



**IGC Plenary Meeting, Lausanne 5<sup>th</sup> and 6<sup>th</sup> March 2010  
Decisions**

*The adopted version of proposals, the accepted bids as well as nominations of people awarded with Medals or Diplomas are available via the hyperlinks in the Item column.*

<b>Item</b>	<b>Proposal</b>	<b>Comments</b>	<b>Decision</b>
<a href="#">8.1.1</a>	Amendment proposed by Germany and Holland to use Country Ranking		Adopted
<a href="#">8.1.1</a>	Additional amendment from the Bureau to eliminate only one pilot per country until all countries have got one pilot eliminated		Adopted
<a href="#">8.1.1</a>	Vote on Amended proposal for Pilot Selection Process based on Country Ranking (Year 2)		Adopted
<a href="#">8.1.2</a>	Immediate application of Pilot Selection Process		Adopted
<a href="#">8.1.3</a>	FAI Decentralised Gliding Competition		Adopted
<a href="#">8.1.4</a>	IGC Safety Strategy Plan		Adopted
<a href="#">8.1.5</a>	Special budget for History Committee	Amended, date range from 2009 to 2011	Adopted

<a href="#">8.2.2</a>	Proposal for establishment of Continental Records (Year 2)	The Bureau is mandated to complete the proposal	Adopted
<a href="#">8.3.2.a</a>	Establishment of 13.5m Class (Year 2)		Adopted
<a href="#">8.3.2.b</a>	Handicap in 13.5m Class (Year 2)		Not supported
<a href="#">8.3.2.c</a>	Use of ballast in 13.5m Class (Year 2)		Not supported
<a href="#">8.3.2.d</a>	Sub-classes in 13.5m Class (Year 2)		Not supported
<a href="#">8.4.2</a>	Revised Sporting Code Section 3, Annex A (Year 2)	Valid from 1 <sup>st</sup> April 2010	Adopted
<a href="#">8.5.2</a>	Revision to Annex D (Competition quality factor)		Adopted
<a href="#">8.6.1</a>	Introduction of 20m Two-seater class	Introduction of the class in the WGC calendar	Adopted
<a href="#">8.7.1</a>	Proposed amendment to proposal for use of GPS Position recorders for Silver and Gold badge flights	Amendment from Bureau	Adopted
<a href="#">8.7.1</a>	Use of GPS Position recorders for Silver and Gold badge flights	With immediate effect.	Adopted
8.8.1	Acceptance of discussion of late proposal from Australia ( <a href="#">8.8.2</a> )		Accepted
<a href="#">8.8.2</a>	Allocation of Woman's and Junior's WGC outside Europe		Adopted
<a href="#">10.1.1</a>	8 <sup>th</sup> FAI Junior WGC, 2013		Leszno, Poland
<a href="#">10.1.2</a>	7 <sup>th</sup> FAI Woman's WGC, 2013		Issoudun, France
<a href="#">10.2.1</a>	16th European Gliding Championships 2011, World/Club/Standard/20m Two Seat Class		Nitra, Slovak Republic
<a href="#">10.2.2</a>	16th European Gliding Championships 2011, 15m/18m/Open Class		Pociunai, Lithuania
<a href="#">11.1</a>	Lilienthal Medal		Awarded to Ross Macintyre, New Zealand

<a href="#">11.2</a>	Pirat Gehriger Diploma		Awarded to Egidio Galli, Italy
<a href="#">11.3</a>	Pelagia Majewska Medal		Awarded to Beryl Hartley, Australia
12.1	Date and place for the 2011 IGC Plenary Meeting	Preliminary date	4-5 March 2011 in Lausanne

### **8.1.1 Pilot selection Process (Year 2)**

**(Adopted version with two amendments included Germany/Holland and Bureau)**

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World 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 World 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. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the countries. World Champions having a right to entry are accepted in addition to the NAC nominated entries.
4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NACs may only transfer their 2nd and 3rd entries (as appropriate when NACs have been offered a 3rd entry) to other classes if additional places are available.
5. At the closing date for the Final Entry, oversubscribed classes are reduced to the maximum class number by removing the pilots of the lowest ranked countries which have entered a 2nd pilot (or 3rd pilot) in accordance with the IGC Country Ranking List effective at the date of the closure of Preliminary Entries for the Competition
6. A country will lose only one pilot across all classes, commencing with the most oversubscribed class, until all countries (with 2 or 3 pilots) have lost one pilot.

## **Proposal by the IGC Bureau – Immediate application of new Pilot Selection Process (Year-2)**

The IGC Bureau asks for an immediate application of the Pilot Selection Process in order to assure that it is used to manage possible over subscription at the 2010 World Gliding Championships.

In order to adopt this proposal as a Year-2 proposal, a 2/3rds majority is required.

### **This proposal affects:**

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

## **Proposal by the IGC Bureau – Introduction of an IGC decentralized gliding competition as a partnership**

### **Introduction**

The IGC Bureau proposes to launch a decentralized gliding competition (on-line competition).

The aim is to supplement existing decentralized competitions by adding an additional aspect and to raise the profile of the 28% triangular FAI tasks.

IGC will invite organizations or companies already involved in decentralized gliding competitions, or in providing scoring software, or in other ways involved in the gliding sport, to form a partnership with IGC/FAI in organizing and managing the **FAI TRIANGLE CUP**.

### **Organization**

The competition will run in yearly cycles, starting the 1<sup>st</sup> October (GMT), meaning that the 2011 competition will run from 1<sup>st</sup> October 2010 to 30<sup>th</sup> September 2011.

The aim of the competition is to fly the fastest 300km and 500km FAI 28% triangles in each year. In addition to the overall winners (e.g. 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>) continental performances can be recognized as agreed between the FAI/IGC and the partner.

Evidence of performance is to be taken from IGC flight recorder files, uploaded immediately (e.g. not later than e.g. 24 hours) after the performance, and validated by spot checks as agreed.

Prizes for the winning pilots are to be defined.

### **Partnership**

The FAI/IGC is inviting organizations and companies to form a partnership with FAI/IGC for the **FAI TRIANGLE CUP**.

Organisations, Companies and, if appropriate, consortiums of interested parties, may bid to host this decentralized competition.

The IGC Bureau will, together with the FAI Secretary General, evaluate the received bids and select the partner. The intended initial period of the partnership will be no more than 3 years.

### **This proposal affects:**

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

IGC Safety.

## **Background**

Although gliding is not considered a dangerous sport, we still have a number of serious accidents. The IGC Bureau has therefore decided to start a more structured work on gliding safety.

It should be understood that this work is not intended to replace work done by national or international organisations related to education and training, but should be seen as an additional activity, focussing mainly on gliding competition flying, even if the two subjects cannot be completely separated. Cooperation is therefore foreseen with relevant bodies.

## **Main Risks**

Following discussions at the last Bureau meeting, the following main risks have been identified for gliding competition flying:

- Stall/Spin/Controlled flight into terrain
- Mid-air collisions
- Outlandings

## **Lines of action**

Two main lines of actions will be initiated:

- Reduction of number and severity of accidents
- Improved survival chance in case of accidents

### Reduction of number of accidents

In order to reduce the number and severity of accidents, the following measures could be considered:

- General Information campaigns: using e.g. new information channels like U-tube, Twitter, to reach as many pilots as possible.
- Procedures: Review of competition procedures in order to minimise risk of mid-air collisions, e.g. during task start and finish and possibly minimum flying heights
- Information during gliding competitions: Stewards and Scrutineers at gliding championships must be briefed about the consequences of e.g. removing headrests, not using seatbelts correctly, or simply having a cockpit filled with wires and equipment hindering a rapid evacuation in flight.
- Equipment (anti collisions): Require equipment such as Traffic Proximity Warning, Anti collision markings, Anti-collision lights
- Equipment (flight into terrain): Stall warning systems, Piggott hook preventing unlocked airbrakes from fully extending
- Communication of scientific results: A lot of useful safety information is available in scientific papers, but not really accessible for the ordinary pilot, e.g. through funding of university students to write papers to be published addressing major risks
- Educational tools: Generate educational tools such as flyers, cartoons, videos.

### Improve chance of survival

In order to reduce the survival change, the following measures could be considered:

- Improved glider design or retrofit to old gliders: Cockpit crash worthiness, Energy Absorbing Foam, Honeycomb reinforcement, 5 or 6 point harness, Emergency rescue and cockpit jettison systems, Total rescue systems, Pilot rescue systems, Canopy jettison, Spine shells.
- Improved Search and Rescue potential by mandating installation of Emergency Location Transmitters in gliders.
- Research in new concepts: IGC to work with the OSTIV SDP and manufacturers for the longer term ideas and concepts to get them further developed.
- Bonus/Malus: Move towards a bonus/malus system for gliders equipped with safety systems in order to expedite the introduction of safety equipment in new gliders.
- Training: We could introduce safety drills, such as cockpit evacuation, at sporting events.

### **Links to other organisations**

The following links have been identified to other bodies/organisations:

Other FAI Sports Commissions: Cooperation on procedures, information campaigns, collision avoidance.

Gliding manufactures: Design of new gliders, retrofit of old.

OSTIV: Training, Human Limitations, Research of improved glider design.

Europe Air Sports/EGU: Coordination of policy and activities.

### **Proposal**

The IGC Plenary is asked to:

- Provide comments to the proposal raised by the Bureau
- Endorse that the Bureau continues its work on establishing an IGC Safety policy and Action Plan including the related cost
- Actively support the continued work on the Safety Action Plan by adopting IGC measures at a national level.

## **DRAFT**

### **Proposal by the IGC Bureau – Special budget for History Committee**

The History Committee is trying to locate the missing papers from the early years of CIVSM and ISTUS. This entails research in American and German archives. The travels will be by low-cost airlines and the overnight stays will be in B/B – if possible.

The Bureau is proposing to reimburse travel costs related to this activity up to a maximum of 2.500 Euro for costs undertaken in 2009 and 2011.

#### **This proposal affects:**

Sporting Code Section – Nil

Annex A Rule - Nil

Other - Nil

## Suggested changes to Proposal to create Continental Records.

### Changes as below.

1.0.5 Within SC3, “record” applies to world or continental records, “badge” applies to flights at FAI Silver, Gold, Diamond or Diploma achievement levels and “NAC” refers to each National Airsport Control organisation having administrative responsibility for these gliding activities.

# Chapter 3

## WORLD and CONTINENTAL GLIDING RECORDS

*This chapter defines and explains the handling of FAI ~~world~~ record claims.  
General rules relating to records are in the General Section of the Sporting Code.*

### 3.0 GENERAL

Unless specified otherwise, continental records shall follow the requirements for world records.

The following general requirements must be met for a ~~world~~ record:

- a. No advance notice for an attempt is required provided that arrangements have been made for controlling the flight.
- b. The pilot must possess a valid FAI Sporting Licence (GS 8.1).
- c. The flight data must be from a flight recorder approved by the IGC for ~~world~~ records.
- d. The flight claimed must be first be approved as a national record to be a World record

*(My proposal is to insert a short comment, e.g.: Continental records need not be National records)*

### 3.1 RECORD CATEGORIES, CLASSES, and TYPES

Record categories are concerned with the pilot, record classes with the glider, and record types with the nature of the soaring performance.

#### 3.1.1 Pilot categories

The General category includes any pilot; the Feminine category includes only female pilots.

#### 3.1.2 Glider classes

~~World~~ Records are recognised in the classes listed in 1.0.4. Multi-place gliders and motor gliders are included in these record classes where applicable.

- a. MULTI-PLACE GLIDERS All persons on board the glider must be named on the FR declaration and in full on the claim form and be at least 14 years old. Only flight crew members possessing a valid Sporting Licence will be listed by name in the records of the FAI.
- b. ALTITUDE RECORDS Absolute altitude and gain of height records are listed in both pilot categories but only in the Open record class ( 3.1.4k and 3.1.4m ).

#### 3.1.3 ~~World~~ record achievement margins

- a. A new record claim must exceed the current value by 1 km for distance, 1 km/h for speed, and 3% for altitude.
- b. When a new record category, class, or type is created, a minimum level of performance may be set by the IGC that must be exceeded before a ~~world~~ record will be validated. It may be published in this Code, or published separately by the FAI.

*Decision required. (We possibly can vote von this separately)*

*A set of minima for each Region should be created. It is proposed: that the Working Group be tasked with creating these minima. (To be approved by the Bureau if they are to apply from 2010).*

#### 3.1.4 Designation of records

Glider records are designated by code letters, starting with the FAI code letter for gliders (D), then the glider class concerned, and finally the pilot category (general or feminine):

Open Class glider records are designated by adding the letter O.

15m Class glider records are designated by adding the numbers 15.

World Class glider records are designated by adding the letter W.

Ultralight glider records are designated by adding the letter U.

The General pilot category is designated by the letter G.

The Feminine pilot category is designated by the letter F.

Examples: DWF    Gliding, World class, Feminine  
 D15G    Gliding, 15 metre class, General

**TABLE 2**

**Types of record flights**

<i>Flight Performance</i>	<i>Ref.</i>	<i>Remarks (see Chapter 1 for details)</i>
<b>Free distance records</b>		
3.1.4a Free Straight Distance	1.4.7a	No turn points
3.1.4b Free Distance using up to 3 TPs	1.4.7b	1 to 3 free turn points
3.1.4c Free Out-and-Return Distance	1.4.8a	Closed course with one free turn point
3.1.4d Free Triangle Distance	1.4.8b	Closed course with 2 or 3 free turn points
<b>Declared distance records</b>		
3.1.4e Distance to a Goal	1.4.4	Declared goal with no turn points
3.1.4f Distance Using Up to 3 TPs	1.4.5	1 to 3 declared turn points
3.1.4g Out-and-Return Distance	1.4.6a	Closed course with one declared turn point
3.1.4h Triangle Distance	1.4.6b	Closed course with 2 or 3 declared turn points
<b>Speed records</b>		
3.1.4i Speed over an out and return course of 500 km and all multiples of 500 km	1.4.6a	1 declared turn point
3.1.4j Speed over a triangular course of 100, 300, 500, 750, 1250 km and all multiples of 500 km	1.4.6b	2 or 3 declared turn points
<b>Altitude records</b>		
3.1.4k Absolute altitude	1.4.2	Open class only, 5000m gain required
3.1.4m Gain of Height	1.4.2	Open class only

**3.2 FALSIFICATION of EVIDENCE**

Should it be proven that any person involved in a ~~world~~ record claim has altered, concealed, or in any other way misrepresented the evidence with the intent to deceive, the claim shall fail. The FAI will invalidate the Sporting Licences of those guilty of the fraud and may cancel permanently or for a period of time any other award, record, title, etc. it has conferred. The NAC(s) may be asked to cancel the appointment of the OO(s) involved where appropriate (5.1.7 refers).

**3.3 TIME LIMITS on RECORD CLAIMS**

**3.3.1 Claim notice**

Notice of a claim for a ~~world~~ record must be submitted by the NAC or the OO controlling the attempt, and the FAI must receive the claim within seven days of the flight. In exceptional circumstances, the president of the IGC may grant an extension. Telephone, fax, email, and similar types of notification are acceptable. (GS 6.8.4 refers).

**3.3.2 Claim documentation**

The NAC shall forward claim documentation to reach the FAI within 120 days of the date of the flight unless an extension of time has been authorised by the IGC President (GS 6.8.2 refers), and after it has been approved as a national record.

### 3.4 CONTINENTAL RECORDS

3.4.1 For continental records, the continental regions defined in para 3.4.5 of the General Section will be used, with one exception: that part of the Russian Federation east of the 61° meridian will be assigned to Asia.

3.4.2 Flights which cross the borders of continental regions will be assigned to that region in which the the flight started”.

(My proposal is to insert a short comment to the point “Eligibility”

*All continental records are open to any pilot with a valid FAI Sporting Licence.*

(and an additional one)

*The claiming process for Continental Records shall be the same as the current procedure for claiming world records.*

## **PROPOSAL TO IGC PLENARY 2010**

### **Proposed by IGC Light-end Committee**

#### **It is Proposed That:**

*A 13.5m racing class be created to allow all eligible<sup>1</sup> gliders and motor gliders<sup>2</sup> with a wingspan of less than 13.5m to participate in IGC international competitions. This new racing class will subsume and replace the current FAI World Class at WGC and international competitions.*

*Proposed changes are to be effective as of April 1, 2014.*

#### **This Proposal affects:**

Sporting Code Section 3 – Replace the definition of the World Class in section 6.5.5 with the definition of the 13.5m Class. Remove the wording “(except the World Class)” in section 6.4

Annex A Rule – No change

Other -

#### **Reasons supporting the Proposal:**

- 13.5m provides a sufficient and clean separation from other existing classes while covering a large fleet at the light-end of soaring.
- The 13.5m Class will provides a “racing home” in IGC for many gliders and motor gliders at the light-end that currently do not currently have one.
- The 13.5m Class will significantly enlarge participation in IGC events from the light-end of Soaring.
- The 13.5m Class will fill a void at the light-end of soaring, bridge the gap with the light sport aviation, and draw new membership.

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<sup>1</sup> Eligibility for participation in IGC international competitions is defined in Sporting Code Section 3 (2009 Edition, valid from 1 October 2009), para. 6.1.6: A glider must hold a valid Certificate of Airworthiness or Permit to Fly that does not exclude competition flight and comply with the conditions of its airworthiness documents

<sup>2</sup> SC3, para. 6.4: Motor gliders are integrated into the other championship classes (except the World Class) under championship rules for motor gliders (Annex A refers).  
SC3-A, para. 1.3.3: Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

## **PROPOSAL TO IGC PLENARY 2010**

### **Proposed by IGC Light-end Committee**

#### **It is Proposed That:**

*The 13.5m Class use handicaps<sup>3</sup> to equalize the performance of competing gliders as much as possible and allow older and newer models to participate.*

*Proposed changes are to be effective as of April 1, 2014*

#### **This Proposal affects:**

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

#### **Reasons supporting the Proposal:**

- Handicaps provide fairer competition among gliders of potentially widely different performances.
- Handicapping is already used at WGC of the Club Class and at many national contests of “mixed classes.”
- Handicapping allows older and newer models to participate, thereby increasing the fleet of participating gliders and the number of interested pilots.
- Fulfills the intent of IGC SC3, para. 6.2.
- Handicapping prevents “take over” of the class by a reduced set of “latest and greatest” models and the associated cost creep for competitiveness.
- Handicapping allows greater participation opportunities, particularly from less financially fortunate pilots and countries.
- Supports greater participation within individual countries.

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<sup>3</sup> Handicapping is defined in SC3 para. 6.2: The purpose of handicapping shall be to equalize the performance of competing gliders as far as possible. The handicap values used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned.

## **PROPOSAL TO IGC PLENARY 2010**

### **Proposed by IGC Light-end Committee**

#### **It is Proposed That:**

*The 13.5m class use a “no ballast that may be jettisoned in flight” rule.*

*Proposed changes are to be effective as of April 1, 2014.*

#### **This Proposal affects:**

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

#### **Reasons supporting the Proposal:**

- No-ballast is naturally suited for the “light-end”
- All currently eligible gliders and motor gliders that are potential participants in the class already fulfill this rule
- No-ballast reduces the complexity of future designs
- No-ballast reduces the cost of future designs
- No-ballast reduces the burden on contest organizers (water availability, tow plane power, etc.)
- No-ballast effectively prevents high MTOW and high wing loading, without setting an arbitrary MTOW. A MTOW would eliminate many gliders and motor gliders that could participate at the on-set of the class, while doing nothing to make competition fairer or “equalize” glider performance.
- No-ballast is popular at the light-end, and in water-sensitive areas.
- No-ballast supports water conservation and the environmental image of Soaring

## **PROPOSAL TO IGC PLENARY 2010**

### **Proposed by IGC Light-end Committee**

#### **It is Proposed That:**

*To increase competitive opportunities and participation in countries with large fleet of particular gliders, monotype (single-design) sub-classes may be defined in competitions of the 13.5m Class, with additional scoring kept for each sub-class. A sub-class is defined as any set of at least N gliders of the same model and unmodified, officially registered in a particular competition. The suggested minimum number N for a sub-class at a WGC is 10.*

*Proposed changes are to be effective as of April 1, 2014.*

#### **This Proposal affects:**

Sporting Code Section 3 – Add sub-Tier paragraph in the definition of the 13.5m Class in section 6.5.5.

Annex A Rule – No change

Other -

#### **Reasons supporting the Proposal:**

- Greater flexibility in individual countries to cater to their specific fleet and grow participation and membership.
- Foster attraction and/or retention of grass root movements in individual countries.
- Augments incentives for participation (e.g., titles and awards at local, national and World levels).
- Keeping additional score sheets at contests is no burden with today's electronic and computational resources.
- For WGC, the number N=10 is suggested as per paragraph 1.3.2 of Annex A of SC3. Countries can adapt the number N to their specific fleet and national rules.
- Maintains within IGC rules the concept of "single design" racing at the light-end.
- Provides a message to future light-end grass root movements that opportunities within IGC are not bounded by legacy.
- Allows future design trends to emerge through popularity of use rather than being constrained by arbitrary limits and boundaries.



# FAI Sporting Code

*Fédération  
Aéronautique  
Internationale*

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## Annex A to Section 3 – Gliding

### **RULES FOR WORLD AND CONTINENTAL SOARING CHAMPIONSHIPS**

**CLASS D (GLIDERS)**  
Including Class DM (Motor Gliders)

**2010 Edition**

**This amendment is valid from 1 April 2010**

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## PRELIMINARY REMARKS

- a) The Local Procedures describe operational procedures relevant to the site and complement these Rules.
- b) In this Annex the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and "will" indicates what is going to happen.
- c) In this document words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.
- d) The numbering format of the Sporting Code General Section has been used in the layout of these Rules.
- e) Explanatory text and notes are included as unnumbered paragraphs in *italic Arial 10 font*.
- f) In this document, wherever the word pilot, entry, champion or participant is used, it should be taken as crew, team-entry, champions or team, with reference to the 20m-2-seater class.
- g) Geometric terms and standards, as used in these Rules, shall be in accordance with the following table:

<b>Distance</b>	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
<b>Direction</b>	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
<b>Lines</b>	Unless otherwise specified, the terms "Line", "Straight Line," "Line Segment," "Leg," etc. shall be considered to be geodesics.

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## PART 1 GENERAL

### 1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

- a. Select the champion in each competition class on the basis of the pilot's performance in the tasks set;
- b. Foster friendship, co-operation and exchange of information among soaring pilots of all nations;
- c. Promote worldwide expansion of the public image of soaring;
- d. Encourage technical and operational development of the sport;
- e. Encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

*The Organizers may state any additional objectives in their Local Procedures.*

### 1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motor Gliders), and specifically with Chapter 7 of Section 3 and with this document, which is approved by the IGC plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.3. The winner will be awarded the title of World Champion, provided that there have been at least four championship days (see 8.2.1) in that class.

*Final places, for all tied results, should also be determined by the procedure stated in 10.2.3.*

1.2.3 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. Events should be separated by a minimum period of 4 days. At least one non-flying rest day shall be given during the period. An official practice period of about seven days immediately preceding the opening of the Championships shall be made available to all competitors.

*The Organizers may declare further rest days for stated reasons such as pilot fatigue. A rest day is a day declared a rest day in advance by the organizers or a day declared a rest day at first briefing.*

1.2.4 The official language of the Championships shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefings.

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### 1.3 CHAMPIONSHIP CLASSES

- 1.3.1 The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 6, and as listed in the Local Procedures.
- 1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NAC's on the first Championship day, the contest shall take place but no Champion will be declared.
- 1.3.3 Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

### 1.4 RESPONSIBILITIES OF THE ORGANISERS

- 1.4.1 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships.

- 1.4.1.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots shall be selected by vote of the other pilots in the class.

*The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship.*

*The Organisers may issue additional rules regarding safety in the Local Procedures.*

- 1.4.2 **Facilities** The Organisers shall provide:

- a. All facilities necessary for the satisfactory operation of the Championships.
- b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

*Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.*

- 1.4.3 **Fees** The Organisers must pay sanction fees to FAI as decided by IGC.

- 1.4.4 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

- 1.4.4.1 Local Procedures

The original publication of the Local Procedures shall be no later than 90 days before the first scheduled day of competition.

- 1.4.4.2 Control Points

The Control Points are the Start Points, Finish Points and Turn Points that may be

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used during the Championships. The official format of the Control Point file shall be specified in the Local Procedures. The original publication of the Control Points file shall be no later than 30 days before the first scheduled day of competition.

*Organisers are encouraged to make a clear distinction between Start, Turn, and Finish Points in the names or numbers of the Control Points. A single point may be used for more than one purpose, but this should also be made evident.*

*Changes to the Control Point file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.*

#### 1.4.4.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Forbidden Airspace file. The original publication of the Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

*Absolute altitude limits and Start altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file.*

*Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.*

#### 1.4.4.4 Task Sheet

The Task Sheets will be distributed at Briefing. The Task Sheet must include:

- a) The date and Competition Day number
- b) The Class (in Multiclass Championships)
- c) The Task specification (see 6.2)
- d) Operational Procedures in use
- e) Any changes to forbidden airspace or altitude limits
- f) Grid Time
- g) Anticipated time of first launch
- h) End of legal daylight
- i) Any other information relevant to the day's flying.

*Organisers are strongly encouraged to provide a graphical depiction of the task and nearby forbidden airspace, and relevant distances and bearings. However, these depictions and parameters are not to be taken as official for scoring purposes.*

*A change of task at Grid Briefing (see 5.2c) should include the distribution of new task sheets.*

#### 1.4.4.5 Results

- a) Any scores published before all Flight Logs have been analysed shall be labeled "Preliminary Results."
- b) After all the Flight Logs have been analysed, the scores shall be published as "Unofficial Results." Unofficial Results are subject to review by the competitors and Team Captains.

After the expiry of the protest time and after all complaints and protests have been dealt with the scores shall be published as "Final Results".

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## PART 2 CHAMPIONSHIP OFFICIALS

### 2.1 THE CHAMPIONSHIPS DIRECTOR

- 2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.
- a. He shall make operational decisions in accordance with the rules of the Sporting Code and of the Championships. The decisions shall be published without delay in writing on the Official Information Board in the Briefing Hangar.
  - b. He may penalise or disqualify a competitor for misconduct or infringement of the rules.
  - c. He shall give evidence to the International Jury if requested.
  - d. He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to his NAC and to FAI.
- 2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

### 2.2 STEWARDS AND JURY MEMBERS      Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation .

*The Stewards and Jury Members must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section and Section 3; the FAI International Jury Members Handbook, and, Rules and Local Procedures for the Championships.*

- 2.2.1 **Stewards**      The IGC-Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different to that of the Organisers, except that in the event of a last minute failure to attend, a replacement Steward of any nationality and acceptable to the other Stewards may be invited.
- a. The nominations shall be approved by IGC.
  - b. One Steward shall be present at the contest site throughout all major operational activities including during the official practice period.

*The primary responsibility of the Chief Steward is to ensure the timely completion of all organisational aspects of the competition.*

*The role of the Stewards is to provide advice and/or support to the Director, the International Jury, the Team Captains and the competitors. Stewards must have extensive experience of soaring competitions and conduct themselves in accordance with the guidance provided in the IGC Steward Handbook.*

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## 2.2.2 **International Jury**

- a. A nominated Jury shall consist of the President of the Jury plus two Members. The President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided:
  - (i) They are able to attend at the event site as required by the Jury President to hear a protest, and
  - (ii) They are present at the event site for the final day of competition to hear any protests arising from the last day of competition, and to attend the final Jury Meeting to confirm the results.
- b. In addition to being the Chairman at Jury meetings, the President and has the right to require the Organisers to abide by the FAI Sporting Code and the published Rules and Procedures for the Championships. If the Organisers fail to do so the President of the Jury has the power to stop the Championships until a Jury meeting has considered the situation.
- c. The Jury has the right to terminate the Championships if the Organisers fail to abide by the FAI Sporting Code and the published Rules and Procedures. They may recommend to the FAI Secretary General that all entry fees be returned.
- d. **Meetings of the International Jury**
  - (i) Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases the Jury President may accept an eligible replacement nominated by the Jury member concerned.
  - (ii) Jury meetings are to be conducted in accordance with the FAI International Jury Members Handbook.
  - (iii) Decisions by the Jury shall be reached by simple majority. The President of the Jury shall report the details of any protest to FAI.
- e. **Dissolution of the International Jury** The Jury shall only cease its functions after it has given its decision on all protests that have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task. The last action of the Jury is to approve the competition results of the Championships and declare the Championships valid, providing they have been conducted in accordance with the rules and the decisions of the Jury.

*The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions but be prepared to give advice and answer queries regarding interpretation of the rules and the general running of the event if raised by officials of the event.*

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## PART 3 NATIONAL TEAMS

**3.1 SELECTION OF TEAMS** Each NAC shall select its own Team Captain, competitors, and assistants. The NAC's shall certify to the Organisers (normally in the entry form) that the team members qualify under these rules.

3.1.1 The Team Captain, competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the Championship, by any rulings and requirements stated by the Organizers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept, without reservation, any consequences resulting from the event (for instance see 3.6 on insurance).

**3.2 QUALIFICATIONS** A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.7 on citizenship and representation, and must;

- a. Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;
- b. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
- c. Hold an FAI Sporting Licence with a current FAI stamp;
- d. Hold a Pilot Licence or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the Championships take place;
- e. Know, understand, and abide by the FAI Sporting Codes and the Rules and Procedures issued for the event.

*A Team Captain:*

- *Should be of the nationality of his NAC but a substitute of another nationality, holding written authority from the NAC concerned, may be accepted at the discretion of the Organisers.*
- *May be a competitor or crew member but preferably be additional to them.*

*A crew member may be of any nationality.*

**3.3 TEAM CAPTAIN'S RESPONSIBILITIES** The Team Captain represents his NAC and is the liaison between the Organisers and his team members. A Team Captain not fulfilling his responsibilities, as detailed in this Section, may be suspended or disqualified in accordance with paragraph 1.2.1. The Team Captain:

- a. Should endeavor to ensure the proper conduct of his team members and that the pilots do not fly if ill or under the influence of alcohol or drugs, or suffering from any disability that might endanger the pilot or others.
- b. Is responsible for compliance by his team members with the terms of the Certificate of Airworthiness or Permit to Fly of the competing sailplanes and, where appropriate, with the laws of his own and those of the Organisers' country.
- c. Is responsible for ensuring that all members of his team receive and understand all information given at any Championships briefing.

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### 3.4 ENTRY

- 3.4.1 **Application for Entry** Application for entry shall be accepted only on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information will not be accepted.

*After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.*

- 3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

- a. Entry fees shall be returned:
  - (i) In full, if the Championships do not take place,
  - (ii) Unused fees shall be paid back if the Championships are stopped or cancelled for reason of force majeure,
- b. A competitor who withdraws shall have no right to the return of any fees.

### 3.4.3 **Pilots**

- a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures, but not more than two pilots (two crews in the 20m-2-Seater Class) in any class, or 3 pilots in any class at Junior and Women Championships. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he is eligible according to the allocation procedure.

*For Continental Championships with a limited number of nations participating the IGC Bureau may approve a higher number of pilots per class.*

- b. Any number of entries is allowed if evidence is provided that the conditions and Local Procedures make it safe to do so (as per section 1.4.1). The entry numbers per class for each specific contest will be decided by the IGC Bureau in conjunction with the Organisers. The maximum number of entries per class shall be 50 plus the World Champions (see 3.4.3d).
- c. The current Champions of the FAI multiclass WGCs, 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, even in excess of the 50 per class limit.
- d. Two-seater sailplanes may compete in the Open class either flown solo or dual. The crew member is considered to be variable ballast and can be changed on a daily basis. Only the nominated pilot in command shall be listed in the results.
- e. In the 20m-2-Seater Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed, each pilot may occupy either seat on a given competition day. Both pilots on board the two-seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.
- f. If the total number of entries or the number of entries per class exceeds the

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maximum numbers set for the event the number of entries will be reduced in accordance with the IGC Country Ranking List. A detailed procedure is found in Appendix 4.

- 3.4.4 **Rejection of Entries** The organising NAC may not reject any entry to a Championship made in good faith and complying with the terms of entry.

### **3.5 REGISTRATION**

- 3.5.1 On arrival at the contest site, each Team Captain and his competitors shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

- 3.5.2 After the close of registration, no change of sailplanes or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

- 3.5.3 The Organisers, if appropriate, shall require the following documents and translations:

- a. Documentary proof of insurance, or medical insurance cards.
- b. For the pilot:
  - (i) Proof of nationality or certificate of residence (FAI General Section 3.7);
  - (ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and
  - (iii) FAI Sporting Licence valid for the year of the event.
  - (iv) A Therapeutic Use Exemption (TUE)

*If, due to health problems, you are taking any medicines that are on WADA's prohibited list you should obtain a Therapeutic Use Exemption(TUE). You should contact your NAC to get information on how to obtain a National TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to the Event staff upon arrival. This is extremely important in case of doping testing*

- c. For the sailplane:
  - (i) Valid Certificate of Airworthiness or Permit to Fly; and
  - (ii) Third party insurance certificate for the sailplane.

- 3.5.4 The Organisers shall state in the Local Procedures:

- a. If additional documents are required, and
- b. Which documents shall be carried on board the sailplane.

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### **3.6 INSURANCE**

- 3.6.1 Third party insurance, as specified in the Local Procedures, is the responsibility of the entering NAC.
- 3.6.2 Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

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## PART 4 TECHNICAL REQUIREMENTS

### 4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

- a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.
- b. Each occupant of a competing sailplane shall use seat belt and shoulder harness and wear a serviceable parachute on each competition flight .

*It is highly recommended to use an energy absorbing seat cushion.  
The use of Flarm (or compatible proximity warning device) is also highly recommended.*

*The Organisers may specify in the Local Procedures additional mandatory equipment if the conditions of their country so require.*

4.1.2 Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and:

- a. Must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions.
- b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition. Exception: In the Open Class only it is allowed to change complete wing panels and/or winglets. No instruments permitting pilots to fly without visual reference to the ground may be carried on board, even if made unserviceable. The Organisers may specify instruments covered by this rule in their Local Procedures.

*Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable controlling surfaces, landing gear, winglets, and wing tip extensions. The configuration is considered to be changed if the shape, or dimensions of the primary structure are altered, or, for a motor-glider, if either the engine installation or the propeller is modified. "Instruments" includes any portable devices which use a gyro or inertial platform or high precision GNSS positioning and/ or attitude sensing technology.*

*Any navigational equipment is permitted.*

*The Organisers will state in their Local Procedures if they require competing sailplanes to:*

- *Be marked with high visibility markings to improve in-flight conspicuousness.*
- *Carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such a display will not begin before the start line is opened and the actual position of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay should be reduced to zero prior to the finish.*

4.1.3 Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings; and, wing tips and winglets but not the entire outer wing panels.

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*If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the director of the Championships. Landing damage is normally assumed to be the fault of the pilot.*

- 4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots will be scored as having landed at the position at which the collision occurred.
- 4.1.5 During the Championships, on days when tasks are set, sailplanes entered in the event may only be flown on Championship tasks, except that the Organisers, at their discretion, may permit a sailplane to be test flown.
- 4.1.6 The Organisers have the right to inspect a competing sailplane at any time during the Championship up to the Prize Giving.

## **4.2 MAXIMUM TAKE OFF MASS**

4.2.1 The following Maximum Take Off Mass (MTOM) shall be enforced:

- a. Open Class – 850 kg.
  - (i) Changes to the wing panels and winglets shall be permitted during a Championship.
  - (ii) The mass limit and configuration changes shall remain in force until 30 September 2017.
- b. 18 M Class – 600 kg.
- c. 15 M and Standard Classes – 525 kg.
- d. Club Class – No ballast permitted and MTOM limited to the lowest of:
  1. Maximum certified weight of non-lifting parts plus weight of lifting parts (wings without any form of ballast); or
  2. Maximum certified Take Off Mass without water according to Type Certificate Data Sheet (TCDS).
- e. World Class – 300 kg.
- f. 20m-2-Seater Class – 750 kg.
- g. Organisers may impose additional restrictions to the above maximum take-off masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

*MTOM according to TCDS for any specific glider must not be exceeded under any circumstances.*

4.2.2 Checking take off mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

*The procedures for establishing the mass of the World Class glider are set out in Appendix 1 to this Annex. The Local Procedures shall give details of the procedures for checking the mass for all Classes.*

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## 4.3 CONTEST NUMBERS

- 4.3.1 The contest numbers, as validated by the Organisers, shall be displayed:
- a. On the underside of the right wing, approximately 2.5 m from the centreline of the sailplane with the top of the figures or letters towards the wing leading edge. The height of the letters or figures should be not less than approximately 80% of the wing chord.
  - b. On both sides of the tail fin and/or rudder. These must be at least 30 cm high.
  - c. On the glider trailer and crew car.
- 4.3.2 Contest numbers shall consist of not more than three letters or figures or a combination of letters and figures in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.
- 4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with this paragraph 4.3. Competitors not complying with the Organiser's requirements shall be denied competition launches.

*Contest numbers on the sailplane and vehicles not only assist the Organiser's and other competitors to identify the sailplane, but also enable the public and the media to identify the sailplane, the pilot, the crew and the country.*

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## PART 5 GENERAL FLYING PROCEDURES

**5.1 GENERAL** Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

**5.2 BRIEFING** A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

- a. All pilots shall attend briefing except that a competitor who is unable to attend, for reasons outside his control, shall be represented by his Team Captain.
- b. Flight and safety requirements given at briefing shall carry the status of Local Procedures.
- c. The time between the end of briefing and first launch must not be less than 30 minutes. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

*All flight and safety requirements shall be provided in writing for the Team Captains.*

**5.3 EXTERNAL AID TO COMPETITORS** The following limitations are imposed so that the competition shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

**5.3.1 Radio Transmitters and Transceivers** Com. radios are for voice transmissions between team members and between them and the Organisers only.

- a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.
- b. Voice transmissions may only be made on frequencies prescribed by the Organisers.
- c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

*A single frequency should be designated for the launch, start, finish, and landing. One frequency should be designated for each Class flying within a common task area.*

*To improve safety, competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing, and when thermalling with other sailplanes.*

**5.3.2 Other Types of Aid** Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task or still airborne after cancellation of their task must land or return to the competition site without delay and may not lead, guide or help in any way competitors in other classes still flying their assigned task.

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**5.4 CONTROL PROCEDURES** Flights shall be controlled by GNSS Flight Recorders (FR).

- a. All FR's approved by the IGC up to two months prior to the Opening Day shall be accepted. A valid calibration certificate must be provided for each FR.

*The FAI SC Section 3 requires that Flight Recorders have been calibrated within the previous 24 months.*

- b. Two FR's may be used. One being designated to the Organisers as the primary recorder and the other one as a back-up.
- c. FR's recording intervals shall be set to 10 sec or less. Non-compliance may be penalized.
- d. FR's shall be switched on for at least two minutes before first take off to establish an altitude baseline. On motor gliders having an MoP capable of being started in flight (including sustainer MoP) the engine must be started and run for a maximum of two minutes either before the launch, or within 5 minutes after release if the motor glider is launched by aerotow. This is required to provide a positive record on the Flight Log. The FR's must remain switched on following an engine run on the ground.

*The submitted Flight Log(s) must cover all flights made during the day.*

- e. If both recorders fail and the Flight Record is interrupted for a period longer than one minute, then the glider shall be considered as having outlanded unless satisfactory evidence can be provided that the glider did not, during the interruption of the Flight Record, violate airspace or, in the case of a motor glider, use the MoP.
- f. Competitors must submit a Flight Log for evaluation on each Championship Day on which a launch was made, regardless of the outcome of the flight(s).
- g. The Organisers will accept a Flight Log from the backup FR in the event that the primary FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FR's carried, regardless of equipment failures.
- h. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalized.

- 5.4.1 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

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## PART 6 TASKS

**6.1 TASK TYPES** The following task types are available for use during the Championships. A single task type should not be used for more than 67% of the Championship Days in each class.

- **Racing Task**
- **Assigned Area Task**

### 6.2 TASK DEFINITIONS

**6.2.1 Racing Task (RT)** Speed over a course of two or more designated Turn Points, with a finish at the contest site. The task is specified by the designation of the Start, the Turn Points (in order), and the Finish.

*Finishers receive “distance points” (the same number of distance points for each finisher) and “speed points”.*

*Non-finishers receive “distance points” only (the distance points are calculated relative to the maximum distance flown).*

**6.2.2 Assigned Area Task (AAT)** Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time.

*Finishers receive “distance points” (the same number of distance points for each finisher) and “speed points”. Speeds are calculated based on each finishers elapsed time or the Minimum Task Time, whichever is greater.*

*Non-finishers receive “distance points” only (the “distance points are calculated relative to the maximum distance flown).*

### 6.3 EXPLANATIONS OF TASKS

#### 6.3.1 Racing Task

- a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.
- b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point’s Observation Zone.
- c. The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).
- d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:
  - (i) For a completed task, the Marking Distance is the Task Distance.
  - (ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from

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the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

- (iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding Position and the next Turn Point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
- (iv) For finishers, the Marking Time is the time elapsed between the last recorded valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.
- (v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

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### 6.3.2 **Assigned Area Task**

- a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.

*The following distances should be included in the task information for pilots:*

- *The nominal Task Distance, assessed via the center of each Assigned Area, and*
- *The minimum and maximum Task Distance achievable via the Assigned Areas.*

*The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.*

- b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.
- c. Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.
- d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:
- (i) For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).
  - (ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.
  - (iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
  - (iv) For finishers, the Marking Time is either the time elapsed between the last recorded valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.
  - (v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

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## PART 7 COMPETITION PROCEDURES

**7.1 THE LAUNCH GRID** The classes shall be launched separately. The complete grid order shall be drawn by lot before the first flying day.

- a. The grid order of each class shall rotate after each Championship Day for that class, as follows:
  - i. a group of approximately 2/7 of the sailplanes shall be moved from back to front or:
  - ii. one or more rows of sailplanes shall be moved from back to front with the goal of moving approximately 2/7 of the total. Individual position in each row is irrelevant.
- b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers.
- c. "Grid Time" is the time at which all sailplanes in all classes must be in their proper positions for launching. The Organisers shall specify the Grid Time at Briefing and publish it on the task sheets.
- d. Only the sailplanes on the grid at Grid Time shall be considered in any changes to the opening or closing times of the start gate.
- e. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

## 7.2 LAUNCHING

### 7.2.1 Definitions

- a. The Contest Site Boundary defines the geographical area, or areas, near the departure airfield within which a competitor may land—and be entitled to another launch.
- b. The Release Area is defined as a geographical area within which the glider must be released from the tow plane or the MoP must be shut down for a motor glider.

**7.2.2 Contest Site Boundaries** Contest site boundaries shall be designated by the Organisers and described in the Local Procedures.

- a. The Organisers shall designate a re-landing area which shall be shown at briefing.
- b. A competitor landing outside the contest site boundaries after a regular launch shall not have any further competition launch on that day.

**7.2.3 Launching Period** The launching period shall be announced at briefing and given on the task sheet. The end of the launching period shall be before finishers are expected. If the Organisers delay the start of launching, other relevant times shall be delayed accordingly or the day cancelled.

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*The launch should be organised so that the time to launch the class is as short as possible. Competitors should not be refused a launch if they are ready to launch prior to the end of the launch period.*

#### 7.2.4 **Suspending Launching**

Once launching has started, the Organisers may suspend towing for reasons safety or fairness. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the Championship Director shall either order the landing and regriding of the airborne competitors or cancel the task.

#### 7.2.5 **Delaying or Canceling the Task**

The Organisers may delay or cancel the opening of the start gate if they consider that the conditions are not suitable for the task to be flown safely or fairly.

### 7.3 **LAUNCHING PROCEDURES**

#### 7.3.1 **Number of Launches** Each sailplane is permitted a maximum of three launches per day.

- a. If, before the first launch in the class, a sailplane cannot be launched due to a fault by the Organisers, the launch in that class shall not be started.
- b. If a pilot postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall lose that launch (i.e. it will count as one of the three launches allowed).
- c. A competitor requiring a second or third launch shall be launched as soon as possible after a launch has been offered to the last sailplane in the class that is currently being launched.
- d. A failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane shall count as an official launch if the pilot elects to stay airborne. It shall not count as an official launch if the pilot lands immediately, even if outside the contest site boundaries, and reports to the launch point without delay.

#### 7.3.2 **Motor Gliders** Motor gliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

- a. If they self launch their MoP must be shut down in the designated release area at or below the maximum release altitude. Refer to 5.4d.
- b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be scored to the position at which they started their MoP.
- c. A procedure that allows a new Start to be made following the use of a MoP without an intervening landing may be used if:
  - i The procedure is described in the Local Procedures.
  - ii All gliders in the class are equipped with a MoP at the close of registration for the Championships.

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- 7.3.3 **Release Areas** Release areas and towing patterns shall be described in the Local Procedures. The release areas shall be clearly separated and positioned in a way that makes it possible to establish safe and efficient towing patterns.

The standard release height or altitude shall be given in the Local Procedures and may be modified at Briefing.

- a. Each release area shall only be used by one class at a time.
- b. Pilots shall not release until after the tow pilot has rocked the wings of the towplane. Pull-ups before releasing are prohibited.
- c. The Organisers shall ensure that the release areas and the release altitudes for launching are selected to enable competitors to land safely on the contest site for a relaunch, after allowing adequate time and altitude to search for lift after release.

*The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.*

## 7.4 **STARTING**

### 7.4.1 **Definitions**

**Start Point** - is the midpoint of the Start Line or center of the Start Ring.

**Start Time** - is the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second.

- 7.4.2 **Start Options** The Organisers shall select which start option will be used during the contest. The Start Option selected for the Championship shall be stated in the Local Procedures. The options are:

- a. **Start Line** A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.
- b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

### 7.4.3 **Validity of Starts**

- a. A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet or leaves the Start Ring.
- b. If there is no proof that the competitor had a valid start after the opening of the start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 m of the Start Line or the Start Ring after the opening of the start. The start position and the start time will be derived from that fix, but a penalty shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

- 7.4.4 **Starting Procedures** The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

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- a. The time of opening of the start shall be announced by radio. The radio procedures for announcing the start shall be detailed in the Local Procedures.
  - b. A maximum altitude, expressed in MSL (QNH), may be imposed prior to the opening of 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 the Organisers may:
    - (i) Keep the altitude limit unchanged; or,
    - (ii) Raise the altitude limit to an altitude at least 300 m below the main cloud base; or,
    - (iii) Delete the altitude limit.

7.4.5 **New Starts** A new valid start invalidates all previous performances of the day. Crossing a start line after passing through the observation zone of a Turn Point or an Assigned Area is not deemed to be a start unless the crossing time correlates with the pilot nominated start time (see 7.4.6)

7.4.6 **Communication of Start Times** Pilots shall communicate their start times to the Organisers within 30 minutes of their last valid start to an accuracy of two minutes and the Organisers shall publish starting times as quickly as possible. These times shall be used for display of performance and for preliminary results. Penalties may be given for non-compliance or incorrect notification.

## 7.5 TURN POINTS AND ASSIGNED AREAS

7.5.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace in a vertical cylinder of 500 m radius centered on a Turn Point.

7.5.2 An Assigned Area shall be formed by:

- a. A circle of a given radius, centered on a Turn Point, or
- b. A geometric figure on the ground bounded by two lines-of-constant-bearing from a Turn Point, a maximum distance from that point, and, optionally, a minimum distance from that point.

The Observation Zone of an Assigned Area is the airspace enclosed by the circle or geometric figure and extending vertically without limit.

7.5.3 Consecutive Assigned Areas must be separated by at least 1 km.

*Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.*

7.5.4 A competitor is credited with a valid achievement of a Turn Point or Assigned Area if the Flight Log shows a valid fix within the Observation Zone, or if a straight line between two consecutive valid fixes intersects the Observation Zone.

7.5.5 If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 m of the Observation Zone then credit for achieving the Turn Point or Assigned Area will be given, and a penalty will be applied

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## 7.6 OUTLANDING

- 7.6.1 **Real Outlandings** The position and time of a real outlanding shall be determined from the Flight Log as the fix showing the glider coming to rest, the use of the MoP, or the end of recording due to equipment failure, whichever occurs first.
- When landing out the competitors shall comply with the instructions given in the Local Procedures. The Organisers shall be informed of an outlanding without delay. Non-compliance shall be penalized.
  - The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.
  - The starting of a motor glider's MoP, except as allowed by 5.4d, or a complete failure of the GNSS flight record (see 5.4e) is regarded as a real outlanding.
- 7.6.2 **Virtual Outlandings** For incomplete flights, the fix that represents the point of best performance will be taken as the outlanding position and time, regardless of the real landing position..
- 7.6.3 **Aero Tow Retrieves** The Local Procedures shall state if aero tow retrieves are permitted, and in what way they will be handled.

## 7.7 FINISHING

### 7.7.1 **Definitions**

**Finish Point** - is the midpoint of the Finish Line or center of the Finish Ring.

**Finish Time** - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

- 7.7.2 **Finish Options** The Organisers shall select which finish option will be used during the contest. The Finish option selected for the Championship shall be stated in the Local Procedures. The options are:

- Finish Line** A straight line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum height (AGL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum height, except straight in landings, shall be penalized.

*Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of landing when option a. Finish Line is used.*

- Finish Ring** A circle of specified radius around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

*Option b. Finish Ring is provided to allow the separation of sailplanes arriving from different directions, or in mountainous terrain. It allows each pilot to slow down and concentrate on their circuit procedures and other sailplanes prior to landing.*

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### 7.7.3 **Validity of Finishes**

- a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring.
- b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

### 7.7.4 **Finish Procedures**

- a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.
- b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.
- c. The finish line or finish ring shall be closed at the end of legal daylight, or when all competitors are accounted for, or at a set time announced at Briefing. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closing time.

## 7.8 **LANDING**

- 7.8.1 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.
- 7.8.2 Hazardous maneuvers when approaching and after crossing of the finish line shall be penalized. Having crossed the finish line or finish ring the competitors shall land without delay.
- 7.8.3 Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalized.

- 7.9 **FLIGHT DOCUMENTATION** All flight documentation, including Flight Logs and outlanding certificates shall be handed in after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

- 7.9.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. These files can be handed in by any data device or transmission method, defined in the Local Procedures. All files are subject to validation. The Organizers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

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## PART 8 SCORING AND PENALTIES

**8.1 SCORING SYSTEM** The Championships shall be scored according to the **1000-Points Scoring System**: The Score is expressed in points (the maximum available Score for the day is 1000 points). Each class shall be scored separately.

**8.1.1 Team Cup**: This may be used concurrently for a secondary ranking, but not to select the individual Champions. Organisers shall state in the Local Procedures if the Team Cup will be awarded.

*Team Cup has been used at previous Championships under the labels “World Team Cup”, “World Soaring Cup” or “European Soaring Cup”. The actual Championships remain fundamentally based on an individual ranking.*

### 8.2 COMMON RULES

**8.2.1 Championship Day** In order that a Day may be counted as a Championship Day:

- a. For each class, a launch opportunity shall have been given to each competitor in time for the competitor to carry out the task of the Day in question, and
- b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, fly a Marking Distance of at least 100 km (after any handicapping is applied).

**8.2.2 Daily Scores** Each competitor shall be given a daily Score based on his performance on each Championship Day. The Score given to each competitor shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

**8.2.3 Finisher** A competitor is deemed to be a “finisher” if he crosses the finish line or enters the finish ring after completing the task.

**8.2.4 Handicaps** Handicapping shall be used in the Club Class and may be used in the 20m-2-Seater Class. Organisers shall state in the Local Procedures if Handicapping is to be used in the 20m-2-Seater Class.

- a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.
- b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.
- c. Handicaps shall be applied according to 8.3.2.

**8.2.5 Penalties** Flights that have been disqualified shall be given a zero Score for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor’s Score after it has been calculated, according to this Section.

If the penalty reduces a competitor’s raw performance for the day (eg: outlanded at the point of airspace entry) the penalty must be applied before the calculation of the Score. The appropriate penalty should be applied each time an infringement occurs (eg exceeding the maximum permitted` altitude is penalized for each infringement).

If the Day score after deduction of any penalties is less than zero, it shall be taken

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as zero, unless 8.6.4 applies.

8.2.6 **Cumulative Scores** Cumulative and Final Scores shall be calculated by adding the points obtained each Day on the nominated scoring system.

### 8.3 DEFINITIONS OF SCORING PARAMETERS

In the following tables the abbreviations RT and AAT are used for Racing Task and Assigned Area Task, respectively.

#### 8.3.1 **Championship Days**

The parameters used for scoring each Championship Day are:

<b>Dt</b>	Task Distance. (Used in scoring RT only and defined in 6.3.1c)
<b>Td</b>	Minimum Task Time. (For the AAT, Td is specified at Briefing; for the RT, Td = 0).
<b>Dm</b>	Minimum Handicapped Distance to validate the Day. (Dm = 100 km).
<b>n1</b>	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
<b>n2</b>	Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).
<b>N</b>	Number of competitors having had a competition launch that Day
<b>Ho</b>	Lowest Handicap (H) of all competitors
<b>Do</b>	Highest Handicapped Distance (Dh) of the Day
<b>Vo</b>	Highest finisher's Handicapped Speed (Vh) of the Day
<b>To</b>	Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
<b>Pm</b>	Maximum available Score for the Day, before the Day Factor is applied.
<b>Pdm</b>	Maximum available Distance Points for the Day
<b>Pvm</b>	Maximum available Speed Points for the Day
<b>F</b>	Day Factor
<b>Day</b>	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.

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### 8.3.2 Competitors

The parameters used for scoring each Competitor are:

<b>D</b>	Competitor's Marking Distance. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
<b>H</b>	Competitor's Handicap, if handicapping is being used; otherwise H=1
<b>Dh</b>	Competitor's Handicapped Distance. ( $D_h = D \times H_o / H$ )
<b>T</b>	Finisher's Marking Time. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
<b>Pd</b>	Competitor's Distance Points
<b>V</b>	Finisher's Marking Speed. ( $V = D / T$ )
<b>Vh</b>	Finisher's Handicapped Speed. ( $V_h = D / T \times H_o / H$ )
<b>Pv</b>	Finisher's Speed points
<b>S</b>	Competitor's Score for the Day expressed in points

*Note for scorers:*

*Before closure of the finish line, in order to keep preliminary results representative, it shall be presumed that competitors not accounted for are finishers, with  $D_h \geq D_m$  and  $V_h = V_o$ , but they shall not appear in the ranking.*

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## 8.4 CALCULATION OF SCORES

### 8.4.1 Racing Task

#### a. Day Parameters:

$P_m$  = the least of either: 1000 or:  $(5 \times D_o) - 250$  or:  $(400 \times T_o) - 200$

$F$  = the least of 1 and  $(1.25 \times n_1 / N)$

$P_{vm}$  =  $2/3 (n_2 / N) \times P_m$

$P_{dm}$  =  $P_m - P_{vm}$

*The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the winner's time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.*

*If there are no finishers, then  $P_m$  = the least of 1000 or:  $(5 \times D_o) - 250$*

#### b. Competitor's Score:

(i) For any finisher:

$P_v$  =  $P_{vm} \times (V_h - 2/3 V_o) / (1/3 V_o)$

$P_d$  =  $P_{dm}$

Except: If  $V_h < 2/3 V_o$  then  $P_v = 0$

(ii) For any non-finisher:

$P_v$  = 0

$P_d$  =  $P_{dm} \times (D_h / D_o)$

(iii) **S = F x (P<sub>v</sub> + P<sub>d</sub>)**

*If almost everyone finishes, a pilot with 2/3 of the winner's speed will get about 1/3 of the winner's score. All non-finishers will get fewer points, proportional to their distance.*

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## 8.4.2 Assigned Area Task

### a. Day Parameters:

$P_m$  = the least of either: 1000 or:  $(5 \times D_o) - 250$  or:  $(400 \times T_o) - 200$

$F$  = the least of 1 and  $(1.25 \times n_1 / N)$

$P_{vm}$  =  $2/3 (n_2 / N) \times P_m$

$P_{dm}$  =  $P_m - P_{vm}$

*The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the Task Time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.*

*If there are no finishers, then  $P_m$  = the least of 1000 or:  $(5 \times D_o) - 250$*

### b. Competitor's Score:

(i) For any finisher:

$P_v$  =  $P_{vm} \times (V_h - 2/3 V_o) / (1/3 V_o)$

$P_d$  =  $P_{dm}$

Except: If  $V_h < 2/3 V_o$  then  $P_v = 0$

(ii) For any non-finisher:

$P_v$  = 0

$P_d$  =  $P_{dm} \times (D_h / D_o)$

(iii) **S = F x (P<sub>v</sub> + P<sub>d</sub>)**

*If almost everyone finishes, a pilot with 2/3 of the winner's speed will get about 1/3 of the winner's score. All non-finishers will get fewer points, proportional to their distance.*

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## **8.5 TEAM CUP**

- 8.5.1 For the purpose of the Team Cup, a team is considered to consist of all the competitors entered in the Championships by a single NAC, with a minimum of two sailplanes entered.
- 8.5.2 A competitor's Relative Score is defined as the competitor's Score, divided by the Day winner's Score, multiplied by 1000.
- 8.5.3 The team's daily score is calculated by dividing the sum of the Relative Scores of all team competitors by the number of team competitors launched that day.

## **8.6 PENALTIES AND DISQUALIFICATION**

- 8.6.1 The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below:
- 8.6.2 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.
- 8.6.3 Penalties shall be listed on the Score sheet of the Day on which the penalty was given.
- 8.6.4 If a penalty is imposed on a Day which does not meet the requirements of a Championship Day (8.2.1), or non-competition Days, or during the practice week, then the penalty shall be added to the competitor's cumulative Score.
- This rule is intended to apply to penalties that are awarded for disciplinary or safety reasons and not penalties that are awarded for a technical failure.*
- 8.6.5 A competitor who has been disqualified shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

## 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
<b>Wrong, late or missing information</b>			
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
Incorrect FR configuration (Time interval between fixes > 10 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
<b>Incorrect Start</b>			
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
<b>Incorrect claiming of Turn Points or Areas</b>			
Less than 0.50 km from the boundary of the Turn Point or Area	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn Point or Area	No Control	No Control	No Control
<b>Dangerous or hazardous flying</b>			
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
Circling in the start 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
Finish: crossing below height or altitude limit	Warning	(n-1) x 25 pts	Disqualification
Finish: hazardous maneuver	Warning	(n-1) x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Flying above the absolute altitude limit defined at briefing ( <b>Sporting Limit</b> ) if excess altitude < 100m	1 pt/m	n pts/m.	Day Disqual.
Flying above the absolute altitude limit defined at briefing ( <b>Sporting Limit</b> ) if excess altitude > 100m	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Starting above the altitude limit	1 pts/m	n pts/m	Day Disqual.
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
<b>Cheating or falsifying documents</b>			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
<b>Other Violations</b>			
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MOP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty in 20m-2-seater, 18m, 15m, STD Class, World Class & Club Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

(#) If the span of a glider in the 20m-2-seater, 18m, 15 m, Standard, World or Club Class exceeds the wingspan definition of the relevant class, 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.

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## **PART 9 COMPLAINTS AND PROTESTS**

### **9.1 COMPLAINTS**

- 9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.
- 9.1.2 Prior to the Championships a complaint may be made by an NAC. Such a complaint may concern only failure of the organizing NAC to comply with the regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the IGC informed.
- 9.1.3 At any time during the Championships a complaint may be made through the Team Captain to the Championship Director or his designated official. Such complaint shall be dealt with expeditiously.
- 9.1.4 If a competitor has no separate Team Captain, he may lodge the complaint himself.

### **9.2 PROTESTS**

- 9.2.1 Protests may not be filed against the Championship's Rules.
- 9.2.2 A protest against a decision on a complaint as described above in 9.1.2 must have been made prior to the start of the Opening Ceremony of the Championships.
- 9.2.3. The amount of the Protest Fee shall be stated in the Local Procedures. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Jury.
- 9.2.4 When dissatisfied with a penalty or the decision on a complaint made during the Championships a competitor has the right of protest.
- a. Such a protest shall be made in writing, in English, and shall contain the following elements:
    - (i) It shall refer to the decision against which the protest is lodged,
    - (ii) It shall include reasons for the protest, and
    - (iii) It shall state the remedy sought by the protest
  - b. A Protest shall be handed to the Championship Director or his designated official, by the Team Captain, together with the protest fee within 14 hours (2 hours on the last day) of the publication of the ruling or decision against which the protest is made.
  - c. If a competitor has no separate Team Captain, he may lodge the protest himself.

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**9.3 TREATMENT OF PROTESTS** The Championship Director shall deliver a protest to the Jury President without delay.

- a. The President of the Jury shall call a meeting of the International Jury within 24 hours (as soon as possible on the last day) of receiving the protest from the Championship Director.
- b. The Jury shall hear both sides on the matter of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations.
- c. The Championship Director is bound by the decision of the International Jury.

**9.4 APPEALS** An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section, Chapter 9.

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## PART 10 RESULTS AND PRIZEGIVING

### 10.1 RESULTS

#### 10.1.1 Definition of status of results:

- a. Performance: The competitors' results expressed in distance, speed, or time. They may be displayed on screens only;
- b. Preliminary Results: Performances converted to points, before any verification. They may be displayed on screens only;
- c. Unofficial Results: Preliminary results after verification of flight records from all competitors and including penalties;
- d. Final Results: Unofficial results after expiry of the protest time and after all protests have been dealt with.

#### 10.1.2 All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the result and the time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry time for protests and Unofficial Results and Final Results shall be signed by the Championship Director or his nominated Deputy.

*Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results.*

#### 10.1.3 The cumulative scores of the Championships shall be final only after the Jury has ceased its functions. They shall be published before the Prizegiving is held.

### 10.2 PRIZEGIVING

#### 10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

#### 10.2.2 The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.

- a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.
- b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.
- c. The Organisers shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges to all competitors, their assistants, and officials.
- d. Small prizes may be given to the daily winners.

#### 10.2.3 There shall only be one champion. If two or more pilots have the same number of points after the final competition day, the sequence between these pilots shall be decided by the daily results. The Champion shall be the pilot who has the most daily wins. If a tie still exists, the Champion shall be the pilot with the most second placings, and so on.

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## PART 11 LOCAL PROCEDURES

Organisers of Championships shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

The details in **Part A CHAMPIONSHIP DETAILS** must be completed.

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for approval before being published. To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

The Local Procedures should not be published in any public place, including on a website, before they are approved. This is to avoid confusion arising should changes be required as part of the approval process.

The IGC shall approve the appointment of the Jury and Stewards.

After approval the Local Procedures shall be published as a stand-alone document no later than 90 days before the first scheduled day of competition.

### **A CHAMPIONSHIP DETAILS**

#### **Name of the Event**

#### **Location of the Event**

#### **Time Schedule**

Preliminary entries due

Final entries due 3.4.1

Deadline for approval of new GNSS FRs 5.4a

Airfield closed for training flights

Registration period 3.5.1/ 3.5.2

Technical inspection period (acceptance check) 4.1.2 b

Official training 1.2.3

Configuration change closes 4.1.2b

First official Team Captains briefing

Opening Ceremony 1.2.3

Contest flying 1.2.3

Farewell party 1.2.3

Closing Ceremony and Prizegiving 1.2.3

#### **Competition Officials**

Director of the Championships

Deputy Director

Task Setter

Chief Scorer

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## **International Jury**

President  
Members

## **Stewards**

Chief Steward  
Steward(s)

## **Addresses for Correspondence and Entries**

### **B GENERAL**

- 1.1 Additional objectives of the Championships
- 1.3.1 Championship classes
- 1.4.1 *note* Additional safety rules
- 1.4.4.2 Control Point file format

### **C NATIONAL TEAMS**

- 3.4.2 Entry fee
- 3.4.3 a. Number of allowable entries per NAC
- 3.4.3 c. Total number of allowable entries and number of entries per class
- 3.5.4 a. Additional documentation required
- 3.5.4 b. Documents required to be carried on board the sailplane
- 3.6.1 Third party insurance cover

### **D TECHNICAL REQUIREMENTS**

- 4.1.1 *note* Mandatory additional equipment
- 4.1.2 b. Instruments that must be removed from the sailplane
- 4.1.2 *note* High visibility marking requirements
- 4.1.2 *note* Carriage of GNSS data transmitters for public displays
- 4.2.2 *note* Procedures for checking aircraft mass

### **E GENERAL FLYING PROCEDURES**

- 5.2 Units of measurement
- 5.3.1 a. Radio communication required for contact with Air Traffic Services
- 5.3.1 c. Radio frequencies to be used during the Championships

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## **G**      **COMPETITION PROCEDURES**

- 7.1 e.      Requirements for discharging water ballast on the grid
- 7.2.2      Contest site boundaries
- 7.3.2      Launch procedures for motor gliders
- 7.3.2c      Inflight procedures for motor gliders
- 7.3.3      Release Areas and Release Heights
- 7.3.3 *note*      Areas where continuous circling is prohibited or permitted in one direction only
- 7.4.2      Start Option to be used and Start geometry
- 7.4.3 a.      Radio procedures for announcing the start
- 7.4.3 b.      Altitude procedures for the starts
- 7.6.1a      Instructions pertaining to real outlandings
- 7.6.3      Provision of and requirements for aero tow retrieves
- 7.7.1      Finish Option to be used and Finish Geometry
- 7.7.1 a.      Minimum height for the finish line or
- 7.7.1 b.      Minimum altitude for the finish ring
- 7.7.3 a.      Finishing procedures
- 7.8.1      Landing procedures
- 7.9      Handling of flight documentation

## **H**      **SCORING**

- 8.1.1      Awarding of Team Cup
- 8.2.4      Use of Handicaps in 20m-2-Seater Class

## **I**      **PROTESTS**

- 9.2.3      The amount of the protest fee

## **J**      **PRIZEGIVING**

- 10.2.1      Requirements for flags, discs and tapes

## CONFIGURATION CHECKS FOR THE PW5

One of the objectives of the World Class and the World Class glider is to give equal chances to the pilots participating in a competition.

The World Class glider is actually (January 2002) the PW-5, designed and manufactured in Poland. It was selected by FAI-IGC on March 1994 after the results of a design & prototype competition taking place at Oerlinghausen, Germany, September/October 1992.

The PW-5 will maintain its status of World Class glider till March 2009, i.e., for 15 years since type certification in March 1994, unless before then one or more of the conditions of the Agreement between FAI and the Warsaw University of Technology (September 1997) is no longer complied with.

As requested by FAI-IGC the PW-5 is fully certificated by the Polish airworthiness authority on the basis of the JAR-22 requirements, category U, cloud flying and limited aerobatics allowed.

The Flight Manual limits are:

Maximum mass:	300 kg
Maximum empty mass:	190 kg
Maximum cockpit load:	110 kg
Minimum pilot + parachute mass:	55 kg

A general description of the aircraft, including a 3-view drawing, is given in the Flight Manual, pages 1.3 and 1.4.

The PW-5 is actually (January 2002) produced by two manufacturers, both in Poland: PZL Swidnik (since 1994) and PZL Bielsko 1 (since 2000). The two versions have a few different features and accessories but, as specified by FAI, the external geometry and the mass of the gliders is the same.

## TECHNICAL CHECKS

In order to ensure that competing gliders in the same competition have the same flight performance, two basic checks have to be made:

1. A check of the external geometry, intended to verify that the shape, size, state of the external surface of the gliders are the same so that the airflow over the external surfaces occurs with the same characteristics; and
2. A check of the glider masses, intended to verify that the take -off weight is the same for all gliders.

According to Annex A of the Sporting Code, "Each sailplane shall be made available to the Organizers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition."

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## 1. Geometry Checks

The following geometry checks should be carried out:

**Wing Span** The nominal value of 13440 mm shall be checked assuming a reasonable tolerance due to thermal effects. The measurement shall be made in compliance with the Sporting Code – Sec.3, para.7.1.3.

**Wing Sections** High precision templates are available to check the airfoil contour at three different stations along the semi span of each wing.

**Wing-Fuselage Fairing** A template is available to check the correct size and shape of the fairing at the trailing edge of each wing.

**Wheel Fairings** Templates are available to check the correct size and shape of the fairings of the front wheel and the rear (main) wheel.

**Alteration to Airflow** Checks shall be made to verify compliance with the Sporting Code-Sec. 3, para.7.7.5, which states: “Any alteration affecting airflow around the glider is prohibited. This includes, but is not limited to, the use of turbulator devices, fairings, and special surface treatment. The only exceptions are:

- (i) A yaw string,
- (ii) A total energy probe,
- (iii) Adhesive tape to seal gaps between wings, fuselage and tail.

Sealing between moveable control surface and the airframe is not permitted.”

**Additional Inspection** Verify by visual inspection any abnormality on the external surface and shape of the glider.

## 2. Mass Checks

The following mass checks should be carried out:

**Scales** Two scales at least shall be available, located at the front and main wheel, respectively, allowing two contemporary measurements the sum of which gives the total mass. The scales shall be adequate in range (up to 350 kg at least) and accuracy ( $\pm 1$  kg at 300 kg).

**Take-Off Mass** During the training period, three days at least before the start of the competition, the Director shall fix the glider take-off mass, which shall be identical for all competing gliders. It is likely that the value of this mass has to be 300 kg, i.e. equal to the maximum permitted mass. This is due to the existence of at least one heavy pilot among the competitors, reaching the mass limit without the addition of any ballast (as has occurred in all three World Championships so far, at the present time of January 2002). To attain the specified mass each glider shall incorporate the required amount of fixed ballast to be accommodated under the pilot’s seat. Tail ballast is permitted.

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**Additional Weighing** it is strongly recommended that the following additional weighing operations are made and that the results are recorded and made available to the pilot concerned:

- a. Glider empty, i.e., without pilot and parachute but including loose items such as thermos, drinks, tie-down equipment, additional clothing etc.;
- b. Pilot;
- c. Parachute.

### **CENTRE OF GRAVITY CONTROL**

Verify compliance with Sporting Code – Sec.3, para. 7.7.5 d which reads: “Any device capable of altering the centre of gravity location of the glider during flight is prohibited.”

### **ELECTRICAL DEVICES**

According to the Sporting Code – Sec.3, para. 7.7.5 b “Electrical and electronic devices are allowed, including instruments and navigational aids.”

### **RANDOM CHECKS**

During the competition days, when the gliders are on the way from the parking area to the grid, at the choice of an official designated by the Director of the competition, random checks of the glider’s weight are carried on.

Cases of non-compliance with the preset value of the glider weight are reported to the Director.

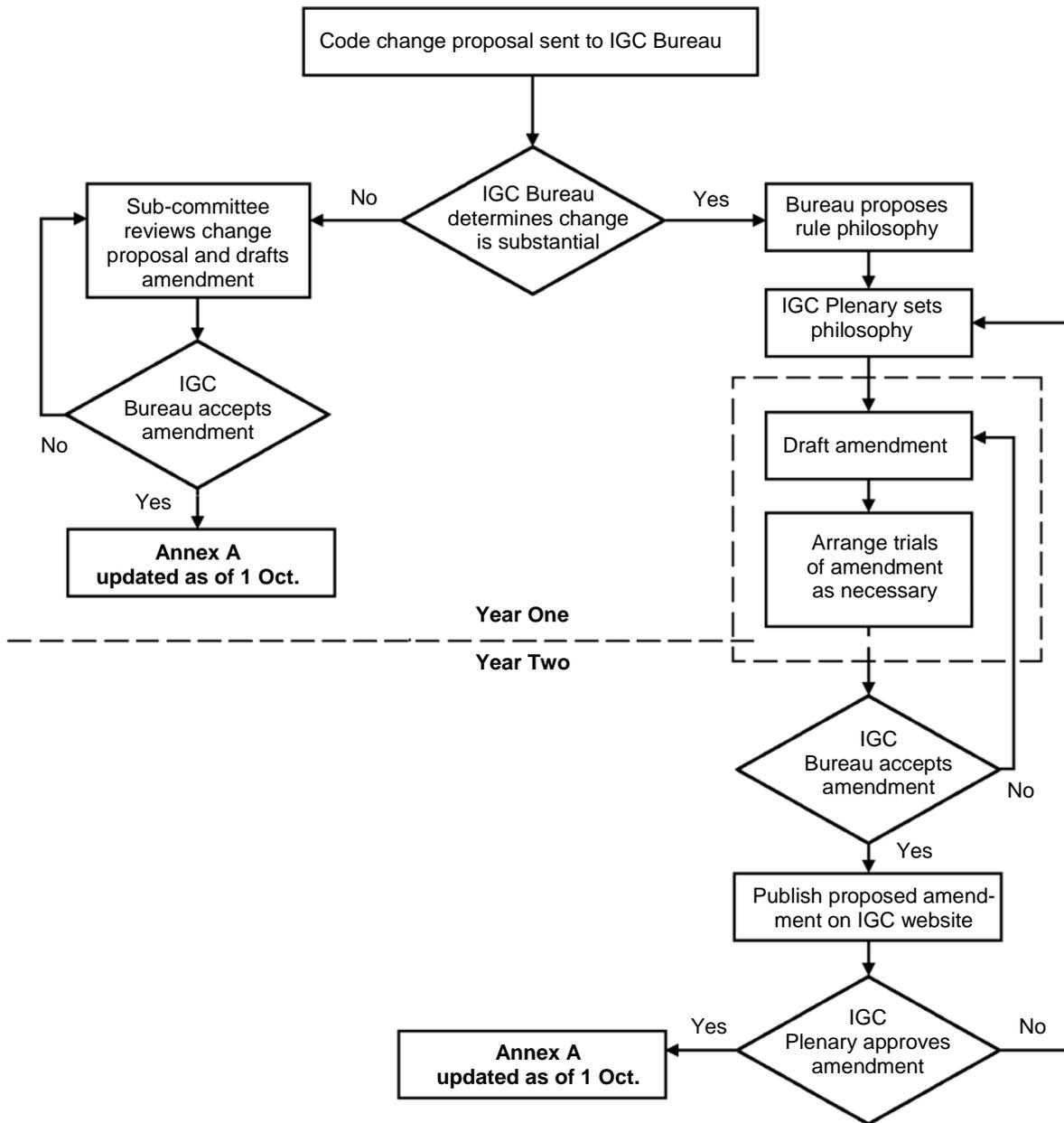
## Annex A Review and Change Process

A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau on the **01.October in the year** prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

The Bureau will review the proposal and determine if it is “substantial” or otherwise, following input from the specialist sub-committee. The Bureau will instruct the specialist sub-committee to process items that are clarifications of existing rules, or prepare discussion papers on substantial proposals for consideration at the next Plenary meeting. At the Plenary meeting, the philosophy behind any proposed substantial amendment will be considered and confirmed. The specialist sub-committee will then draft an amendment to the Code and with Bureau involvement have it tested as required. The proposed amendment will then be put on the IGC web site prior to the following Plenary meeting, at which time it will be submitted for approval or rejection. See the action flow chart following for details.

A Code clarification becomes effective on the 1st of October following approval by the Bureau. A substantial change become effective on the 1st of October following the IGC meeting at which it is approved, except that if it has flight safety implications it may be approved by the Bureau prior to the IGC meeting.

## Annex A Review and Change Process



## IGC Handicap Lists

The IGC Handicap Committee is responsible for the evaluation, review and publication of glider handicaps. The IGC Handicap lists consists of:

IGC Club Class Handicap List

IGC 20m-2-Seater Handicap list

The handicaps for each class are published on the FAI website.

<http://www.fai.org/gliding/system/files/handicaps.pdf>

Effective date for changes to the handicap list is April 1<sup>st</sup> each year.

### General rules for the IGC Club Class:

Only Single Seat Gliders with a handicap index of 1,09 or lower are eligible.

Retrofitting a glider with retractable landing gear increases the Handicap by 0.02.

Retrofitting a glider with winglets increases the Handicap by 0.01.

The pilot is responsible for providing documentation to prove that his glider will be operated within the legal weight limits.

The handicap is based on the performance at a stated glider reference weight, which is based on a typical empty weight plus 110 kg. Where a glider is flown at a higher weight by necessity, the handicap will be increased by 0.005 for each 10 kg or part thereof that the glider exceeds the base handicap weight.

### General rules for the 20m-2-Seater Class:

To be determined.

### Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World 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 World 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. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2<sup>nd</sup> (and 3<sup>rd</sup> if applicable) entry being subjected to the ranking of the countries. World Champions, having a right of entry, are accepted in addition to the NAC nominated entries.
4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2<sup>nd</sup> and 3<sup>rd</sup> entries (as appropriate when NAC's have been offered a 3<sup>rd</sup> entry) to other classes if additional places are available.
5. At the closing date for Final Entries, oversubscribed classes are reduced to the maximum class number by removing the pilots of the lowest ranked countries which have entered a 2nd pilot (or 3rd pilot) in accordance with the IGC Country Ranking List effective at the date of closure of Preliminary Entries for the Competition.
6. A country will lose only one pilot across all classes, commencing with the most oversubscribed class, until all countries (with 2 or 3 pilots) have lost one pilot.

### Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World 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 World 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. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2<sup>nd</sup> (and 3<sup>rd</sup> if applicable) entry being subjected to the ranking of the pilots. The NAC decides who will be the 1st entry in a class. World Champions, having a right of entry, are accepted in addition to the NAC nominated 1<sup>st</sup> entries.
4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2<sup>nd</sup> and 3<sup>rd</sup> entries (as appropriate when NAC's have been offered a 3<sup>rd</sup> entry) to other classes if additional places are available.
5. At the closing date for Class Changeover, oversubscribed classes are reduced to the maximum class number by removing the lowest ranked pilots from the list of 2<sup>nd</sup> entries (or 3<sup>rd</sup> entries as appropriate) in accordance with the IGC pilot ranking list effective on that date.

## **PROPOSAL TO IGC PLENARY 2010**

**Proposed by The Ranking List Manager**

**This Proposal accompanies the 2009 Ranking List report.**

### **It is Proposed That:**

- 1. The entry factor used in the calculation for the competition quality factor be changed from 15 to 10.**
- 2. This change to be effective from 1.4.2010**

### **This Proposal affects:**

Annex D rules for IGC Ranking List  
Rule 5.5 Competition Quality Factor

### **Reasons supporting the Proposal:**

The maximum Rating a pilot can achieve from a given competition is limited by the competition quality factor, the quality factor takes into account the number of competitors and the number of competition days. To reduce the impact of this factor on competitions held in smaller countries or countries with significant distances between competition pilots the Ranking list working group consider it appropriate that this factor be reduced.

**Brian Spreckley**  
**Ranking List Manager.**

## **Proposal to: 2010 IGC Plenary Session**

### **Proposal from: Norway**

#### **Concerning: Inclusion of the 20-meter two seater class in future World Gliding Championships.**

There is currently no active two seater class in the World Gliding Championships (WGC). The competitions are mostly flown with single seaters. The 20 meter two seater class is a class with growing popularity. It is flown regularly in national and regional competitions, and once in the European Gliding Championships (EGC), but it has not yet been included in any of the planned World Gliding Championships, and does not appear on the future championship calendar. The IGC is asked to take the necessary steps, as soon as possible, to include the 20 m two seater class in both EGC's and WGC's, if possible, already in WGC 2012. Should the maximum number of gliders or classes in one competition be a concern in a multi-class championship, the IGC is asked to consider the option of replacing the World Class or the future 13,5 m class with the 20 m two seater class, provided a suitable solution for the WC/13,5 m class can be found.

#### Justification:

- The 20 meter two seater class is a class with growing popularity.
- Representation in both EGC and WGC would raise the profile of the class and stimulate to increased two seater gliding at club level too
- This will potentially lead to an increased number of high performance two seaters on air fields and in clubs around the world
- The class opens up the possibility for an improved social side of the sport through real time sharing of gliding experiences with other pilots and that more people can ride along and discover the pleasure and thrill of cross country soaring.
- High performance gliding with two seaters will potentially motivate more pilots to start with cross country gliding due to the in-flight coaching possibility
- This may lead to a further increase in the number of people with the opportunity to experience high performance gliding
- This will potentially lead to increased promotion of and recruitment to the sport.
- The 20 m class fits well within the performance span of the multi-class championships.

#### A possible way of organizing the events would be:

- One Championship with the Club Class, the Standard Class and the 15 meter Class.
- One Championship with the 18 meter Class, the 20 meter Two Seater Class and the Open Class.

### **8.7.1 Proposal from France**

#### **Use of GPS position recorders for Silver and Gold badge flights (Adopted version with two amendments from the Bureau included)**

Each NAC is to determine the specific types of GPS position recorders approved, **in accordance with this Appendix**, for use within their jurisdiction and to maintain a current list of them to be sent to the GFAC who will maintain a list of all NAC-approved units and make it available on the IGC GNSS web pages. Further guidance is given in Annex C, paragraph 6.

*The following text to be inserted in Appendix 4 subject to acceptance of this wording by the GFAC Chairman*

GFAC is available to support NACs in this process. NACs are encouraged to consult GFAC for advice before publication of any list of NAC-approved GPS position recorders.

The above proposal to be effective from 1st April 2010.

**Proposal from Australia – Junior World Gliding Championships and the  
Women's World Gliding Championships each be allocated to a site outside  
Europe at least once every 10**

Australia proposes that the Junior World Gliding Championships and the Women's World Gliding Championships each be allocated to a site outside Europe at least once every 10 years provided a suitable bid is received. The JWGC to be allocated to a site outside Europe by 2015 and the WWGC be allocated to a site outside Europe by 2019.

**Reason**

These two world championships are now firmly part of the international gliding calendar. There is a tendency for these events to be focused on lower costs as a priority which means that allocation to a site outside Europe will be very difficult to achieve, effectively limiting opportunities for pilots outside Europe to participate. This also means that competitors are limited in experiencing some very interesting weather and cultural experiences.

One event outside Europe in every 5 cycles is representative of the spread of pilots outside Europe and ensures development of international competition across a wider spread of countries. It also means that countries can plan their selection and preparation to coincide with the changed schedule.

JWGC can be scheduled for 2013 [or 2015], and the WWGC for 2019 which ensures a spread of events outside Europe.

The IGC Bureau asks for an immediate application of the changes to Annex A in order to assure that this new version is used to manage the 2010 World Gliding Championships.

**This proposal affects:**

Sporting Code Section – Nil

Annex A Rule – Nil

Other - Nil



**Leszno-Strzyżewice, Poland**

**BID TO ORGANIZE THE 8<sup>TH</sup> JUNIOR WORLD GLIDING  
CHAMPIONSHIPS 2013**

**Applicant:**

Name: Aeroklub Polski  
Date of Application: 30 September, 2009

**Organising Gliding Club or other organisation:**

**jointly**

Aeroklub Leszczyński and Centralna Szkoła Szybowcowa w Lesznie  
ul. Szybowników 28 ul. Szybowników 28  
64-100 Leszno 64-100 Leszno  
Phone: +48 65 529-32-19 , +48 65 529-24-00  
Fax: +48 65 528-75-10 , +48 65 529-41-39  
E-Mail: [aeroklub.leszno@onet.eu](mailto:aeroklub.leszno@onet.eu) , [csleszno@it.pl](mailto:csleszno@it.pl)

**Name and address of National Aero Club:**

Aeroklub Polski  
ul. Świętokrzyska 20 lok. 512  
00-002 Warszawa  
E-Mail: [komisja@szybowce.pl](mailto:komisja@szybowce.pl)  
Contact person: Tomasz Rubaj

**Proposed Competition Director:**

Ryszard Andryszczak – Director of Central Gliding School in Leszno.

**Proposed Organisation of the event:**

Competition is intended to be held in July/August 2013. During organisation of the event local and national aeroclub funds will be used with a support from government and local authorities. We expect also some interest from sponsors.

**Airfield:**

Leszno Strzyżewice (EPLS).

**Contact person (for the applicant):**

Name: Tomasz Rubaj  
Address: ul. Kusocinskiego 7/75; 05-500  
Piaseczno  
Email address: t.rubaj@szybowce.pl  
Phone Number: +48 22 757 36 23  
Mobile Number: +48 695 89 45 98  
Fax Number: +48 22 757 36 23

**1. Event and year:**

1.1 Name of Competition: The 8<sup>th</sup> World Junior Gliding Championships 2013 in two FAI classes (Standard and Club).

1.2 Year of event: 2013

**2. Site.**

2.1 Name of the airfield: Leszno – Strzyżewice (ICAO code EPLS).

2.1.1 Coordinates: 51° 50'06"N 16° 31'19"E elevation 94 m AMSL.

2.1.2 Nearest towns: Leszno, - 3 km, Poznań, - 80 km.

2.1.3 Experience of airfield staff in organizing championships:

- World Championships 1958 in two classes Open and Standard
- World Championships 1968 in two classes Open and Standard
- World Championships 1999 in World Class
- World Championships 2003 in four classes Open, Standard, 15m and 18m
- Annual National Championships in Open class
- Annual Regional Competition in Club class

## 2.2 Proposed period of the event.

2.2.1 Training Dates: 24th – 26th July, 2013

2.2.2 Competition Dates: 28th July – 10th August, 2013

2.2.3 Alternative days for training: 17th – 19th July, 2013

2.2.4 Alternative days for competition: 21st July – 3rd August, 2013

## 2.3 Airfield operation.

2.3.1 Airfield details: Total area of the airfield is approximately 100 Hectares

Photo: View of the Airfield Looking South



2.3.2 Surface of the airfield, number and directions of runways: Grass, two runways  
 RWY 06/24 920x100m, one RWY 15/33 880x100m and one RWY 15/33  
 810x100m.



- 2.3.3 The number of participants: Total 100, maximum 50 in each FAI class. To ensure safe operations Leszno airfield can host up to 130 gliders during one event.
- 2.3.4 The number of towplanes: Sufficient, approximately one tow plane for 6 gliders minimum.
- 2.3.5 Meteorological facilities: A resident, professional weather man (also a glider pilot) with all the necessary equipment and access to up-to-date meteorological information.
- 2.3.6 Sailplane parking: Parking will be arranged on the airfield. There is sufficient parking space for rigged gliders on the airfield.
- 2.3.7 Repair facilities: Repair facilities for gliders and accessories are available on site and in the vicinity.
- 2.3.8 Oxygen is neither needed, required nor supplied.
- 2.4 Airfield infrastructure.
- 2.4.1 Briefing facilities: Briefing will be held in a sufficient size briefing room located in the main building and equipped with Public Address and Data Projection systems.
- 2.4.2 Common rooms: Necessary facilities for the Teams will be provided in the airfield area in portakabins or marquee tents, which will include Internet connection, at a reasonable cost.
- 2.4.3 Jury room: A secure meeting room will be available.
- 2.4.4 Press Centre: Working places for journalists will be arranged in the designated press centre within the main building complex and equipped with phone, fax and internet connection.
- 2.4.5 Public telephones etc.: The GSM coverage throughout the contest area is very good and there is no need for extra fixed line telephones. The teams are required to bring their own mobile phones. All Polish GSM providers offer pre-paid SIM-cards.
- 2.4.6 Post and Bank: The nearest full service post office and numerous banks can be found in the town of Leszno (3 km). International credit and debit cards are accepted for most of the payments on the airfield.
- 2.4.7 Insurance: Assistance with personal health insurance and third party liability insurance for gliders will be available before the competition on request.

- 2.4.8 Toilets, washrooms and shower: There is sufficient number of toilets, washrooms and shower rooms available on site.
- 2.4.9 Car parking: There is sufficient parking space on the airfield.
- 2.4.10 Emergency facilities: Firefighting and other ground rescue services are available from the city of Leszno. The nearest hospital is approximately 10 km from the airfield. Helicopter Emergency Medical Service is available from nearby cities of Poznan and Wrocław. SAR is provided by Rescue Coordination Centre in Warszawa.

### **3. Accommodation and food for competitors.**

#### 3.1 Accommodation.

- 3.1.1 Hotel with 50 beds available on site. There are several hotels available in the town of Leszno also in direct vicinity of contest site.

Photo: Gliding centre and hotel



- 3.1.2 Camping, tents, caravans etc Camping site with sufficient space for tents and caravans on site.
- 3.2 Catering.
- 3.2.1 There is restaurant at the airfield open early morning until late evening.

#### **4. Competition area and meteorological conditions.**

4.1 Competition area (see Appendix 1).

4.1.1 Western Poland and possibility a 70 km zone of eastern Germany.

4.1.2 Topography, predominantly flat, with a lot of fields suitable for outlanding.

4.2 Meteorological conditions: During July we normally expect best soaring conditions with usually 20 flying days a month.

- Average temperature 22° C
- Average cloud base 1 500 m AGL
- Average Thermal Strength 1,5 m/s

4.3 Airspace restrictions: Poznan Lawica Airport (EPPO), approximately 80 km in northern direction, with class C airspace limits task setting in this direction. All the other directions are usually not influenced by controlled, restricted, dangerous or prohibited airspace.

4.4 Typical tasks: Speed task up to 750 km, numerous average speeds up to 115 km/h, some up to 140 km/h.

4.5 Road and traffic conditions: Good communication routes in all directions by first and second class roads.

4.6 Telephone communications: The GSM coverage in the contest area is nearly 100%.

#### **5. Rules.**

5.1 IGC annex A: No anticipated changes to the latest IGC annex A.

5.2 Particular conditions or possible restrictions for the participation in Poland.

5.2.1 For the pilots and crews: Passport with or without visa depending on the country of origin is required according to EU immigration rules.

5.2.2 For the sailplanes and equipment: The third party liability insurance of gliders must meet the Polish requirements ( 100'000 SDR for MTOM ≤ 495kg and 1'500'000 SDR for MTOM > 495kg as of 2009).

## 6. Costs.

6.1 Entry fee approximately 680 EUR per one sailplane.

6.1.1 Services included in the entry fee:

- Organization
- ICAO map
- turn points database
- results service
- meteorological information
- photocopy of briefing, meteorological and results charts
- Wi-Fi Internet Access
- Medals, trophies and diplomas

6.1.2 Cost of aero tows: 50 EUR per tow, subject to change depending on fuel price.

6.2 Price of car fuel per liter: Diesel 0,90 EUR and Unleaded Petrol (95 grade) 1,1 EUR.

6.3 Rental cars: Range from 40 to 80 EUR per day.

6.4 Accommodation.

6.4.1 Hotel rooms	25 – 80 EUR/day
6.4.2 Apartments	20 – 50 EUR/day
6.4.3 Camping	2 – 5 EUR/day

All prices are quoted in year 2009.

6.5 Catering per person.

6.5.1 Hotels	7 – 15 EUR/day
6.5.2 Restaurants	7 – 15 EUR/day
6.5.3 On the airfield	from 5 EUR

7. **Glider Hiring.** There are many Club Class gliders in Poland and Aeroklub Leszczyński can provide Club Class gliders for rent for overseas pilots and other competitors.

8. **Training:** Leszno will be open for foreign pilots at any time from April until end of August in 2012 and 2013. There are many other airfields in the area operating every day during the summer months.





# AERO-CLUB d'ISSOUDUN

Association loi de 1901 fondée en 1938  
Aérodrome Issoudun-Le Fay 36100 Saint-Aubin France  
Tel +33(0)2 54 21 05 38 // +33(0) 6 78 77 34 33  
<http://www.aeroclub-issoudun.fr>  
email : [aci@berryglide.net](mailto:aci@berryglide.net) - Fax +33(0)2 54 21 60 51

## 1 Event and year

7<sup>th</sup> FAI WOMEN'S WORLD GLIDING CHAMPIONSHIP 2013  
Club, Standard and 15m Classes

### 1.1 Name and address of National Aero Club or other applicant

Aero-Club d'Issoudun (A.C.I.)

Postal & shipping address :	Aérodrome de Fay 36100 SAINT-AUBIN FRANCE
Phone :	+ 33 (0)254 210 538
Fax :	+ 33 (0)254 216 051
E-mail :	<a href="mailto:aci@berryglide.net">aci@berryglide.net</a>
Web site :	<a href="http://www.aeroclub-issoudun.fr">http://www.aeroclub-issoudun.fr</a>
Contact :	Jean-Philippe ROGIER, A.C.I. CEO
GSM :	+ 33 (0)680 604 664
Suggested Championship Director :	Regis KUNTZ (WGC 2006 Vinon, EGC 2007 Issoudun)

### 1.2 Number of active gliding members

100 members

## 2 Site

See enclosed map of site area boundaries (Annex 1)

### 2.1 Name of airfield

ISSOUDUN Le Fay LFEK

#### 2.1.1 Coordinates

46° 53' 19" N 002° 02' 29" E

#### 2.1.2 Direction and distance to next town, population of this town

The closest city is ISSOUDUN (approximately 15 000 inhabitants) 8 km north from airfield and 2 greater cities: CHATEAUROUX (approx. 55 000 inhabitants, 30 km west) and BOURGES (approx. 80 000 inhabitants, 35 km east).

#### 2.1.3 Experience of airfield staff in organising championships/competitions

34 International Contests Editions since 1970 to 2009  
French National Championships (all classes) 1972, 1996, 1997, 1998, 2000, 2002, 2004, 2005, 2006  
Logistical assistance for The Netherlands National championship 2003, 2005  
European Motor Gliding Championship 1988

1<sup>st</sup> World Motor Gliding Championship 1990  
 2<sup>nd</sup> World Gliding Championship junior 2001  
 14<sup>th</sup> FAI European Gliding Championship 2007  
 Bid to host Women's French National Championship in 2010

## **2.2 Suggested period for the event**

### **2.2.1 Training session**

From June 26<sup>th</sup> to June 28<sup>th</sup> 2013

### **2.2.2 Opening ceremony**

June 29<sup>th</sup> 2013

### **2.2.3 Contest**

From June 30<sup>th</sup> to July 12<sup>th</sup> 2013

### **2.2.4 Closing ceremony**

July 13<sup>th</sup>

## **2.3 Airfield operating data**

Refer to enclosed French AIP Visual approach and [Landing Chart Issoudun LFEK](https://www.sia.aviation-civile.gouv.fr/aip/enligne/PDF_AIPparSSection/VAC/AD/2/0910_AD-2.LFEK.pdf) (Annex 2) can be also downloaded : [https://www.sia.aviation-civile.gouv.fr/aip/enligne/PDF\\_AIPparSSection/VAC/AD/2/0910\\_AD-2.LFEK.pdf](https://www.sia.aviation-civile.gouv.fr/aip/enligne/PDF_AIPparSSection/VAC/AD/2/0910_AD-2.LFEK.pdf)

### **2.3.1 Surface of airfield, number and direction of runways**

Surface : grass

Number of runway : three

Direction of runways : 29-11 (920x100m); 36-18 (950x100m) ; 24-06 (700x100m)

### **2.3.2 Maximum number of sailplanes which can be accepted**

Up to 120 sailplanes.

### **2.3.3 Number of tow planes which will be employed**

At least 7 tow planes and more upon necessity (the ACI criteria is one tow plane per seven gliders).

### **2.3.4 What meteorological facilities can be expected**

2 weather forecasters will be on site for the Event duration.

### **2.3.5 Parking facilities for sailplanes (in the open or in hangar?)**

Up to 120 gliders can be parked on "tie down" areas , along southern taxiway and between thresholds 36 and 06

### **2.3.6 Repair facilities for sailplanes**

Maintenance and repair facilities available at Aéro Club. A composite specialist will be present during the event for minor repair. For major repair, a specialised in composite repairs PART 145 organisation is based at Bourges.

### **2.3.7 Repair facilities for radios and instruments**

Locally for minor repairs, and avionic specialist available on request based near the airfield.

### **2.3.8 Oxygen supply facilities**

No oxygen needed.

**2.3.9 FAI Environmental Code of Conduct**

The airfield is a lonely installation, so there is no restriction or local rule in effect.

**2.4 Airfield layout**

Refer to V.A.C. Issoudun LFEK

**2.4.1 Description of the Briefing Room**

80 seats and tables or more upon necessity in the hangar or a dedicated marquee, all audio-visual systems available to support briefings.

**2.4.2 Description of Common Room(s) for the competitors**

Hangar or marquee and bungalow available (on request) for each team.

**2.4.3 Description for the meeting Room for the International Jury**

Dedicated briefing room in Aero Club office for up to 20 persons.

**2.4.4 Description of the Press Center**

On office room with available boards including PC, fax, telephone, copier available.

**2.4.5 Communications equipments**

2 Phone lines

1 Fax line

3 Internet Wifi access points for total coverage over life and camping areas

Full GSM coverage

Two Internet connected public access PC's available

**2.4.6 Postal and banking facilities at the airfield**

At the airfield : no bank facility. (Credit cards payments terminal equipped).

Postman every day.

Several banks and main Post office at Issoudun city.

**2.4.7 Insurance facilities**

Possibility to subscribe third party insurance on site.

**2.4.8 Toilets, wash and shower rooms at the airfield**

A lot of toilets, wash and shower room on camping facility (photos annex 03)

Toilets available at runway thresholds.

**2.4.9 Car parking facilities at the airfield**

Unlimited park facilities on the airfield.

**2.4.10 Emergency and medical facilities at the airfield**

Doctor on site during competition sessions.

Hospitals in Issoudun, Chateauroux & Bourges.

**2.5 Facilities for the OSTIV Congress**

Not relevant

### **3 ACCOMODATION AND FOOD FOR COMPETITORS**

#### **3.1 Accommodation facilities**

##### **3.1.1 Facilities at airfield**

###### **3.1.1.1 Rooms**

5 dual rooms available at airfield withheld for officials.

###### **3.1.1.2 Camping facilities**

Shady camping facilities at the airfield for approximately 100 caravans and tents (see photos annex 3).

##### **3.1.2 Youth Hostels**

None

##### **3.1.3 Boarding houses/guest houses**

Several guest houses within 20 km, 80 beds.

##### **3.1.4 Hotels**

Many hotels in Issoudun (over 100beds), Chateauroux and Bourges (over 300 beds each).

##### **3.1.5 Other accommodation facilities**

2 extras camping sites available in the 8 km vicinity.

#### **3.2 Catering for competitors at the airfield**

##### **3.2.1 Description of dining hall**

Inside or outside a dedicated marquee upon weather conditions for restaurant purpose.

##### **3.2.2 Description of airfield restaurant**

Restaurant facilities will be organised during contest.

##### **3.2.3 Which meals will be offered?**

Continental breakfast.  
Lunch & dinner (french cooking).

##### **3.2.4 Other catering facilities**

Many restaurants in the vicinity and in Issoudun downtown.  
Many supermarkets and fast foods in Issoudun city.

### **4 COMPETITION AREA**

Central France

#### **4.1 Description of topography and outlanding conditions**

Plain country (mainly cereal fields and some forest areas).  
Very good and safe outlanding conditions (harvested cereal fields available at the suggested date and a lot of well known landing fields and airfields available in the competition area).

**4.2 Comprehensive survey of meteorological conditions**

Area around airfield is covered with thermal which makes cloud base up to 2000 m. Generally due to environmental contrasts the submitted competition area is well known as the best in plain soaring area of France.

**4.3 Airspace restrictions**

The Aero Club d'Issoudun, as skilful championship organisation, is negotiating permanently with civil and military authorities to obtain derogatory protocols to access in pertinent restricted and controlled airspaces. So the scheduled restrictions are really minimised during the championship

**4.4 Typical tasks to be expected**

AST up to 750 km or AAT

**4.5 Road and traffic conditions**

High standard traffic system, main and secondary ways in very good conditions.

**4.6 Standard of telephone communication**

GSM coverage over 97%

**5 RULES****5.1 Proposed modifications to the World Championship Rules**

Annex A and sporting code valid at the time of competition shall be applied without any modification or restriction.

**5.2 Particular conditions or possible restrictions for the participation****5.2.1 For pilots and crews**

No restriction (ICAO compliant glider pilot license or validation of national license must be valid and a civil responsibility insurance is mandatory)

**5.2.2 For sailplanes and equipment**

Valid certificate of airworthiness or upon registration country at least a valid permit to fly accepted in the EASA countries.

**5.2.3 Otherwise**

Gyroscopic instruments prohibited. IMC flights are prohibited.

**6 COST****6.1 Entry fee (per sailplane, per pilot or whatever applicable)**

750 € per glider.

**6.1.1 Services included in the entry fee**

ICAO map  
Road map  
Turn points data file and paper list  
All necessary sheets

**6.1.2 Cost of aerotows,**

40€ per aerotow up to 500 m AAL (cost subject to change in regard of fuel costs)

**6.2 Price of car fuel (petrol/diesel) per litre**

Current prices (September 2009) : - unleaded fuel about 1,10 € per litre  
 - diesel about 0,98 per litre

**6.3 Cost of rental cars for 15 days**

Avis (Issoudun) from 370€ (city car summer 2010)  
 All major rent cars companies in Chateauroux & Bourges.

**6.4 Cost of transport for personnel/sailplanes**

No subject

**6.5 Any other cost for competitors**

Catering, accommodation.  
 Camping fees, for the full duration of training and competition sessions : 300 € per glider.  
 Boarding houses/Guest houses : from 25 € per day.  
 Hotels : from 30 € per day (45 € averaged price).

Catering : - airfield restaurant facility  
 - breakfast : from 4 €  
 - lunch : from 6 €  
 - dinner : from 14 €

Others restaurants : - fast foods available in downtown  
 - traditional restaurants : from 15 € per serving

Price list digest (taxes inclusive) :  
 - Entry fee : 750 €  
 - Aerotowing up to 500 m AAL : 40 €  
 - Camping at airfield per glider\* : 300 €  
 - Full food (breakfast, lunch and dinner) : from 24 €

**6.6 Team cost**

(roughly calculated examples for one pilot and two crew members assuming 15 aerotows for training and competition sessions during 17 days, excludes travel expenses)

item	Qte	cost each	camping	hotel
Entry fee	1	750 €	750 €	750 €
Aerotowing	15	40 €	600 €	600 €
Camping	1	300 €	300 €	0 €
Hotel (x3)	51	45 €	0 €	2295 €
Catering (x3)	51	24 €	1224 €	1224 €
Misc. expenses	1	800 €	800 €	800 €
total			3674 €	5669 €

**7 SAILPLANES HIRING**

**7.1 Possibilities**

Severals gliders available (pilot check flight mandatory).  
 Lak 19 (15/18m), Ventus , Discus, ASW24, Pegasus.

**7.2 Cost**

1500 € each for the event duration (+ deposit).

## 8 TRAINING POSSIBILITIES

### 8.1 ***Are the Organisers prepared to hold a competition with international participation and similar rules at the contest site the year before the Championships?***

Like almost every year, the AC Issoudun will organize in 2012 an International Contest

#### 8.1.1 **If so, how many international competitors can be accepted?**

Up to 120 competitors (nationals and foreigners) during International Contest.

Remark : otherwise, the A.C.I. accept over 50 foreign pilots for training purposes on the airfield during all along the gliding season.

#### ***Others airfields available for training purpose.***

Bourges - LFLD

Romorantin-Pruniers - LFYR

Le Blanc - LFEL

## **ANNEXES**

### **Annex 1**

Contest area boundaries.

### **Annex 2**

SIA Visual Approach Chart LFEK.

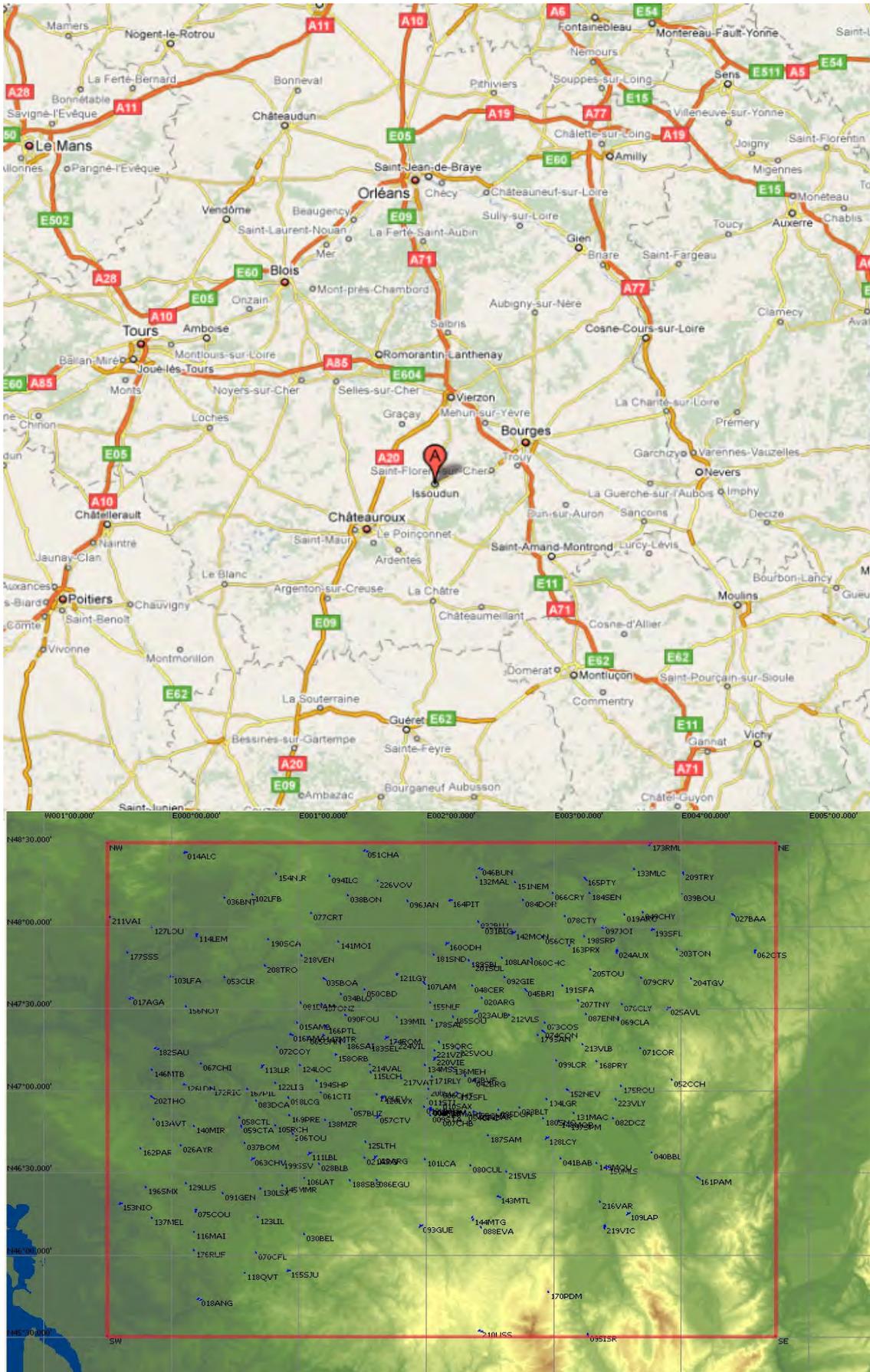
### **Annex 3**

Some photos of facilities.

### **Miscellaneous**

[EGC 2007 Issoudun web site](http://www.egc2007-issoudun.fr) adress : <http://www.egc2007-issoudun.fr>

### ANNEX 1 - CONTEST AREA BOUNDARIES



### ANNEX 2 - ISSOUDUN AIRFIELD Visual Approach Chart

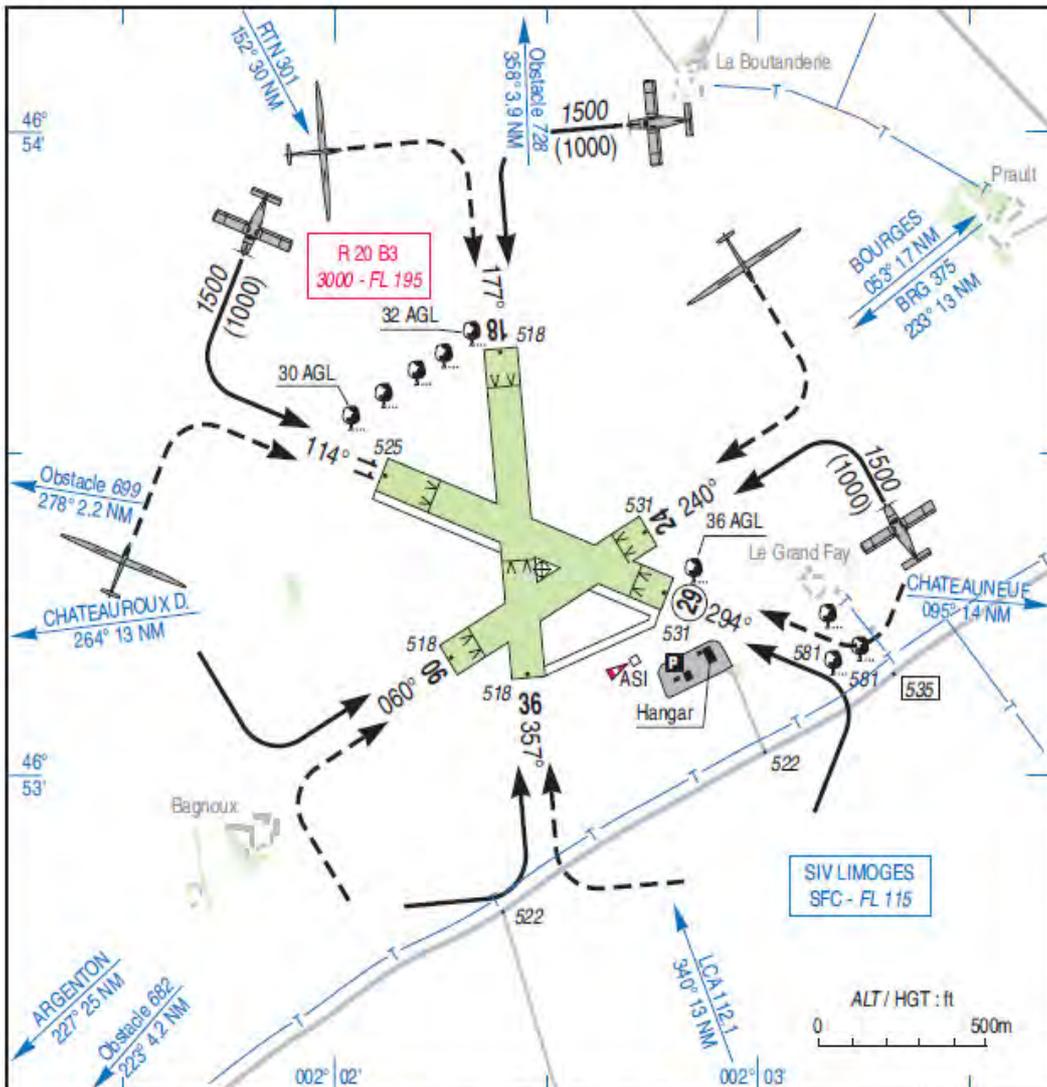
**ATTERRISSAGE A VUE**  
Visual landing

Ouvert à la CAP  
Public air traffic  
07 MAY 09

**ISSOUDUN LE FAY**  
AD2 LFEK ATT 01

	<b>ALT AD : 531 (19 hPa)</b>	<b>LFEK</b>
	LAT : 46 53 19 N	Non WGS-84
	LONG : 002 02 29 E	VAR : 1°W (05)

APP : NIL  
TWR : NIL  
A/A : 123.5



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
18	177	950 x 100	Non revêtue Unpaved	-	950	950	840
36	357						
11	114	920 x 100	Non revêtue Unpaved	-	920	920	760
29	294						
06	060	700 x 100	Non revêtue Unpaved	-	700	700	580
24	240						

**Aides lumineuses : NIL** **Lighting aids : NIL**



AMDT 06/09 CHG : NIL.

© SIA

### ANNEX 3 – Somme photos of facilities

Overview of camping, hangar, threshold 29 and southern taxiway



A view of camping



**Bid for organising a  
"FAI European Gliding Championships 2011"  
WORLD, CLUB, STANDARD AND 20M TWO SEAT CLASSES**

*All the information sought in this bid document must be complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert ([emozer@deltamold.com](mailto:emozer@deltamold.com)) before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.*

**Event and Year:**

**"FAI European Gliding Championships 2011"  
WORLD, CLUB, STANDARD AND 20M TWO SEAT CLASSES**

**Applicant:**

Name: Slovenský národný aeroklub gen. M. R. Štefánika

Date of Application: 14. November 2009

**Organising Gliding Club or other organisation:**

*Aeroklub Nitra*

**Proposed Competition Director:** (provide the name and a brief resume)

*Vladimir FOLTIN - Active competition pilot at international level. Championships Director of FAI Junior WGC 2003, FAI World Class WGC 2003, FAI EGC 2005 (club, standard and 18m) and 2009 (all flapped), several editions of Pribina Cup (yearly international competition organised during Easter holidays). Member of national gliding commission 1995 – 2009 and Slovak IGC delegate since 1999.*

**Proposed Organisation of the event:** (provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)

*Competition is intended to be held during July – August 2011. Local and national aeroklub funds and support from government and local authorities will be used for organisation of the event. We expect limited interest from sponsors. No financial constraints are expected, since the airfield is operated by the organising club.*

**Airfield:** *Airport Nitra (LZNI) operated by local Aeroklub Nitra*

**Contact person (for the applicant):**

Name: Vladimir Foltin  
Address: Aeroklub Nitra  
Dlha 108  
94907 Nitra  
Slovakia

Email address: [vladimir.foltin@gmail.com](mailto:vladimir.foltin@gmail.com)  
Phone Number: +421 37 6561251

Mobile Number: +421 905 211669

Fax Number: +421 37 7334805

## 1. Event and Year

### 1.1 Name and address of National Aero Club or other applicant

Slovenský národný aeroklub gen. M. R. Štefánika  
letisko Vajnory  
83101 Bratislava  
Slovakia

### 1.2 Number of active gliding members 750 glider pilots at national level

## 2. Site

### 2.1 Name of the airfield Airport Nitra (ICAO code LZNI)

#### 2.1.1 Co-ordinates N481647 E0180802 (WGS84)

#### 2.1.2 Direction and distance to nearest town, population of this town 4 Km from Nitra (approx. 90.000 Inhabitants) 90 Km to Bratislava (half Milion Inhabitants)

#### 2.1.3 Experience of airfield staff in organising championships/ competitions The Team has already succesfully organized:

- FAI Junior World Gliding Championships 2003
- FAI World Class World Gliding Championships 2003
- FAI European Gliding Championships 2005 (club, standard, 18m)
- Pribina Cup 2003- 2009 (international competiton)
- National Gliding Championships in 2002 and before
- FAI European Gliding Championships 2009 (15m, 18m, open)

### 2.2 Proposed period for the event

#### 2.2.1 Training 11<sup>th</sup> July – 16<sup>th</sup> July 2011

#### 2.2.2 Competition 17<sup>th</sup> July – 30<sup>th</sup> July 2011

#### 2.2.3 Alternate dates for training 27<sup>th</sup> June – 2<sup>nd</sup> July 2011

#### 2.2.4 Alternate dates for Competition 3<sup>rd</sup> July – 16<sup>th</sup> July 2011

### 2.3. Airfield operating data (provide details for the following)

#### 2.3.1 Surface of airfield, number and directions of runways Grass RWY 15R/33L 1080m x 50m Grass RWY 15L/33R 1080m x 100m

- 2.3.2 *Maximum number of gliders that can be accepted  
150 gliders*
- 2.3.2 *Number of tow planes that will be employed  
6 to 10 towing planes*
- 2.3.4 *Meteorological facilities that will be provided  
Local based fully equipped meteorological reporting office will be in use. Experienced local meteorologist with competition gliding experience in the past will be member of our team.*
- 2.3.5 *Parking facilities for gliders  
Parking place will be provided along the RWY for majority of the fleet.*
- 2.3.6 *Repair facilities for gliders  
There are three repair facilities for the airplanes at the site, dedicated to small and medium aircraft repairs. One of those belongs to local club and is experienced in glider repairs as well. State of the art equipment will be made available to affect any necessary repairs to CFRP/GFRP gliders at professional repair shop AEROSPOOL Ltd. Company which is based 80km from Nitra.*
- 2.3.7 *Repair facilities for radios and instruments  
There is repair facility for electric installations and instruments at the site.*
- 2.3.8 *Oxygen requirements and supply facilities, if required  
Oxygen is not necessary because of flights maximum up to FL100.*
- 2.3.9 *What plans do you have to implement the FAI Environmental Code of Conduct during your event?  
We expect to consult the use of the national park airspace with environmental specialist in order to avoid wrong impact on the local nature. The use of the high performance UL towplanes together with turbine powered towplanes will eliminate the noise impact on local environment during the take off period.*
- 2.4 *Airfield layout (provide descriptions for the following facilities at the airfield)*
- 2.4.1 *Briefing Room  
Will be located in the main hangar with enough seats capacity.*
- 2.4.2 *Common Room(s) for the competitors  
Will be the same as for Briefing.*
- 2.4.3 *Meeting Room for the International Jury  
One of the Rooms in the main building with phone, PC and fax.*
- 2.4.4 *Press Centre  
Will be located in the main hangar.*

- 2.4.5 *Communication and internet equipment*  
*Phone, fax and WiFi Internet connection will be provided.*
- 2.4.6 *Post and Banking*  
*Several post offices and banks are in the city.*
- 2.4.7 *Insurance availability*  
*Assistance with personal health insurance and third party insurance for gliders will be available before the competition on request.*
- 2.4.8 *Toilets, wash rooms and shower rooms*  
*There is enough toilets and showers available at the site.*
- 2.4.9 *Car parking*  
*Car parking for competitors will be along the main apron. Car parking for visitors will be along arrival route to the airport.*
- 2.4.10 *Emergency (including fire)*  
*Emergency assistance will be available from the city. For instant fire fighting equipment is available at the site.*
- 2.4.11 *Medical and First Aid*  
*Medical doctor will be at the site for interview if necessary. First aid on request will be available from city hospital.*
- 2.4.11 *Conference and office rooms for the OSTIV Congress, if required*  
*Not applicable.*

**3. Accommodation and food for competitors** (provide details of the following)

- 3.1 *Accommodation facilities available in the local area*  
*Nitra is a city which hosts several fairs during the year. There is enough beds capacity of all kind available in the vicinity of the airport. Prices range from 10 to 70 EUR per bed depending on services.*
- 3.2 *Camping facilities at the airfield*  
*Camping will be available at the airport camping area. Prices will be from 5 EUR per person/day.*
- 3.3 *Catering for competitors at the airfield*  
*Catering service with hot meals and fast food will be available at the site.*

**4. Competition area** (provide descriptions of the following)

4.1 *Topography in the contest area*

*Airport lies on south margin of Slovak's mountains. The contest area has range from south beyond Danube River with access Slovak and Hungarian flat land, to the north beyond High and Low Tatra Mountains with highest peaks up to 2500 m MSL. There are sufficient landing areas in the valleys of these mountains, even for aero towing application direct from fields. All other areas are excellent for safe landing possibilities during the proposed periods.*

#### 4.2 *A comprehensive survey of meteorological conditions*

*There are very good weather conditions with intensity of average thermals form 1 to 3 metres per second and cloud bases from 1800 to 3000 m MSL are expected. The mountain ranges of Low Tatra and other produce cloud streets with excellent thermals and extended cloud base usable for high-speed cross-country flights. Wave conditions are seldom during the proposed period. Professional meteorologist with good experiences in gliding condition forecasting will provide meteorological service. The satellite service will be available to pilots and crews at the site. More is available on the web pages dedicated to previous contests. Here are the links: [www.nitra2003.sk](http://www.nitra2003.sk), [www.nitra2005.sk](http://www.nitra2005.sk), [www.nitra2009.sk](http://www.nitra2009.sk), [www.pribinacup.sk](http://www.pribinacup.sk).*

#### 4.3 *Airspace restrictions in the contest area*

*65 km to the west is Stefanik international airport in Bratislava (LZIB) with class C airspace which restricts task setting to this direction. 80km NE is military jet fighter airbase at the airport Sliac (LZSL). This TMA will be only partly available for task setting. The other airspace will be penned for both training and competition period. There are several low level flight restricted national parks in the mountain area. There are military training areas south of the military TMA. Organiser ensures the appropriate use of the above mentioned airspace by proper and advanced coordination of the event through national airspace management body. Some priority for the event will be evaluated. Top altitude will be minimum 8000 FT and this will be increased to minimum FL 90 in the mountain area.*

#### 4.4 *Typical tasks to be expected*

*Typical tasks set will be speed tasks via assigned areas and racing tasks with length from 150 to 600 km.*

#### 4.5 *Road and traffic conditions*

*Roads are in good conditions, carrying not generally less traffic than equivalent roads elsewhere in Europe. Speed limits are strictly enforced and alcohol limits are zero.*

### **5. Rules** (Note: The Championships must be conducted in accordance with Annex A)

#### 5.1 Indicate the options intended to be used from Annex A for:

##### 5.1.1 Starting procedures

*Start line will be used.*

##### 5.1.2 Tasks

*Racing tasks and speed tasks via assigned areas will be used.*

##### 5.1.3 Finish procedures

*Finish line or finish ring will be used.*

##### 5.1.4 Scoring

*1000 points system will be used for scoring.*

#### 5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews  
*Slovakia is EU member inside Schengen area, but Visa restrictions may apply to some european or non european nations. List of those nations with instructions how to obtain visa will be mentioned in the bulletins.*

5.2.2 For sailplane and equipment  
Gliders with permit to fly will be required to apply for acceptance to our CAA.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered in each class and the total for the competition

*Max number is 150 gliders total with maximum 50 gliders in one class.*

5.3.2 Provide justification for this number

*152 gliders in three classes have flown during Pribina Cup 2009.*

5.3.3 Indicate how the classes will be separated for:

5.3.3.1 Starts

*Different start areas for classes.*

5.3.3.2 On task

*Different first legs and timing for classes.*

5.3.3.3 Finishing and landing

*Different arrival times based on different task length and use of Finish Ring (radius 3km).*

**6. Costs** (provide details of the following costs in Euros or USD)

6.1 *Entry fee 799 EUR.*

6.1.1 *Services included in the entry fee*

*Organization, airfield service, competition maps, turn point files, validation of GNSS FR, photocopying of briefing / meteorological information, results service, trophies, medals certificates, WiFi Internet Access.*

6.1.2 *Cost of aero tows*

*39 EUR per launch.*

6.2 *Price of car fuel per litre*

*Diesel 1.13 EUR per liter and Pertol 1,15 EUR per liter*

6.3 *Rental cars*

*Range from 25 to 50 EUR per Day*

6.4 Accomodation

6.4.1 *Hotel rooms* 30 – 70 EUR /day

6.4.2 *Apartments* 30 – 70 EUR/day

6.4.3 *Bed and Breakfast* 10 – 30 EUR/day

6.4.4	<i>Self Catering</i>	<i>5 – 10 EUR/day</i>
6.4.3	<i>Camping</i>	<i>5 – 10 EUR/day</i>

*All prices are quoted to prices in 2009.*

6.5 *Catering (as appropriate for local facilities) per person*

6.5.1	<i>Hotels</i>	<i>from 10 – 20 EUR/day</i>
6.5.2	<i>Restaurants</i>	<i>from 10 – 20 EUR/day.</i>
6.5.3	<i>Self Catering</i>	<i>from 5 EUR</i>
6.5.4	<i>On the airfield</i>	<i>from 5 EUR</i>

6.7 *Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain*

*Normal costs (stay of 16 days, hotel, restaurants, 10 aero tows):  
9600 EUR*

*Minimum costs from (stay of 16 days, camping, self catering, 10 aero tows):  
6240 EUR*

**7. Glider Hiring** (provide information on the following)

7.1 *The availability of local gliders for hire*

*There is limited number of competitive gliders available for rent in Slovakia but there is enough possibilities to hire a glider in Germany or Austria. Assistance will be provided to teams on request.*

7.2 *The costs of hire*

*Club class from 50 EUR/day, Std. class or 20m Two seat class from 100 EUR/day.*

7.3 *Any restrictions on hire (e.g. license requirements)*

*The pilot must have a license recognised in the country of the aircraft registration The best is to have ICAO Compliant licence. Transcription is possible but it must be requested at least one month before the competition.*

**8. Training**

8.1 *Provide details of any proposed training opportunities prior to the Championships.*

*Pribina Cup (international competition) is organised every Easter Holidays at the site. The contest is flown in three classes (all with hadicaps). Individual training at the site is possible before the competition but prior notice is required.*

# **Bid for organising the "16<sup>th</sup> European Gliding Championships "**

*All the information sought in this bid document must be complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.*

## **Applicant:**

Name: Lithuanian Aeroclub

Date of Application: 2009-09-30

**Organising Gliding Club or other organisation:** Lithuanian Gliding Federation together with the Lithuanian Aeroclub

**Proposed Competition Director:** Vytautas Sabeckis (Director of Kaunas Aviation Sport Club)

**Airfield:** Pociunai

## **Contact person (for the applicant):**

Name: Vytautas Sabeckis

Address: Felikso Vaitkaus 144A, 4340 Prienai, Lithuania

Email address: vytautas@pociunai.lt

Phone Number: +370 685 36251

Mobile Number: +370 685 36251

Fax Number: +370 319 60577

Name and address of National Aero Club or other applicant: Lithuanian Aeroclub, Kastonu st. 4-7, 2001 Vilnius, Lithuania

## **1. Event and Year**

FAI European gliding championship in 18m, Open and 15m in 2011

## **2. Site**

2.1 Name of the airfield: Pociunai

2.1.1 Co-ordinates: 54° 39,40" N, 024° 02,00" E

2.1.2 Direction and distance to nearest town, population of this town:  
The airfield lies 7 km east from center of Prienai and 30 km south from Kaunas (400,000 population) the second city of Lithuanian Republic.

- 2.1.3 Experience of airfield staff in organising championships/ competitions:  
The members of the Aeroclub Kaunas had organized 1<sup>st</sup> World Women's Gliding Championship, 12<sup>th</sup> FAI European Gliding Championship, 14<sup>th</sup> FAI European Gliding championship, 15<sup>th</sup> FAI European Gliding championship
- 2.2 Proposed period for the event
- 2.2.1 Training: July 23th – July 30 th, 2011
- 2.2.2 Competition: July 31th – August 14th 2011.
- 2.2.3 Alternate dates: June 4 – 11th, 2011 for training;
- 2.2.4 June 12th – 26th, 2011 for competition.
- 2.3. Airfield operating data (provide details for the following)
- 2.3.1 Surface of airfield, number and directions of runways:  
Grass field: - length 1.100 m, width 900 m  
Any direction.
- 2.3.2 Maximum number of gliders that can be accepted :  
50 pilot in one class, 150 total.
- 2.3.3 Number of tow planes that will be employed:  
minimum 10 – 16 (will be employed in relation with the number of participants).
- 2.3.4 Meteorological facilities that will be provided:  
professional meteorologist will provide meteorological service
- 2.3.5 Parking facilities for gliders:  
unrestricted parking in the open
- 2.3.6 Repair facilities for gliders:  
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.
- 2.3.6 Repair facilities for radios and instruments:  
full workshop service, including the radio and instruments repairing, with professional staff from the aviation factory, which are near of the airfield.
- 2.3.8 Oxygen requirements and supply facilities, if required: no oxygen requirements.
- 2.3.9 The airfield of Pociunai, which would host the championships is located within the boundaries of the regional park. Therefore any events in the area have to be approved by the Ministry of Environmental Protection of the Lithuanian Republic.
- 2.4 Airfield layout (provide descriptions for the following facilities at the airfield)

- 2.4.1 Briefing Room:  
take place in hangar. All normal visual and acoustic aids are available
- 2.4.2 Common Room(s) for the competitors: in place
- 2.4.3 Meeting Room for the International Jury:  
available in the Club buildings.
- 2.4.4 Press Centre:  
several possibilities: fax, telephones, computers, public phones already in place.
- 2.4.5 Communication and internet equipment: all.
- 2.4.6 Post and Banking:  
the nearest Post-office is 10 km far. Exchange provided more in the city. Major credit cards accepted subject to daily limitations on value.
- 2.4.7 Insurance availability:  
can be arranged by staff.
- 2.4.8 Toilets, wash rooms and shower rooms:  
In main buildings and in camping area are toilets and showers and mobile units will be installed according to requirements.
- 2.4.9 Car parking:  
at the glider parking and camping area. Night guard service provided for events.
- 2.4.10 Emergency (including fire):  
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.
- 2.4.11 Medical and First Aid:  
permanent service is in the aviation factory buildings. The main hospital is 10 km away in Prienai. Ambulance and fire service will be arranged on full time standby.

**3. Accommodation and food for competitors** (provide details of the following)

- 3.1 Accommodation facilities available in the local area:  
In Birštonas in a distance of 5 km. is very nice tourist hostel in the forest near the river Nemunas with small cottage and separate rooms in country house . In the town Birštonas is many sanatoria were is possibility to book the rooms for one or two persons with TV, refrigerator , toilet and bathroom . In towns Birštonas and Prienai are some hotels. Also home-hotels will be available in Prienai.
- 3.2 Camping facilities at the airfield:

A camping with sanitary installation and electricity will be located at the airfield . There is the place for about 80 caravans and tents.

3.3 Catering for competitors at the airfield:

In the airfield will be organized restaurant which will be opened all the day. Many of restaurants is located in the towns Prienai and Birštonas

**4. Competition area** (provide descriptions of the following)

4.1 Topography in the contest area: flat area.

4.2 A comprehensive survey of meteorological conditions:

average temperatures in August are around 18 degrees Celsius and about 15 days are possible to use for competition. Cloudbase and climbrates on an average competition day are 1500m and 1.5 - 2.5 m/s.

4.3 Airspace restrictions in the contest area:

generally towards the North-west, West , South and East. Pociūnai and the task area have no serious airspace limitation.

4.4 Typical tasks to be expected:

Triangles from 200 up to 500 km are typical task for gliders.

4.5 Road and traffic conditions:

main roads are in good conditions. Speed limits are strictly enforced. Alcohol limits are 0.4 .

**5. Rules** (Note: The Championships must be conducted in accordance with Annex A):  
the latest IGC Competition Rules will be used.

The racing task, Assigned Areas speed task and 1000 points scoring system will be used.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews: none

5.2.2 For sailplane and equipment: none

**6. Costs** (provide details of the following costs in Euros or USD)

6.1 Entry fee – 800 EUR per glider

6.1.1 Services included in the entry fee:

all airfield service, maps, meteorological information, results service, trophies, medals certificates,

6.1.2 Cost of aero tows - 50 EUR per launch

6.2 Price of car fuel per litre –

gasoline approximately 1 EUR per litter  
diesel approximately 1 EUR per litter

6.3 Rental cars: could be arranged. Details will be given in bulletins.

6.4 Accommodation (as appropriate for local facilities)

6.4.1 Hotels - 15 - 20 EUR person / day

6.4.2 Apartments – 30 – 50 EUR person / day

6.4.3 Bed and Breakfast – 12 – 20 EUR person / day

6.4.4 Self Catering - 10 -15 EUR per day

6.4.3 Camping - 5 EUR per person/day

6.5 Catering (as appropriate for local facilities)

6.5.1 Hotels – 30 – 50 EUR per day

6.5.2 Restaurants – 30 – 50 EUR per day

6.5.3 Self Catering - 10 -15 EUR per day

6.5.4 On the airfield – 15 – 20 EUR per day

6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain:

Entry - 4 x 800 = 3200 EUR

Accommodation – 9per. x 21d. x 15 EUR = 2835 EUR

Meal - 9 x 21 x 10 = 1890 EUR

Towings - 4x 15 x 50 = 3000 EUR

TOTAL: 10925EUR ( for one pilot 2731 EUR )

**7. Glider Hiring** (provide information on the following)

7.1 The availability of few 15m or 18m. gliders for hire.

7.2 The costs of hire:aprox.2200 EUR per 3 weeks.

7.3 Any restrictions on hire (EG licence requirements) – none.

**8. Training**

8.1 Provide details of any proposed training opportunities at the site prior to the Championships.

Open National Gliding Championships in Open class in May 2010 and 2011 or standart class in June 2010 or 2011 in Pociūnai

Any time of 2010 - 2011 years.



14<sup>th</sup> January 2010

Secretary General FAI  
Avenue Mon – Repos 24  
CH – 1005 Lausanne

SWITZERLAND

New Zealand Nomination for the Liilenthal Gliding Medal

Dear Sir ,

The New Zealand NAC ( Flying New Zealand ) has much pleasure in supporting the nomination of Ross Macintyre for the FAI Liilenthal Gliding Medal.

Ross has given outstanding service to the sport of Gliding. He has made a valuable contribution that has improved many aspect of competition gliding on a National and international level.

Attached is a short summary of the contribution that Ross has made over a number of years.

Thank you for your consideration of this nomination.

Yours sincerely

John McLean  
Vice President FAI  
New Zealand NAC

EXPERIENCE THE GREAT ABOVE

## **Citation for Ross Macintyre**

Ross joined the Wellington and Wairarapa Gliding Club on the 9<sup>th</sup> of August 1959. In 1963 he became the Press Officer for the 1st New Zealand Championships, both as liaison with the local newspaper and a story of the Championship for Gliding Kiwi.

His work as publicity officer lifted the profile of the sport gliding with his articles being published for many years in many magazines. In 1970 he took over the Awards work for the NZGA, this included the checking of evidence for FAI awards, and for records, both local and World, a role he continued until his relocation to the UK in 1992.

He found a number of areas in the Sporting Code that could be improved and recommended the code be reworded. Nearly all his recommendations were accepted by the IGC. In 1990, when IGC meeting was held in New Zealand, the Sporting Code Committee chairman, Tor Johannessen, took the opportunity to visit him in Auckland and in a couple of days hard work, they reworded a great deal of the Code into more accurate English. In 1999 Ross took **over the chairman's position** on the Sporting Code Committee, a position which he still holds today.

Under his chairmanship the SC3 was rewritten, removing aspects which no longer were applicable such as visual sighting from the ground for competition turn points and the new version came into operation from October 1999. By 2004 it was clear that after their introduction in 1995, flight recorders were by then, the standard evidence source. It was agreed that eventually, the flight recorder would be replacing photographic evidence completely.

A note was added to the SC3 text as a warning that this would be happening. It was not until 2006 that it was decided that the time had come, so the committee went to work to rewrite SC3 again. This time they made very extensive changes. It was a lengthy process, with a group of about 16 individuals, all with an interest in the Sporting Code rules, as a consultative group. However after an extra year for more consultation the new edition was approved in 2009 with only minor amendments.

In addition Ross is often consulted by FAI and NACs for advice on problems that they have found in claims for badges or records.

His contribution to the sport of gliding and his enthusiasm and dedication to the whole area of awards and the updating and maintenance of the Sporting Code over some 29 years is remarkable. Under his leadership the IGC Sporting Code Committee has carried out their work tirelessly and efficiently.



AERO CLUB D'ITALIA

**Aero Club d'Italia - Roma**  
Registro di Protocollo

Prot.: 00026728 del 23/12/2009

USCIA

Titolario: SPR/SR/VA



2009L-00026728

Prot. N°

Roma, li **23 DIC. 2009**

Subject: Diploma Pirat Gehriger

Fédération Aéronautique Internationale  
Avenue Môm-Repos 24  
CH-1005 Lausanne  
Switzerland  
e-mail christine@fai.it

We send you , attached, the curriculum of Mr. Egidio Galli in order to consider this important achievement valuable for the possible assignation of the Diploma Pirat Gehriger.

Best Regards

Il Direttore Generale  
Gen. Fabio Del Meglio

00196 Roma - Via Cesare Beccaria, 35/A - Tel. 06 36.08.461 r.a. - Fax 06 32.60.9226

Telegr. «Clubaereo» - AECI I - c.f. 80109730582

internet <http://www.aeci.it> e-mail [webmaster@aeci.it](mailto:webmaster@aeci.it)

Ente di diritto pubblico  
Membro della  
Federazione Aeronautica Internazionale (FAI)  
Federato al CONI  
Membro della Europe Airsports





## *Federazione Italiana Volo a Vela*

Rome,

FAI Award: Diploma Pirat Gehriger

Applicant: Italian National Aero Club

Candidate: Mr. Egidio Galli

Motivation: an entire life devoted to the Gliding Community

Citation:

Licensed glider pilot on 11<sup>th</sup> September 1941

PPL licence on 18 November 1951.

Gliding Instructor licensed on 15 July 1959.

As winch operator and instructor he did more than 5000 launches.

Founder of the first gliding school in Italy after the 2<sup>nd</sup> World war, he has been Vice President of this aero club (Aero Club Volovelistico Milanese) for several years.

He was also co-founder of the Alzate gliderport contributing to the ownership of the airfield. He has been appointed President of the Entity managing this airfield that was totally created with private funds of glider pilots.

He has been VicePresident of the Aero Club Volovelistico Lariano for 10 years, Contest Director of several National competitions from 1956 to 2009.

Operation Officer at the 1985 WGC in Rieti 1985, team captain or member of the Italian Gliding Team for 20 years.

He has devoted his entire life to the promotion of gliding sport in Italy, always on a volunteer basis, and is still supporting the activity of his club at the age of 86 years.

Leonardo Brigliadori

Italian Gliding Federation

## The Pelagia Majewska Gliding Medal

The Gliding Federation of Australia (GFA) nominate Beryl Hartley for the Pelagia Majewska Gliding Medal in recognition of many years of dedicated service to the sport of gliding both nationally and internationally.

I quote the following commendation recently received from Robert Moore (FAI Air Sports Medallist, 2009) and Chair of the GFA's Sports Committee:

"I met Beryl in 1967-68 as a young mother, when she was crewing at the Australian National Competitions and her commitment to the sporting side of gliding went on from there. When I became Chairman, Sports Committee in 2002 it was Beryl that I turned to for advice, although sometimes she gave it to me without my asking. Beryl is the mother figure that many Australian and overseas Competition pilots go to for advice on various sporting subjects and it is she that has helped Australia become one of the countries of interest for international pilots."

### **Official Positions:**

Beryl has successfully fulfilled the following positions at both the National and State levels:

Australian Team Manager 1991,1993,1995,1997,1999,2001

President	GFA	2000
Treasurer	GFA	2001-2006
FAI Foreign Claims Officer	GFA	1991- 2005
FAI Certificates/Badges Officer	GFA	1995-Present

Vice President	New South Wales Gliding Association 1996-1998
Treasurer	New South Wales Gliding Association 2006-Present

### **Achievements:**

Before Beryl became Australian team manager she crewed at various world competitions during the 1980's. Her team manager skills were so highly thought of that for some years she was also manager for the Japanese team.

In 1996, Beryl was the recipient of the GFA 'Bill Iggulden' Award in recognition of her outstanding services to GFA administration and since that time increased her commitment even more, both as President in 2000 and as Treasurer from 2001 to 2006.

As Treasurer, Beryl worked diligently and creatively to establish a cost-effective, efficient and customer-focussed administration in the GFA Secretariat.

Stating that Beryl was the FAI Foreign Claims, Certificate and Badges officer really does not do justice to her position in that role. She is an outstanding FAI Certificates Officer and works very diligently in the role. In 2008 Beryl was the Australian Representative to the IGC.

Recently Beryl Hartley has been the organising force for the second Australian Grand Prix in 2008 and a member of the Australian Bid for the 2012 Flapped World Gliding Competitions.

At her local Club level, Beryl has been a principal contributor to the success of the Narromine Cup Week which has attracted new pilots into cross country flying as well as many established pilots seeking to achieve long distance flights. In 2008 this event attracted some 80 participants.

Beryl has been an outstanding member of the GFA not only for the corporate knowledge she brings to the table, but also her insight to the sporting side of soaring and its people in Australia and through out the world. To have consistently contributed to Australian gliding over 41 years has been more than would be expected from any normal person.

Tim Shirley  
FAI Awards Officer  
Gliding Federation of Australia

*Approved*  
*[Signature]*  
  
*Executive Officer*  
*- ASAC*  
*17 Dec 08*