Decisions from IGC Plenary Meeting

Freudenstadt, 2nd and 3rd March 2018

Item	Title	Proposal	Decision
7.3.1 a.	Approval of Officials for 35th FAI World Gliding Championships 2018, Pribram, Czech Republic (18m, 20m, Open)	Chief Steward: Robert Danewid (SWE) Steward: Enrique Lippe (ARG) Jury President: Rick Sheppe (USA) Jury Members: Bob Bickers (UK) Jaroslav Vach (CZE) *both remote*	Approved
7.3.1 b.	Approval of Officials for 35th FAI World Gliding Championships 2018, Ostrow Michalkow, Poland (Club, Std., 15m)	Chief Steward: Lasse Virtanen (FIN) Steward: Bruno Ramseyer (IRL) Jury President: Marina Vigorito (ITA) Jury Members: Juha Silvennoinen (FIN) Woijcek Scigala (POL) *both remote*	Approved
7.3.2 a.	Approval of Officials for 3rd FAI 13.5m Class World Gliding Championships 2019, Pavullo, Italy	Chief Steward: Brian Spreckley (GBR) Jury President: Bob Bickers (GBR)	Approved

7.3.2 b.	Approval of Officials for 11th FAI Junior World Gliding Championships 2019, Szeged, Hungary	Chief Steward: Christof Geissler (GER) Jury President: Juha Silvennoinen (FIN)	Approved
7.3.2 c.	Approval of Officials for 10th FAI Women World Gliding Championships 2019, Lakekeepit, Australia	Chief Steward: Frouwke Kuijpers (NED) Jury President: Marina Vigorito (ITA	Approved
7.3.2 d.	Approval of Officials for 36th FAI World Gliding Championships 2020, Stendal-Borstel, Germany (18m, 20m, Open)	Chief Steward: Robert Danewid (SWE) Jury President: Eric Mozer (USA)	Approved
7.3.2 e.	Approval of Officials for 36th FAI World Gliding Championships 2020, Châlons-en-Champagne, France (Club, Std., 15m)	Chief Steward: Frouwke Kuijpers (NED) Jury President: Peter Ryder (GER)	Approved
7.3.2 f.	Approval of Officials for 20th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)	Chief Steward: Dick Bradley (RSA) Jury President: Angel Casado (ESP)	Approved
7.3.2 g.	Approval of Officials for 20th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)	Chief Steward: Patrick Pauwels (BEL) Jury President: Peter Ryder (GER)	Approved

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<tr><td>7.3.2 h.</td><td>Approval of Officials for 3rd FAI Pan-American Gliding Championships 2019, SW Ontario, Canada (18-Meter and Handicapped Classes)</td><td>Chief Steward: Renato Tsukamoto (BRA)
Jury President: Rick Sheppe (USA)</td><td>Approved</td></tr>
<tr><td>8.1.1</td><td>Change of the 1000 Point Distance Requirement
(Annex A Committee)
Year 2</td><td>To change the distance required for 1000 points to:<table><tr><td>13.5 Metre and Club class</td><td>250 km</td></tr><tr><td>Standard, 15 Metre, and 20 Metre Two-seat classes</td><td>300 km</td></tr><tr><td>18 Metre and Open classes</td><td>350 km</td></tr></table>In addition, analogous to the change of the minimum distance for a 1000 points day, the minimum distance of 100 km (Dm) should change into:<table><tr><td>13.5 Metre and Club class</td><td>100 km</td></tr><tr><td>Standard, 15 Metre, and 20 Metre Two-seat classes</td><td>120 km</td></tr><tr><td>18 Metre and Open classes</td><td>140 km</td></tr></table></td><td>Adopted</td></tr>
<tr><td>8.1.2</td><td>Definition of Silver distance
(Sweden)
Year 2</td><td>It is proposed to change the wording from “a straight distance flight of at least 50 km from the release point” to “a straight distance flight to a way point that has a distance of at least 50 km to both the release point and the launch point”.
This makes it necessary to add a definition of the launch point to section 1.2, proposed as follows: “LAUNCH POINT 1.2.13 The WAY POINT where the glider is positioned for launch, found as the last FIX prior to the glider attaining non-zero ground speed with the intention of getting airborne.”</td><td>Adopted</td></tr>
<tr><td>8.1.3</td><td>Move of FR technical requirements from SC3
(SC3 Committee)
Year 2</td><td>To replace the current 2-year process for changes of technical requirements for flight recorders in SC3 with the following process:
1. Bureau or GFAC makes a request for a change in the rule. In the event that GFAC is requesting such a change, the Bureau must approve the request</td><td>Adopted</td></tr>
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		2. GFAC proposes the recommendation for the requirement change 3. Sporting Code Committee drafts the new rule language 4. IGC Bureau approves the rule change 5. Rule change is adopted in the following publication of SC3 or upon recommendation of the Bureau, immediately, if there is a significant reason to safeguard the integrity of the rules. This procedure will only apply to technical requirements for Flight Recorders (FRs), not procedures involving how pilots and OOs use FRs to document flights.	
8.1.4	Control and use of multiple FRs (SC3 Committee) Year 2	Current SC3 rules regarding the interpretation of flight evidence from multiple FRs for Badges and Records be replaced by the following set of rules: 1. All FRs in the glider during the flight will be considered in documenting a soaring performance. 2. If the pilot wishes that one or more FRs be excluded from consideration, they will make a declaration to the OO pre-flight, documenting the devices to be considered as controlled for the flight. 3. If there is any ambiguity in the declaration as to which devices should be considered as controlled, all the devices in question will be considered as controlled. 4. IGC files from all controlled devices in a flight must be submitted with a claim to a sporting performance. If the claim is for a Silver Badge or Gold Badge performance, the OO may choose to submit IGC files from the FRs they consider as adequate for the documentation of the claim, provided there is no reason to suspect that additional IGC files contain evidence that would invalidate the claim. 5. Data from any of the controlled FR IGC files may be considered by the validating authority in examining whether the claim to the sporting performance is valid. 6. For every IGC file submitted, the coordinates of the declared way points must either be the same as listed in other IGC files or may be blank. The names of way points are not taken into consideration. Should there be a mismatch of declared way points, any claim to a performance requiring the declaration of way points is invalid. 7. Should there be a mismatch between elements of the declaration relating to the identity of the pilot, crew or glider associated with the performance, the OO can supply	Adopted

		additional evidence as observed in their monitoring of the flight to clarify any ambiguity which might otherwise invalidate a flight claim. 8. Where it is allowed for PRs to be used, all above rules applying to FRs with relevance to PRs will apply to these devices as well.	
8.1.5	Correct table of badge and record requirement errors (SC3 Committee) Year 2	1. To specify that the release point (or stopping the Means of Propulsion) is not an option for starting a declared closed course task. 2. To specify that a Goal distance declaration has to contain only a start and finish and no turn points.	Adopted
8.1.6	Triangle distance geometry planning (SC3 Committee) Year 2	To examine the validity of an FAI triangle flight performance based on the claimed geometry of the planned leg lengths, as opposed to the final official distance after any possible deductions are made for Cylinder observation zones and height loss.	Adopted
8.1.7	Elimination of waypoint codes (SC3 Committee) Year 2	To remove the option of using a waypoint code published by an NAC in an electronic or paper declaration, requiring instead that all waypoints declared list the lat-long coordinates of the position.	Adopted
8.1.8	World Soaring Cup (IGC Bureau) Year 2	1. The WORLD SOARING CUP (WSC) is to be awarded annually to the IGC CHAMPION PILOT OF THE YEAR. 2. A Qualifying Competition is any FAI-sanctioned World Gliding Championship that becomes valid in a given calendar year. The IGC CHAMPION PILOT OF THE YEAR will be selected from the Champions in all the classes in all Qualifying Competitions. The selection will be made after the date of the Closing Ceremony of the final Qualifying Competition of the calendar year. 3. In each class in each Qualifying Competition, a. The World Champion's Final Score (FS) is the final score of the World Champion; b. The Maximum Possible Score (MPS) is the sum of the winning scores of every valid competition day.	Adopted

		c. The World Champion's World Soaring Cup Score (CS) is: 4. Each calendar year, the World Champion with the highest WSC Score will be given the title of the IGC CHAMPION PILOT OF THE YEAR and awarded the WORLD SOARING CUP. Ties will result in Co-Champions. 5. The WORLD SOARING CUP will be awarded to the new IGC CHAMPION PILOT OF THE YEAR in January of the year following the performance resulting in the award of the WSC. The winner has the option of having the WSC shipped to him/her by FAI or receiving the WSC at the IGC Plenary meeting normally held in February/March. 6. The current IGC CHAMPION PILOT OF THE YEAR will surrender the WORLD SOARING CUP to the FAI Home Office in Lausanne on or before December 15 in the year he/she has held the WSC. 7. A historical record of the WORLD SOARING CUP will be kept in the FAI/IGC archives and every current and former IGC CHAMPION PILOT OF THE YEAR will be chronicled on the FAI/IGC website.	
8.1.9	Combine Junior and Women WGC from 2021 (IGC Bureau) Year 2	The IGC may also accept bids for a combined Junior and Women WGC in a single event starting from 2021. Such combined event will have two competition classes for each category, juniors and women.	Lost
8.2.1	Calculation of speed points and distance points (USA) Year 1	Summary of the proposed new scoring system The proposal is to give each pilot distance points or speed points, but not both. There are two steps: 1. Calculate each pilot's distance points and speed points as follows: $\text{Distance points} = 750 \text{ x } \frac{\text{Competitor's Credited Distance}}{\text{Best Distance}}$ $\text{Speed points} = 1000 \text{ x } \frac{\text{Competitor's Credited Speed}}{\text{Best Speed}}$ 2. Give the pilot a score equal to his distance points or his speed points, whichever is greater.	Adopted

		We justify the choice of 750 for maximum speed points as follows: In the current system, the boundary between speed points and distance points depends on the number of outlandings. This creates the undesirable effects on tactics and the nonsensical reverse incentives that were described in last year's proposal. In addition to those undesirable effects, the doubling of the slope of the points/performance curve on a good day (from 10 points per percent of the winner's speed to 20 points per percent) creates a doubling of point spreads that has no effect on the placings. The pilots would be ranked the same if the points/performance curve had a constant slope from the bottom to the top of the scoresheet. In effect, finishers receive 666 distance points and share 333 speed points. On days with outlandings, the number of distance points can be much higher than 666. Thus, in the current system, if we ignore the artificial doubling of speed points, pilots get something between 666 and 1000 "effective distance points," depending on the difficulty of the day. So, in a system that uses a points-performance curve of constant slope, a maximum value of 750 distance points is not out of line with the current system.	
8.2.2	Remove cylinder OZ deduction (SC3 Committee) Year 1	To remove the deduction of 1km from the official distance of a performance for every cylinder observation zone claimed.	Adopted
8.2.3	Eliminate landing certificate (SC3 Committee) Year 1	That the current requirement for a landing certificate be removed from the rules.	Adopted
8.2.4	Simplify declared 3TP performance task (SC3 Committee) Year 1	To simplify the definitions of the declared 3TP performance by making the following changes: 1. The turn points must be claimed in the order declared 2. If a Sector OZ is claimed, its orientation is defined by the way points as defined in the declaration and not by any fix selected post-flight as the finish point	Adopted

		3. If the task is finished by selecting a fix post-flight, the distance claimed for this last leg should be calculated relevant to the declared leg applicable, rather than as the distance from the last claimed way point to the finish fix. The exact method of calculation of the distance might be one of the following (to be determined for year-two): a. The distance of the applicable leg, minus the distance of the finish fix to the declared distance (as in Annex A) b. The projection of the fix to the leg applicable, as declared c. As in b, but with a maximum distance not exceeding the applicable leg, as declared 4. If a task is started from release, instead of from the declared start, the same formulation as in (3) is applied for the first leg.	
8.2.5	Eliminate straight distance performance (SC3 Committee) Year 1	That the straight distance performance type be eliminated.	Adopted
8.2.6	Change of definition of FAI 13,5 meter class (Lithuania) Year 1	With the intention of giving more sport interest, space for innovations and safety to the class, we propose the following definition of the FAI 13.5 m Class: - Wingspan of 13.5 m; - MTOW 350 kg. <u>Participating sailplanes must comply with a basic requirements to ensure safety and fairness of the competition.</u>	Adopted with amendment
8.2.7	Delete communication of start times (Spain) Year 1	To delete completely on ANNEX-A paragraph 7.4.7 Communication of Start Times if real time tracking is provided.	Adopted with amendment
8.2.8	Scoring programs (Spain)	In order to improve the transparency on the scoring process, to mandate to the scoring program to print the checksum (aka message digest 5 – MD5) of the key elements of	Adopted

	Year 1	the computing process (Handicap list, configuration data, program itself, scoring script if exists, etc., …). Those MD5 values will be printed along with the results of the day, so any change can be detected by the jury, stewards, CD or team captains comparing with the values of the previous days. If any change on the MD5 values from previous days needs to be explained to everyone.	
8.2.9	Annex A starting procedure (France) Year 1	7.4.5.b. A pre-start altitude (MSL) limit must be imposed and shall be specified at the briefing. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude limit. Failure to do so will be penalized.	Lost
8.2.10	IGC rules (incl. penalties) for proper visibility of all gliders of the Championship (Germany) Year 1	IGC is asked to define rules (incl. penalties) to arrange proper visibility of all gliders of the championship. Noncompliance must be penalized.	Adopted
8.2.11	Re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking (Germany) Year 1	IGC is asked to re-establish the basic purpose of FLARM and define different and/or additional trackers for OGN tracking.	Adopted
8.2.12	External aid to competitors as part of the rules (Germany) Year 1	External aid to competitors should become part of the rules.	Adopted
8.2.13	Allow instruments for cloud flying in the cockpit (Germany)	To allow instruments for cloud flying in the cockpit.	Lost

	Year 1		
8.3.1 & 8.3.1.a	E-Concept gliding competition (IGC Bureau) & E-Concept draft rules (IGC Bureau) Other	~~1. The 13.5m class should no longer be included in the IGC calendar for WGC events.~~ ~~2. The 2019 13.5 WGC currently on the calendar for Pavullo, ITA is proposed to be renamed to the 1st FAI E-Concept World Gliding Championships.~~ It is proposed that the 1st FAI E-Concept Gliding Championship will be hold at the same time as the FAI World 13.5-meter WGC 2019 in Pavullo, ITA. ~~3. Participation in this 2019 WGC will be in two groups.~~ ~~a. E-Light Class (Electron)~~ ~~i. a 35kg W/L limit,~~ ~~ii. Electric Means of Propulsion (MOP)~~ ~~iii. Self-launching capability required.~~ ~~b. E-Racing Class with~~ ~~i. Span of 15m or less,~~ ~~ii. no wing loading limit,~~ ~~iii. the current 15m class weight limit~~ ~~iv. Electric Means of Propulsion (MOP).~~ ~~It is not yet clear how gliders using electric MOP will develop so the 2019 contest should be open to all current machines with a span of 15m or less. To fairly accommodate current 13.5m gliders in competition with 15m span gliders the 2019 contest would have a span factor applied in the E-racing group.~~ ~~Following the experience of the 2019 event the IGC will consider the future structure and rules of the event.~~	Adopted with amendment
8.3.1.a	E-Concept draft rules (IGC Bureau) Other	Main points and principles of these rules; 1. These rules are an initial draft to be used in the 2019 FAI E-concept Championships. 2. The rules are based on the FAI Sailplane Grand prix rules 3. These rules apply to all classes of E-concept competitions.	Adopted

		4. Modification and amendments to these rules will be approved by the IGC bureau 5. Scoring is based on a total elapsed time system. (similar to the Tour de France) 6. To accommodate day devaluation issues no pilot will receive more than 1.2 x the elapsed time of the competitor immediately faster than them. 7. All outlanding pilots will receive 1.2 x the slowest finishers time. 8. Requirements for energy measurement will be published in the event Local procedures.	
8.3.2	Integration of 13.5-meter class WGC from 2022 (IGC Bureau) Other	Combine 13.5-meter, club, and standard, 15 meter classes into one WGC event with maximum 6 entries per NAC with a limit of 2 entries per class.	Lost
8.3.3	WGC calendar (IGC Bureau) Other	To continue the World Gliding Championships (WGC) calendar, starting from 2022, as follows: - WGCs for Women (WWGC) and WGCs ~~shall be held~~ in the Club, Standard, 15-meter classes shall be held in even years - WGCs for Juniors (JWGC) and WGCs ~~shall be~~ in the 18-meter, 20-meter multi-seat and Open classes shall be held in odd years ~~- WGCs for Women (WWGC) and Juniors (JWGC) shall be in odd years~~	Adopted with amendment
8.3.4	Future WGC schedule (UK) Other	The period between WGC and CGC events be changed from a 2-year cycle to a 3-year cycle.	Lost
8.3.5	Task GFAC to improve the requirements to properly identify any part load power as well as for part load electric driven machines	To task GFAC to improve the requirements to properly identify any part load power as well as for part load electric driven machines.	Withdrawn

	(Germany) Other		
8.3.6 *Late proposal*	Women WGC classes (France) Other	The WWGC shall be organized in only two classes - instead of three today <u>from 2022 onwards</u>. ~~This proposal will apply for the 2019 WWGC in Australia and also next editions of WWGC.~~	Adopted with amendment
- *Late proposal*	Withdrawal of the current version of Annex H (Finland) Other	1. We propose that current Sporting Code 3, Annex H (15 Jan, 2018) is withdrawn immediately and replaced by Annex H (11 May, 2017). 2. We propose that in the future IGC Plenary votes for Annex H annually, and it is published only after approval by Plenary.	Lost
- *Late proposal*	Annex A penalty proposal (IGC Bureau) Other	To add "Unsporting Behaviour" to the list of penalties in Annex A. It is also proposed that this change be applied with immediate effectiveness.	Adopted
9.1	37th FAI World Gliding Championships 2021	(18m, 20m, Open Classes)	Matkópuszta (LHMP), Hungary
9.2	11th FAI Women's World Gliding Championship 2021	(Club, Std., 18m Classes)	Husbands Bosworth, UK
9.3	12th FAI Junior World Gliding Championships 2021	(Club, Std. Classes)	Tabor (LKTA), Czech Republic
9.4	21st FAI European Gliding Championships 2021	(Club, Std., 15m Classes)	Pociunai (EYPR), Lithuania
9.5	4th FAI Pan-American Gliding Championships 2021	(Std. Monotype, 15m Handicapped)	Luís Eduardo Magalhães (SWNB), Brazil
10.1	Lilienthal Medal	Not awarded	
10.2	Pirat Gheriger Diploma	Mr. Rick Sheppe, USA	

10.3	Pelagia Majewska Medal	Not awarded	
11	Date and Place for the 2019 IGC Plenary	The Bureau is authorized to decide the venue for IGC Plenary 2019 taking into consideration potential offers received from the delegates before September 2018. The meeting will take place on 1st and 2nd (or 8th and 9th) March 2019. Bureau will seek to avoid conflict with the dates of the EGU meeting.	
		Deadlines for next IGC meeting:	
		Notification of proposals and bids to the Bureau and/or the Bid Specialist:	30th Sep 2018
		Final Bids:	30th Nov 2018 (new)
		Proposals, nominations and reports:	31st Dec 2018
		All material available for delegates: (tbc)	45 days before next IGC Plenary
AOB	Standing Committee Chairs:	Sporting Code 3D	A. Georgas
		Annex A:	R. Sheppe
		Handicaps:	C. Geissler
		Annex B:	I. Strachan
		Annex D:	R. Fila
		ANDS:	R. Sheppe
		GFAC:	I. Strachan
		Championship Management:	P. Eriksen
AOB	Working Group Chairs:	Safety:	R. Vidal
		Scoring Software:	A. Casado
		Stewards:	T. Cubley
		History:	P. Selinger
		Country Development:	tbn
		IGC Media:	B. Spreckley
		E-Concept:	B. Spreckley
		Youth gliding	N. Shalneva

AOB	Specialist Officers:	CASI:	M. Vigorito
		EGU:	P. Pauwels
		Environmental Commission	tbn
		Medical Commission:	J. Knueppel
		OLC:	C. Geissler
		Sailplane Grand Prix:	B. Spreckley
		Trophy Management:	G. Weinreich

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