



**IGC Plenary Meeting, Papendal, the Netherlands 1<sup>st</sup> and 2<sup>nd</sup> March 2013**  
**Decisions**  
**(Version 2- item 9.2.3 corrected)**

Item	Title	Proposal	Decision
9.1.1	Implementation of guiding principles for safety (Safety Pays Working Group)	<p>Bid proposals and Local Procedures shall detail the Safety Devices and Training required to pass through the scrutineering process. These are:</p> <ol style="list-style-type: none"> <li>1. Training for evacuation of the cockpit.</li> <li>2. Flarm or equivalent if its use is authorised within the contest are.</li> <li>3. To select two (2) of the following Safety Devices (OSTIV + pilots feedback):</li> </ol> <p>Energy absorbing foam seat cushions, Emergency locator beacon or similar (Spot), Improved conspicuity by appropriate markings, Improved conspicuity by strobe lights, Oxygen, Fixed rear view mirror, Spinal protection device, Increased shock absorbing landing gear, Emergency egress help, Side string angle of attack indicator, Acoustical stall warning system, Anti submarining safety harness with 5th belt, Glider parachute recovery system (GPRS), Pilot rescue system, Energy</p>	Passed, Year-A2

		absorbing nose. The proposal was amended do read that the list of elements under 3. Can be adjusted as required by IGC	
9.1.2	Team Cup (France and Poland)	The proposal was amended to read as below (1, 2 and 3), the Bureau to write text for Annex A	
		1. Number of the Team Cups a) one per single event b) one per year (championship cycle)	Item 1 (b) Lost Item 1 (a) accepted
		2. Scoring system: a) Total relative score system (points) b) Place based system	Item 2 (a) Supported Year 2
		3 Number of Pilots a) Limited to 4 b) All pilots in the team	Item 3 (a) Lost Item 3 (b) accepted
9.1.3	Free distance records (Sporting Code Committee)	In SC Main Body Para 1.4.7 add a new sentence at the end of the paragraph: "If a free distance record is claimed for the same flight as a declared distance record, the free distance claimed must exceed the declared distance claimed by at least 5% up to a maximum of 25 kilometres."	Proposal lost. Two distance records can be made on the same flight without additional distance requirement for the Free Distance record Year-2,
9.1.4	Changes to FR approval	Withdrawn, already endorsed in 2012	

	levels (GFAC)		
9.1.5	Ranking List, two-seaters (Italy)	<p>Condition: The second pilot must have flown as P2 on all the contest scoring days and be a currently qualified pilot. The inclusion of the P2 in the ranking list is optional and by agreement with the contest organiser.</p> <p>Amendment to rule 5.6 to read:</p> <p>5.6 Pilot's Rating Score</p> <p>....</p> <p>The Pilot Rating Score for two seater entries will be awarded proportionally according to the Ranking Score of the two pilots at the start of the competition.</p> <p>The highest ranked pilot will receive 100% of the Pilot rating score according to the performance.</p> <p>The lower ranked pilot will receive a percentage of these pilot rating points proportional to his Pilot ranking points at the beginning of the contest compared with the higher ranked pilot's ranking points.</p> <p>If neither pilot has a current Ranking the pilot nominated as the first pilot gets awarded the Pilot Rating Scores.</p> <p>If the second pilot has no ranking he will be awarded 50% of the pilot rating score</p>	Proposal lost Year-2
9.2.1	Delete the Finish Line option from Annex A. (Bureau)	It is proposed to delete the Finish Line as a finish option and to always use the Finish Ring	Proposal lost
9.2.2	Delete the Start Altitude option from Annex A. (Annex	<p>Suggested new wording of Annex A 7.4.4 b. is as follows:</p> <p>b. A maximum altitude (QNH) may be imposed prior to the opening of</p>	Proposal passed

	A Comm)	the start and shall be announced by the Organisers. The Organisers must describe the altitude procedures before start in the Local Procedures. The altitude(s) shall be specified at the briefing. At the time of opening the start this altitude limit shall be deleted	Year-1
9.2.3	Delete requirement to communicate Start Times.(Annex A Comm)	It is proposed to delete the requirement to report start times to the Organisers.	Proposal passed Year 1
9.2.4	Increase of intervals of FR calibration (Denmark)	PRIOR TO FLIGHT Calibration is required within 12 months prior to the flight or, for IGC approved electronic barographs and FRs, 5 years.  Proposal amended to be included in the Sporting Code by 1 <sup>st</sup> October 2013. The new procedure can be applied in IGC sanctioned competitions in 2013 through Local Procedures	Proposal passed directly as Year-2
9.2.5	Change of Observation zone (France, Germany, UK)	Replace “in a vertical cylinder of 500m radius centered on a Turnpoint” by “composed by the addition of 2 airspaces : a vertical cylinder of 500m radius centered on a Turnpoint + a FAI 90° sector limited to a distance to be determined (Year 2)”	Proposal passed Year-1
9.2.6	Mandatory use of FLARM (France)	If its use is authorised within the contest area, the Flarm (or equivalent) should be required in any international competition (by any sporting code/LP/other mean to be determined) to get through the scrutineering.	Proposal withdrawn, included in item 9.1.1
9.2.7	13.5M Class Definition, ballast (France)	6.5.6 13.5 metre Class a. WINGS The span must not exceed 13,500 mm. b. BALLAST Disposable ballast is permitted. c. WING LOADING Wing loading shall not exceed 35 kg/m <sup>2</sup> .	Proposal lost

		<p>Proposal:</p> <p>Modification of “b. BALLAST Disposable ballast is permitted.” With “only non disposable ballast is permitted in order to reach the maximum wing loading</p>	
9.2.8	13.5M Class Definition, handicap (France)	<p>6.5.6 13.5 metre Class</p> <p>a. WINGS The span must not exceed 13,500 mm.</p> <p>b. BALLAST .....</p> <p>c. WING LOADING Wing loading shall not exceed 35 kg/m2.</p> <p>Proposal :</p> <p>Addition of : ” SCORING Championship scoring formulas shall include handicap factors”</p>	Proposal lost
9.2.9	Suppression of tie pilots in the IGC Ranking List (France)	<p>Proposal : addition of « If tie still exists, the ranking of pilots at the end of preceding year will sort the pilots.”</p>	Proposal passed, Year-1
9.2.10	Cancellation of the day (Germany)	<p>2.1.3. The Championships Director</p> <p>Must cancel a contest day as soon as possible in one or more classes where an accident happened and pilot/s of that class and/or other class pilot/s being witness have stopped contest flying in order to assist and inform Search And Rescue activities. This applies to accidents where one or more pilots have been involved and by circumstances of the accident the witnesses of such an accident have to assume that one or more pilots might have been injured and needing help by SAR.</p>	Proposal lost
9.2.11	Emergency Plan (Germany)	<p>Rule 1.4.3.. The organiser shall form a safety committee ...</p>	Proposal adopted,

		<p>and</p> <p>the organiser has to provide an emergency plan that explains how to react in case of accidents near the contest site but also at far remote positions during contest flying.</p> <p>It needs at least a phone number which is shown on each task sheet, where to call in case of an emergency situation; and it must be a person on the other end (no answering machine); in addition the emergency plan should show the radio frequency that should be available for transmission of emergency information.</p> <p>Rule 1.4.4.4 ...the task sheet must include a phone number for emergency situations as well as the radio frequency for emergency.</p>	Year-1
9.2.12	Bid for WGC, import/export of gliders	<p>Rule x.y (where is it defined today)</p> <p>NAC's and countries not being member of ATA-regulation for simplified import and export of gliders have to show in the bid how the procedure for import and export of gliders work and at what cost.</p>	Proposal Lost
9.2.13	Start times (Germany)	Skip Annex A, 7.4.7, Communication of Start Times	Proposal withdrawn, same as item 9.2.3
9.2.14	Validity of finishes (Germany)	<p>Rule 7.7.3.c</p> <p>A sailplane having crossed the finish ring but landing outside the contest site boundary shall be penalized by plus five minutes (or more depending on the radius of finish ring) after the glider crossed the finish ring</p> <p>or</p> <p>no speed points, only full distance point (penalties still needs to be thought about to be adequate)</p>	Proposal Lost

9.2.15	Consideration of cost of proposals (UK)	<p>Proposal amended to read:</p> <p>That the IGC request an assessment of the economic impact of any proposal presented to the IGC Plenum where this may be relevant.</p> <p>That the IGC strategic plan includes an objective to maintain an affordable level of costs for participation in Cat 1 events.</p> <p>That adequate safeguards are formulated to ensure competition organisers comply with the conditions of their bid.</p>	<p>Proposal passed</p> <p>Year-1</p>
9.2.16	Deletion of Handicaps for Winglets (Handicap Comm, Late proposal)	Deletion of additional Handicaps for Winglets	Proposal withdrawn
9.2.17	Soaring Skills guidelines (Australia)	Proposed that the IGC develop a set of guidelines which define core soaring skills and that the sporting code committee review the rules for C certificate, Silver C and Gold C to ensure that they ensure compliance with these.	Proposal lost
10.1	34 <sup>th</sup> FAI World Gliding Championships	<p>Club, Standard and 20-M Classes: Pociunai, Lithuania</p> <p>15-M, 18-M and Open Classes: Benalla, Australia</p>	
10.2	1st FAI World 13.5 Meter Gliding Championship 2015	Pocuina, Lithuania	
10.3	1st FAI North American Gliding Championships	The Bureau will work with USA to finalise and accept if appropriate the bid from	
12.1	Lilienthal Medal	Awarded to Bob Henderson, New Zealand	
12.2	Pirat Gehriger Diploma	Awarded to Jaroslav Vach, Czech Republic	

12.3	Pelagia Majewska Medal	Awarded to Maria Bolla, Hungary
13.1	Election of President	Eric Mozer, USA
13.2	Election of 1st Vice President	Brian Spreckley, UK
13.3	Election of 5 other Vice Presidents	Terry Cubley, Australia Christof Geissler, Germany Arthur Rutkowski, Poland René Vidal, Chile Marina Vigorrito, Italy
13.4	Election of Secretary	Peter Eriksen
14	Date and Place for the 2014 IGC Plenary	Varese, Italy, 7th & 8th March 2014