

APRIL 2018 CHANGES TO ANNEX A

1. As a result of confusion about which reigning champions are invited, two changes were made. This is the first one (see also #4).

OLD WORDING

3.4.3

- 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.

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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

2. The current para. 7.5.5 does not accomplish the desired purpose. It has been replaced.

OLD WORDING

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.

NEW WORDING

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 **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.**

3. A new penalty for Unsporting Behaviour.

OLD WORDING

none

NEW WORDING

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).

8.7 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 | | | |
| 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 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.

4. This is the second of two changes intended to clarify which reigning champions are invited. All references to reigning champions have been removed from Appendix 1.

OLD WORDING

Appendix 1

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.

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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. ~~Reigning Champions, having a right of entry, are accepted in addition to the NAC nominated entries.~~

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