: **Speed Task - Assigned Areas**
b. Turn Points: **Speed Task - Pilot Selected**

Finishers:
- *Will receive the same distance points as the pilot flying the greatest distance, provided that they flew at least 2/3 of the greatest distance, and*
- *Will be scored as a function of the speed and the distance they achieved at the expiry of the designated time, and*

4. *Will receive the same distance points and the same score for the same speed, even if the distance flown is different.*

Non-finishers:

5. *Will be scored only as a function of the flown distance the same as for a racing task.*
6. *The distance points for non-finishers will be calculated relative to the maximum distance achieved.*

Competitors speed and distance will be assessed as follows:
- *If the pilot flies longer than the designated time his speed will be the distance actually achieved divided by the time spent on task, or*
- *If the pilot flies shorter than the designated time his speed will be the distance achieved divided by the designated time.*

~~*The Organisers may give an optional "penalty for outlanding" to non-finishers as a function of their distance remaining to the Goal. This "penalty" is additional to the loss of speed points and is intended to encourage pilots to fly to the Goal at the end of the task.*~~

Reasons supporting the Proposal:

This penalty is unecessary because the non finishers are sufficiently penalized since they get no speed points.
It has never been used in any International Championship.
The rules can be simplified by deleting this penalty.

Agenda item 12.3.2.h.

PROPOSAL N° 5 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
The Distance Tasks – Pilot Selected shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule – Part 6 , Part 8.3, Part 8.4
Reasons supporting the Proposal:
The Distance Tasks on Pilot Selected Turnpoints does not really make sense since the Distance Task-Assigned Areas fills similar purposes and is much more flexible.
The Annex A can be simplified by deleting this task which has never been used in International Championships.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The Distance Tasks – Pilot Selected shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule – Part 6 , Part 8.3, Part 8.4

PART 6 TASKS

6.1 TASK OPTIONS The Organisers shall set one of the following types of task each Day. They shall select at least two different types during a Championship, but none of them should be used for more than 67% of the Championship Days. The Tasks selected for the Championship shall be stated in the Local Procedures. The options are:

- **Racing Task**
- **Speed Task - Assigned Areas**
- **Speed Task - Pilot Selected**
- **Distance Task - Assigned Areas**
- ~~**Distance Task - Pilot Selected**~~

6.2.3 **Distance Tasks** The pilot has to achieve the greatest distance, during a designated (maximum) time, around either:

a. Assigned Areas: **Distance Task - Assigned Areas**

~~b. Turn Points: **Distance Task - Pilot Selected**~~

~~6.3.5 **Distance Task - Pilot Selected**~~

~~a. The Organisers shall nominate several Turn Points, and set a designated task duration (Designated Time) as well as a minimum finish altitude (expressed in QNH).~~

~~*A Task Distance is not defined since any course may be selected via the allowed Turn Points. Organisers should allocate sufficient Turn Points to allow a pilot a make fine adjustments of the Distance flown according to their actual speed, especially at the end of the flight (near the Goal).*~~

~~b. The competitor shall complete the task by flying from the Start Point to the Goal, via Turn Points selected among those designated by the Organisers, and achieving the greatest distance before the expiry of the Designated Time.~~

~~c. A maximum of 10 Turn Points, from the assigned list, may be utilised in any order. However the pilot may not return to a Turn Point before having rounded two other Turn Points, except when finishing at the Goal.~~

~~d. Additionally the Organisers may:~~

~~(i) Impose the same mandatory first and/ or last Turn Point, for all competitor's, and/ or~~

~~(ii) Declare certain Turn Points ineligible as first and/ or last Turn Points, and/ or~~

~~(iii) Require the competitors to declare their first Turn Point prior to take-off.~~

~~e. The Time-out Position is the last GNSS position before the expiry of the Designated Time where the glider was above the minimum finish altitude and inside the contest area (see 7.6.3 for virtual outlandings).~~

~~f. The score given to each competitor shall take into account the Marking Distance, which is defined as follows:~~

~~(i) The distance from his actual Start Point via all achieved Turn Points to his Time-out Position,~~

~~(ii) The Organisers may give a "penalty" to non-finishers by subtracting from the Marking Distance a fixed value of 20% of this distance plus half the distance between the competitor's Outlanding Position and the Goal. This "penalty" shall not be applied if the pilot flies home after the time-out.~~

8.3.1 **Championship Days**

The parameters used for scoring each Championship Day are:

	Racing	Speed		Distance		
		AA	CC	AA	~~CC~~	
Dt	**X**	**X**	**–**	**X**	**–**	Task Distance - set at the briefing (for information only)
Td	**–**	**X**	**X**	**X**	**~~X~~**	Task Designated Time - set at the briefing (in Racing tasks Td=0)

Dm	**X**	**X**	**X**	**X**	**~~X~~**	Minimum Handicapped Distance to validate the Day - equal to 100km
n1	**X**	**X**	**X**	**X**	**~~X~~**	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
n2	**X**	**X**	**X**	**–**	**–**	Number of finishers exceeding 2/3 of best Handicapped Speed (Vh)
N	**X**	**X**	**X**	**X**	**~~X~~**	Number of competitors in the class having had a competition launch that Day
Ho	**X**	**X**	**X**	**X**	**~~X~~**	Highest Handicap of all competitors in the class
Do	**X**	**X**	**X**	**X**	**~~X~~**	Highest Corrected Distance (Dc) of the Day
Vo	**X**	**X**	**X**	**–**	**–**	Highest finisher's Handicapped Speed (Vh) of the Day
To	**X**	**X**	**X**	**–**	**–**	Marking Time (T) of the finisher whose Vh = Vo (in case of a tie, lowest T applies)
Pm	**X**	**X**	**X**	**X**	**~~X~~**	1000-point system, maximum available Score for the Day, subject to correction by the Day Factor
Pdm	**X**	**X**	**X**	**X**	**~~X~~**	1000-point system, maximum available Distance Points for the Day
Pvm	**X**	**X**	**X**	**–**	**–**	1000-point system, maximum available Speed Points for the Day
Pn	**X**	**X**	**X**	**X**	**~~X~~**	Place system, number of Place Scores available for the Day
F	**X**	**X**	**X**	**X**	**~~X~~**	1000-point system, Day Factor
Day	**X**	**X**	**X**	**X**	**~~X~~**	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, except see 8.2.5 if a penalty applies

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

	Racing	**Speed**		**Distance**		
		AA	**CC**	**AA**	**~~CC~~**	
D	**6.3.1**	**.2**	**.3**	**.4**	**~~.5~~**	Competitor's Marking Distance, assessed as defined in the specified Section 6.3
H	**X**	**X**	**X**	**X**	**~~X~~**	Competitor's Handicap, if handicapping is applied; else H=1
Dh	**X**	**X**	**X**	**X**	**~~X~~**	Competitor's Handicapped Distance = D x H / H**o**
Dg	**–**	**O**	**O**	**O**	**~~O~~**	Competitor's straight Distance to the Goal (if Outlanding Penalty is used)
M	**–**	**O**	**O**	**–**	**–**	Outlanding Penalty (Distance reduction), if used M = ½ Dg x H/Ho; otherwise M = 0
M	**–**	**–**	**–**	**O**	**~~O~~**	Outlanding Penalty (Distance reduction), if used M = 0.2 x Dh + ½ Dg x H/Ho; otherwise M = 0
T	**X**	**X**	**X**	**–**	**–**	Finisher's Marking Time = the time elapsed between the competitor's Start Time and his Finish Time or: the task Designated Time (Td), whichever is longer
Dc	**X**	**–**	**–**	**–**	**–**	Competitor's Corrected Distance = Dh
Dc	**–**	**X**	**X**	**X**	**~~X~~**	Competitor's Corrected Distance = Dh - M
Pd	**X**	**X**	**X**	**X**	**~~X~~**	1000-point system, competitor's Distance Points
V	**X**	**X**	**X**	**–**	**–**	Finisher's Marking Speed = D / T
Vh	**X**	**X**	**X**	**–**	**–**	Finisher's Handicapped Speed = D/ Tx H/Ho
Pv	**X**	**X**	**X**	**–**	**–**	1000-point system, finisher's Speed points

S	**X**	**X**	**X**	**X**	**X**	Competitor's Score for the Day, expressed in Points, Kilometres or Places

Reasons supporting the Proposal:

The Distance Tasks on Pilot Selected Turnpoints does not really make sense since the Distance Task-Assigned Areas fills similar purposes and is much more flexible.

The Annex A can be simplified by deleting this task which has never been used in International Championships.

Agenda item 12.3.2.i.

PROPOSAL N° 4 TO IGC PLENARY 2005
Proposed by: Annex A Committee
Year 1 Proposal
It is proposed that:
The Speed Tasks – Pilot Selected shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule – Part 6 , Part 8.3, Part 8.4
Reasons supporting the Proposal:
The Speed Tasks on Pilot Selected Turnpoints does not really make sense since the Speed Task-Assigned Areas fills similar purposes and is much more flexible.
The Annex A can be simplified by deleting this task which has never been used in International Championships.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The Speed Tasks – Pilot Selected shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule – Part 6, Part 8.3, Part 8.4

6.1 TASK OPTIONS The Organisers shall set one of the following types of task each Day. They shall select at least two different types during a Championship, but none of them should be used for more than 67% of the Championship Days. The Tasks selected for the Championship shall be stated in the Local Procedures. The options are:

- **Racing Task**
- **Speed Task - Assigned Areas**
- ~~**Speed Task - Pilot Selected**~~
- **Distance Task - Assigned Areas**
- **Distance Task - Pilot Selected**

6.2.2 **Speed Tasks** The pilot has to achieve the highest speed, in a designated (minimum), time around either:

a. Assigned Areas: **Speed Task - Assigned Areas**
b. ~~Turn Points: **Speed Task - Pilot Selected**~~

~~6.3.3 **Speed Task - Pilot Selected**~~

~~a. The Organisers shall nominate several Turn Points, and set a designated task duration (Designated Time).~~

~~*A Task Distance is not defined since any course may be selected via the allowed Turn Points. Organisers should allocate sufficient Turn Points to allow a pilot a make fine adjustments of the Distance flown according to their actual speed, especially at the end of the flight (near the Goal).*~~

b. The competitor shall complete the task by flying from the Start Point to the Goal, via Turn Points selected among those designated by the Organisers, and achieve the highest speed in the Designated Time.

c. A maximum of 10 Turn Points, from the assigned list, may be utilised in any order. However the pilot may not return to a Turn Point before having rounded two other Turn Points, except when finishing at the Goal.

d. Additionally the Organisers may:

(i) Impose the same mandatory first and/ or last Turn Point for all competitor's, and/ or

(ii) Declare certain Turn Points ineligible as first and/ or last Turn Points, and/ or

(iii) Require the competitors to declare their first Turn Point prior to take-off.

e. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Speed defined as follows:

(i) The Marking Distance is the distance from the competitor's actual Start Point via all achieved Turn Points to the Goal, or to his Outlanding Position.

(ii) The Organisers may give a "penalty" to non-finishers by subtracting from the Marking Distance half the distance between the competitor's Outlanding Position and the Goal.

(iii) The Marking Speed is equal to the Marking Distance, divided by the Time elapsed between the finisher's recorded Start Time and his Finish Time, or the task Designated Time, whatever is longer.

8.3 DEFINITIONS OF SCORING PARAMETERS In the following tables:

AA stands for Assigned Area tasks

CC stands for Pilot selected (Cat's Cradle) tasks

X indicates that the parameter is used (if a given parameter is not used it is deemed equal to zero)

O indicates that the parameter may is optional (the option is to be specified in the Local Procedures)

– indicates that the parameter is not used

8.3.1 **Championship Days**

The parameters used for scoring each Championship Day are:

	Racing	Speed		Distance		
		AA	~~CC~~	AA	CC	
Dt	**X**	**X**	**–**	**X**	**–**	Task Distance - set at the briefing (for information only)
Td	**–**	**X**	**X**	**X**	**X**	Task Designated Time - set at the briefing (in Racing tasks Td=0)
Dm	**X**	**X**	**X**	**X**	**X**	Minimum Handicapped Distance to validate the Day - equal to 100km
n1	**X**	**X**	**X**	**X**	**X**	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
n2	**X**	**X**	**X**	**–**	**–**	Number of finishers exceeding 2/3 of best Handicapped Speed (Vh)
N	**X**	**X**	**X**	**X**	**X**	Number of competitors in the class having had a competition launch that Day
Ho	**X**	**X**	**X**	**X**	**X**	Highest Handicap of all competitors in the class
Do	**X**	**X**	**X**	**X**	**X**	Highest Corrected Distance (Dc) of the Day
Vo	**X**	**X**	**X**	**–**	**–**	Highest finisher's Handicapped Speed (Vh) of the Day
To	**X**	**X**	**X**	**–**	**–**	Marking Time (T) of the finisher whose Vh = Vo (in case of a tie, lowest T applies)
Pm	**X**	**X**	**X**	**X**	**X**	1000-point system, maximum available Score for the Day, subject to correction by the Day Factor
Pdm	**X**	**X**	**X**	**X**	**X**	1000-point system, maximum available Distance Points for the Day
Pvm	**X**	**X**	**X**	**–**	**–**	1000-point system, maximum available Speed Points for the Day
Pn	**X**	**X**	**X**	**X**	**X**	Place system, number of Place Scores available for the Day
F	**X**	**X**	**X**	**X**	**X**	1000-point system, Day Factor
Day	**X**	**X**	**X**	**X**	**X**	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, except see 8.2.5 if a penalty applies

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

	Racing	Speed		Distance		
		AA	~~CC~~	AA	CC	
D	**6.3.1**	**.2**	**~~.3~~**	**.4**	**.5**	Competitor's Marking Distance, assessed as defined in the specified Section 6.3
H	**X**	**X**	**X**	**X**	**X**	Competitor's Handicap, if handicapping is applied; else H=1
Dh	**X**	**X**	**X**	**X**	**X**	Competitor's Handicapped Distance = D x H / H**o**
Dg	**–**	**O**	**~~O~~**	**O**	**O**	Competitor's straight Distance to the Goal (if Outlanding Penalty is used)
M	**–**	**O**	**~~O~~**	**–**	**–**	Outlanding Penalty (Distance reduction), if used M = ½ Dg x H/Ho; otherwise M = 0

M	–	–	–	**O**	**O**	Outlanding Penalty (Distance reduction), if used M = 0.2 x Dh + ½ Dg x H/Ho; otherwise M = 0
T	**X**	**X**	**X**	–	–	Finisher's Marking Time = the time elapsed between the competitor's Start Time and his Finish Time or: the task Designated Time (Td), whichever is longer
Dc	**X**	–	–	–	–	Competitor's Corrected Distance = Dh
Dc	–	**X**	**X**	**X**	**X**	Competitor's Corrected Distance = Dh - M
Pd	**X**	**X**	**X**	**X**	**X**	1000-point system, competitor's Distance Points
V	**X**	**X**	**X**	–	–	Finisher's Marking Speed = D / T
Vh	**X**	**X**	**X**	–	–	Finisher's Handicapped Speed = D/ Tx H/Ho
Pv	**X**	**X**	**X**	–	–	1000-point system, finisher's Speed points
S	**X**	**X**	**X**	**X**	**X**	Competitor's Score for the Day, expressed in Points, Kilometres or Places

Reasons supporting the Proposal:

The Speed Tasks on Pilot Selected Turnpoints does not really make sense since the Speed Task-Assigned Areas fills similar purposes and is much more flexible.

The Annex A can be simplified by deleting this task which has never been used in International Championships.

Agenda item 12.3.2.j.

PROPOSAL N° 6 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
The areas in areas task shall be set so that they do not overlap
This Proposal affects:
Sporting Code Section – non
Annex A Rule – 6.3.4 a 6.3.2 a
Reasons supporting the Proposal:
Assigned areas should not overlap to avoid confusions for the pilot.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The areas in areas task shall be set so that they do not overlap
This Proposal affects:
Sporting Code Section – non
Annex A Rule – **7.5.3 New Wording** (6.3.4 a + 6.3.2 a need not to be corrected)

1.3. 7.5 TURN POINTS AND ASSIGNED AREAS

7.5.1 The Observation Zone for a GNSS Turn Point shall be a cylinder of radius 0.5 km, centered on the turn point.

7.5.2 An Assigned Area shall be formed by:

a. A circle of a given radius, centred on the central GNSS position, or

b. Two radials originating at the competition site, or any other designated point, intersecting with arcs located between a minimum and/ or maximum distance from the site or from the designated point, with the central GNSS position lying on the bisector of the radials halfway between the minimum and maximum defined distances.

The edge or boundary of the Assigned Area should lie within the defined Contest Area Boundary

7.5.3 Organisers must avoid setting Turn Points or Assigned Areas close to Start Points. Assigned Areas ~~that follow one another~~ must not overlap.
A minimum separation of 1 km shall be applied between adjacent areas

Reasons supporting the Proposal:
Assigned areas should not overlap to avoid confusions for the pilot.

Agenda item 12.3.2.k.

PROPOSAL N° 12 TO IGC PLENARY 2005
Proposed by Annex A committee
Year 2 Proposal (refernce weights withzdrawn 2005, due to mistakes with somereference weights)
It is Proposed That:
The following IGC Handicap list -shall be used during all FAI Category 1 Gliding Events.
The list should be added as new Appendix D to Annex A and become valid starting from 1 April 2006.
This Proposal affects:
Sporting Code Section – none
Annex A Rule – Part 8.2.4 New Appendix D
Reasons supporting the Proposal:
The IGC Plenary decided last year that the same IGC handicap list should be used at FAI Category 1 gliding events.
The proposed handicap list is a compromise between the BGA and the DAeC lists and is assumed to give fair results in all weather conditions
IGC HANDICAP LIST
1.07 DG200[365kg]; DG202(15m)[365kg]; Vega(15m); DG500/505 Orion(20m); ASW24 [357kg]; LS7[365kg]; LS 3[410kg]; Mini Nimbus[370kg]; Mosquito[384kg]; D 40; Diamant 18m[400kg]; BS 1; D 36
1.06 Glasfluegel 304C(W)[360kg]; FK-3; SB 8; Speed Astir II[380kg]; PIK 20D/E[364kg]; Janus C without retractable gear; B 12; Calif A 21; DG 1000/18m
1.05 LS 4[385kg]; DG 300[372kg]; Falkon; LS 3 Std; SB 12; AFH 24; Glasfluegel 304C[360kg]; AK 5; Pegase (all versions) [275kg]; Mue 26; Diamant 16,5m[395kg]; Cirrus 18,34m[340kg]; Janus 18.2m; DG 505; Orion 18m
1.03 DG 300 without retractable gear[370kg]; LS 2; H 301[310kg]
1.02 ASW 19 a,b (w)[385kg]; LS 1f(w)[369kg]
1.01 Hornet(w) [369kg]; ASW 19 a,b[385kg]; Std. Cirrus 16m[340kg]; LS 1f[369kg]; JantarStd 2,3[395kg]; SZD 59; Std. Libelle 17m[325kg]
1.00 DG 100[363kg]; Hornet[369kg]; Std. Jantar1[395kg]; Cirrus(w)[340kg]; Std. Astir[385kg]; Phoebus B3; Cirrus[340kg]; Phoebus C1; D 37; SB 7; Elfe 17m; Cobra 17m[380kg]
0.99 Std.Libelle(w)[325kg]; ASW 15 a,[323kg]b(w)[365kg] ;Std.Cirrus[340kg],Cirrus 75[340kg]; ASW 19 Club [385kg]
0.98 ASW 15a[323kg], b [365kg]; Std. Libelle[325kg]; LS 1-0,c,d [345kg]; 9 Cobra 15[375kg]; DG 100 Club[363kg]; D 38; Mue 22b; Pajno V1/2[395kg]
0.97 SHK
0.96 Astir CS[385kg]; Astir CS 77[385kg]; Club Libelle[350kg]; Salto 15/15,5m; Elfe S3/S4; Mistral C; Phoebus B; IS29D; LS 1-0 without retractable gear; VSO-10
Handicap Adjustments
• Landing gear changes Handicap by 0.02 /Winglets change Handicap by 0.01
• Wing root fairings change Handicap by 0,01
• The handicap is based on the performance at a stated glider reference weight, which is base on a typical empty weight plus 110 kg. Where a glider is flown at a higher weight by necessity, the handicap will be increased by 0.002 for each 10 kg or part thereof that the glider exceeds the base handicap weight.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A committee
Year 2 Proposal (refernce weights withdrawn 2005, due to mistakes with some reference weights)
It is Proposed That:
The following IGC Handicap list -**with reference weights** - shall be used during all FAI Category 1 Gliding Events. The list should be added as new Appendix D to Annex A and become valid starting from 1 April 2006.

This Proposal affects:
Sporting Code Section – none
Annex A Rule – New Appendix D See Handicap2006.pdf
Reasons supporting the Proposal:
The IGC Plenary decided already 2004 that the same IGC handicap list should be
used at FAI Category 1 gliding events.The introduction of reference-weights, should introduce more fairness in terms of the wing loadings.
The proposed handicap list is a compromise between the BGA and the DAeC lists and is assumed to give fair results in all weather conditions

Agenda item 12.3.2.I.

PROPOSAL N° 10 TO IGC PLENARY 2005
Proposed by : Annex A Committee
Year 1 Proposal
It is proposed that:
The Kilometer Scoring System shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule –Part 8
Reasons supporting the Proposal:
Since we now have introduced the Swiss Scoring System we have far too many scoring systems.
The Kilometer Scoring System has never been used in international competition.
The Rules can be simplified by deleting this scoring system.

PROPOSAL TO IGC PLENARY 2006
Proposed by: Annex A Committee
Year 2 Proposal
It is proposed that:
The Kilometer Scoring System shall be deleted
This Proposal affects:
Sporting Code Section – non
Annex A Rule –Part 8
PART 8 SCORING AND PENALTIES

8.1 SCORING SYSTEMS The Championships shall be scored according to one of the scoring systems (a), (b) ,(c) or (d). The Scoring System selected for the Championship shall be stated in the Local Procedures.

a. **1000-Points Scoring System**: The Score is expressed in points (the maximum available Score for the Day is 1000 points).

This is the "classic" scoring system used in Championships for years.

~~b. **Kilometre Scoring System**: The Score is expressed in kilometres (the maximum available Score for the Day is equal to the best Distance of the Day)~~

~~*This scoring system is a simpler variant of the 1000-points system. Two pilots will keep the same relative ranking in both the 1000-Points system and the Kilometre system.*~~

~~*The score awarded to each pilot is equal to his achieved distance, or, in Racing Tasks, to the best distance reduced by the ratio: marking speed/ best speed, with no influence of other pilots performance, except for the best performance of the day.*~~

~~*The maximum Score of the Day is the best Distance of the Day; therefore in overall ranking Kilometre scoring yields more importance to the longer tasks (which means usually the tasks flown when the weather is better, and speed differences smaller) and less to the shorter tasks (poorer weather, where more luck is involved).*~~

c. **Place Scoring System**: The Score is expressed in places (the maximum available Place Score for the Day is 25).

Place Scoring may be used as a primary scoring system to select the Champions.

d. **Simplified Scoring System**: A computer independent, cost lowering, sportsmanlike, and simple scoring system .Fundamental idea:

1 One kilometre measured distance is calculated one point.

2 Velocity is calculated one point per one kilometre per hour**.**

Reasons supporting the Proposal:

Since we now have introduced the Swiss Scoring System we have far too many scoring systems.

The Kilometer Scoring System has never been used in international competition.

The Rules can be simplified by deleting this scoring system.

Agenda item 12.3.2.m.

PROPOSAL TO IGC PLENARY 2006
Proposed by : Annex A Committee
Editorial change to be effective starting 01.april 2006
It is proposed that: Setting a precise date for rule proposals in Appendix 2
Sporting Code Section – non
Annex A Rule – **Appendix 2**

Appendix 2

SPORTING CODE REVIEW AND CHANGE PROCESS

A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau at ~~least six months prio~~r **01 October in the year** prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

The Bureau will review the proposal and determine if it is "substantial" or otherwise, following input from the specialist sub-committee. The Bureau will instruct the specialist sub-committee to process items that are clarifications of existing rules, or prepare discussion papers on substantial proposals for consideration at the next Plenary meeting. At the Plenary meeting, the philosophy behind a substantial amendment will be considered and set. The specialist sub-committee will then draft the Code amendment with Bureau feedback, and have it tested as required. The proposed amendment will then be put on the IGC web site prior to the following Plenary meeting, at which time it will be submitted for approval or rejection. See the action flowchart following for details.

A Code clarification becomes effective on the 1st of October following approval by the Bureau. A substantial change become effective on the 1st of October following the IGC meeting at which it is approved, except that if it has flight safety implications it may be approved by the Bureau prior to the IGC meeting.

Reasons supporting the Proposal:

Proposals for Rule changes should be send until 01. October, so that they can be reviewed at the igc-bureau meeting.

Agenda item 12.3.2.n.

PROPOSAL TO IGC PLENARY 2005

Proposed by Annex A Group

It is Proposed That: Editorial amendement / Addapting to procedures already in use

7.1 THE LAUNCH GRID The classes shall be launched in separate groups. The complete grid order shall be drawn by lot before the first flying day.

The grid order shall advance progressively by 2/7 of the number of sailplanes in each class; or by entire rows provided that there are approximately 2/7 of the sailplanes in each class allocated to each row, after each Championship Day.

The griding can be made only by rows. A row will be allocated to every pilot but the position in the row will not be defined

This change should become effective starting 01.april 2006

This Proposal affects:

Sporting Code Section –

Annex A Rule – 7.1 a

Other -

Reasons supporting the Proposal:

Simplification of the rules
Makes griding easier and faster