



Annex A Report

IGC Plenary, February 27, 2015

Dear Delegates,

The 2014 edition of Annex A was published with an effective date of October 1, 2014. Beginning with this edition the Annex no longer contains handicap procedures. These have been moved to the new document, *IGC Procedures for Handicapped Classes*, also published on October 1, 2014.

Significant changes from the previous edition of the Annex include:

- Required emergency plan
- Task sheet elements
- Maximum logging interval: 5 seconds
- Optional Start procedure modified
- Definition of Dm
- Ties no longer allowed on the podium

At the last meeting, in Varese, the Plenum accepted eight Year 1 proposals from the Committee. Of these, three have been implemented (with Bureau approval), four have returned as Year 2 proposals for your consideration at this meeting, and one has been withdrawn.

The proposal regarding motorglider relaunch procedures has been withdrawn. After studying the problem for a year, and with the advice of experts, the Committee has concluded that there are too many cases to consider, and that the current rule should be retained.

This table summarizes the status of last year's proposals:

2014 Agenda	Proposal	2015 Status
8.2.5	Integration of Handicap Procedures in Sporting Code Annex A.	Already implemented
8.2.6	Prohibiting functionality without removing or disabling instruments	Year 2 Proposal submitted

8.2.7	Carriage of multiple Flight Recorders	Year 2 Proposal submitted
8.2.8	Motorglider relaunch procedures	Withdrawn
8.2.9	Multiple Starts	Year 2 Proposal submitted
8.2.10	Minimum distance in the 13,5 Meter Class	Already implemented
8.2.11	Tie scores in final results	Already implemented
8.2.12	Handicap adjustment for lightweight pilots	Year 2 Proposal submitted

We have only one new proposal this year, a proposal to modernize the rules regarding the display of Contest Numbers.

Looking ahead, the biggest rule-writing challenge we face concerns “anti-collision transceivers.” The current rules require FLARM units to be installed. However, there is no rule requiring them to be turned on and transmitting, and we have evidence from two WGCs that the honor system does not work.

Another concern is the use of FLARM transmissions for tactical purposes. This raises both philosophical and practical questions. Should “remote sensing” be a part of glider racing? Does digital networking favor large teams over small teams? Do the new capabilities increase cockpit workload at the expense of safety?

The Bureau have asked that we research these questions, and we ask all Delegates to join us in this effort. Please contribute your ideas on how to meet the challenges presented by this new technology. The discussion has already begun on the Stewards Forum, and we look forward to continuing it when we are together in Lausanne.

I thank Axel Reich, Jiří Cihlář, and Terry Cubley for their work in 2014, and the Committee appreciate the valuable advice of Christof Geissler on handicaps and Vladimir Foltin on motorgliders.

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