



Annex A Report

IGC Plenary, February 26, 2016

Dear Delegates,

The 2015 edition of Annex A was published with an effective date of October 1, 2015.

The changes from the previous edition, as a result of Bureau or Plenary decisions include:

- The adjustment to handicaps for very lightweight pilots was implemented (in the handicaps document).
- The minimum distance, Dm, reverts to 100 km for all classes.
- Clarification of FR procedures for gliders and motorgliders, including removal of the distinction between primary and backup FRs.
- At the pre-announced Start opening time, the Start opens unconditionally.
- Competitors are credited with the most favorable Start, and a Task may be completed only once.
- Conditions for closing the Start (if any) must be stated in the Local Procedures. No valid Starts after Start closure.
- Conditions for closing the Finish before sunset (if any) must be stated in the Local Procedures. Outlandings imposed at Finish closure.

These further changes are clarifications or enhancements resulting from experiences from recent World and Continental Championships:

- Clarification of deadline for submission of Local Procedures
- Definition of Hors Concours entries
- QNH on Task Sheet
- Altitude control procedures. New penalty for failure to record takeoff.
- Sporting limits must be outside forbidden airspace.

- Motorgliders: failure to provide evidence that MoP detection is enabled invalidates the flight.
- Motorgliders: new penalty for climbing too high under power before the Start.
- Publication of Unofficial Results starts the Protest Period clock.

At the last meeting, in Lausanne, the Plenum accepted a Year 1 proposal to modernize the requirements for identity marking on gliders. Our Year 2 proposal, which you will consider at this meeting, emphasizes the need for high contrast markings on the tail and removes the requirement for the Competition Number to appear under the right wing.

The Annex A Committee has been in communication with KNVvL regarding their proposal to devalue “distance days.” We support their draft Year 2 proposal and look forward to the final version.

The Annex A Committee has not been in communication with the Delegations of Australia, Poland and Germany on their proposals from last year to increase MTOM in the 20m Multi-seat Class, to adjust the Team Cup rules, and to create new starting procedures, respectively. We look forward to seeing these Year 2 proposals in the agenda.

The Annex A Committee brings to this meeting two new proposals:

- To allow certified airframe parachute systems in place of personal parachutes;
- To allow microlight motorgliders with national registrations to compete without CofA or Permit to Fly.

The issue regarding the use of FLARM in competitions is still being debated all over the world. While the Annex A Committee has no official position on this topic, we look forward to working with the Bureau, the Delegates, and the ANDS Committee to help formulate IGC’s position on the subject of remote sensing of aircraft.

I thank Annex A members Terry Cubley, Axel Reich, and Jiří Cihlář for their work in 2015, and Christof Geissler for his continued leadership of the Handicaps Committee.

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