



**IGC Plenary Meeting, Luxembourg, 26<sup>th</sup> and 27<sup>th</sup> February 2016  
Decisions - Version 1**

<b>Item</b>	<b>Title</b>	<b>Proposal</b>	<b>Decision</b>
6.2.5	GFAC members	Marc Ramsey was proposed for re-election as GFAC member for another 3 years and Peter Purdie was elected as additional 6 <sup>th</sup> member of GFAC for 3 years term.	Elected and Re-elected
7.3.1 a.	Approval of Officials for 34 <sup>th</sup> FAI World Gliding Championships 2016, Pociunai, Lithuania	Chief Steward: Terry Cubley (AUS) Steward: Lasse Virtanen (FIN) Jury President: Bob Bickers (GBR) Jury Members: Peter Eriksen (DEN), Marina Vigorito (ITA) <i>both remote</i>	Approved
7.3.1 b.	Approval of Officials for 34 <sup>th</sup> FAI World Gliding Championships 2017, Benalla, Australia	Chief Steward: Renato Tsukamoto (BRA) Steward: Robert Moore (AUS) <i>still to be confirmed</i> Jury President: Rick Sheppe (USA) Jury Members: Bob Bickers (GBR) Peter Eriksen (DEN) <i>remote</i>	Approved
7.3.2 a.	Approval of Officials for 2 <sup>nd</sup> FAI 13.5m Class World Gliding Championship, <i>Venue to be selected by IGC Bureau before 31 May 2016</i>	Chief Steward: Roland Stuck (FRA) <i>only Chief Steward due to the number of participants</i> Jury President: Marina Vigorito (ITA)	Approved

7.3.2 b.	Approval of Officials for 9 <sup>th</sup> FAI Women's World Gliding Championship 2017, Zbraslavice, Czech Republic	Chief Steward: Frouwke Kuijpers (NED) <i>only Chief Steward due to the number of participants</i> Jury President: Gisela Weinreich (DEU)	Approved
7.3.2 c.	Approval of Officials for 10 <sup>th</sup> FAI Junior World Gliding Championship 2017, Pociunai, Lithuania	Chief Steward: Christof Geissler (DEU) Jury President: Juha Silvennoinen (FIN)	Approved
7.3.2 d.	Approval of Officials for 19 <sup>th</sup> FAI European Gliding Championships 2017, Moravska Trebova, Czech Republic (Club, Std., 20m)	Chief Steward: Patrick Pauwels (BEL) Jury President: Peter Ryder (DEU)	Approved
7.3.2 e.	Approval of Officials for 19 <sup>th</sup> FAI European Gliding Championships 2017, Lasham, UK (15m. 18m. Open)	Chief Steward: Dick Bradley (RSA) Jury President: Robert Danewid (SWE)	Approved
8.1.1	Contest Numbers, Annex A, 4.3 (Annex A Committee) Year 2	Proposal to simplify requirements for Contest Number as follows: <ul style="list-style-type: none"> <li>- <u>To delete</u> the requirement for contest number on underside of the right wind.</li> <li>- To modify requirement for high of contest number on the tail fin and/or the rudder – <u>must be</u> at least 30 cm high is replaced by <u>should be</u></li> <li>- <u>Added</u> opportunity for organizers to require modification also <u>in case of low contrast or otherwise illegible</u> and, <u>deleted</u> option in case <u>not complying with the all requirements on contest numbers</u>.</li> </ul>	Adopted

8.1.2	Maximum Take-off Mass, Annex A (Annex A Committee) Year 2	Amended proposal: That the maximum take-off mass for the 20m multi seat class be increased to 800Kg <del>subject to EASA approval.</del> <u>The new limit will be valid from 31 March 2016.</u>	Adopted with amendment
8.1.3	Changing Team Cup calculation formula, Annex A (Poland) Year 2	To change par. 8.5.4 of Annex A to read: The Team's Daily Score is the average team cup score of all team members (rounded to two decimal places). Point 8.5.5 is to be removed and following points of the paragraph are to be renumbered.	Adopted
8.1.4	To adjust the scoring of competition days where almost no gliders come back, Annex A (the Netherlands) Year 2	Amended proposal to read: Following the acceptance, in principal, of the philosophy to devalue competition days in which few pilots finish the task, we offer the following implementation in this Year 2 Proposal. Define n3 as the number of finishers, regardless of speed. Define n4 as the number of competitors whose scored distance is at least Dm/2. Define the "completion ratio" as the number of finishers divided by the number of pilots who attempted the task. Completion ratio (CR) = $n3/n4$ . Define a new Day Factor $F_{CR}$ . $F_{CR} =$ the lesser of 1 and $1.2 CR + 0.6$ Apply $F_{CR}$ in the same manner (and in addition to) the current Day Factor, F.	Postponed for 1 year

8.1.5	SGP results in IGC Ranking List, Annex D (France) Year 2	Present rule 7.2 Pilots Rating score: Only the top ten Pilots receive a Pilot Rating Score. Pilots Rating Score = 400 x (point score / max point score) + 600 to be replaced by : Only the top ten Pilots (with more than zero points) receive a Pilot Rating Score. Rating score (pilot with place N) = Competition Rating – 10 x (N-1)	Withdrawn <i>See also late proposal from Chile under AOB below</i>
8.1.6	IGC Ranking list dynamism, Annex D (France) Year 2	Amended proposal: The base quality factor should be reduced for the preceding competition in a sequence as it is done for CAT 2 competitions. The 60% percentage should be set at a lower value. <del>Two values seem possible:</del> <ul style="list-style-type: none"> <li>• <del>40% to act exactly as it is done for CAT2 events or</del></li> <li>• <del>50% to keep a good value for WGC preceding in a sequence.</del></li> </ul> <del>The exact value (40 or 50%) to be determined during plenary.</del>	Lost
8.1.7	Start options, Annex A para 7.4.4, (Germany) Year 2	Amended proposal: Additional start option: The competitor will be credited with one of a set of predetermined start times. First predetermined start time is the opening time of the Start, followed by additional start times every <del>15</del> 10 - 30 minutes. <u>The exact interval to be decided by the contest director.</u>	Adopted with amendment
8.1.8	Abstentions in IGC voting (New Zealand) Year 2	<i>Proposal carried over from IGC Plenary 2015</i> Decisions being voted on at the IGC Plenary meetings shall be decided normally by a simple majority vote where abstentions shall not be counted as eligible votes.	Lost

8.2.1	Competing without C of A or Permit to Fly (Annex A Committee) Year 1	To allow microlight motorgliders with national registrations to compete without CofA or Permit to Fly.	Adopted
8.2.2	Airframe parachute (Annex A Committee) Year 1	To allow certified airframe parachute systems in place of personal parachutes.	Adopted
8.2.3	Definition and scoring of 13,5 meter class (Italy) Year 1	<p>With the intention of giving more attractive to the class, but above all to create a new class of users the following solution is proposed:</p> <p>a) define the class FAI 13.5 m as follows:</p> <ul style="list-style-type: none"> <li>- Wingspan of 13.5 m,</li> <li>- Wing loading: up to 35 kg m,</li> <li>- Aircraft takeoff autonomous ("Self-Launcher" and "TMG"),</li> <li>- Exclusively with electric motor;</li> </ul> <p>b) to allow the use in the race of a predetermined amount of "electricity", the value of which would be established on a daily basis according to weather conditions and the type of tasks;</p> <p>b.1) the use of the " power 'pre must serve to:</p> <ul style="list-style-type: none"> <li>- self takeoff,</li> <li>- Gain altitude and / or increase the glide of the aircraft during the task;</li> </ul> <p>b.2) the use of ""electricity" in addition to the pre-determined amount immediately "bush", or merely the calculation of the points on "Distance" performed.</p>	<p>Withdrawn</p> <p><i>IGC Plenary supported the idea included in this proposal (see also 8.2.4 below)</i></p>

8.2.4	Definition of 13,5 meter class (13,5 meter class WG) Year 1	Amended proposal: <u>That from FAI WGC in 2019 the 13.5 meter class will be restricted to gliders / microlight gliders with a Means of Propulsion.</u>	Adopted with amendment
8.2.5	List of penalties - dangerous flying (Germany) Year 1	Documentation by video about dangerous or hazardous flying of participants may not be used as basis of penalties. Unless being produced from the ground at the championship airfield by the CD, his deputy, Chief Steward or Steward.	Lost
8.2.6	Individual ranking list and 20m two-seat class (France) Year 1	<p><i>Proposal voted in two independent parts:</i></p> <p>Amended proposal Part 1</p> <p>The results from the two seaters 20m championships already in our RL (2014 and later) should be removed from the individual RL as it was done before. No other future results in this class should added in the individual RL until our rule (Annex A and D) make it possible. <del>The application date of this part of the proposal is 1/4/2016</del></p> <p>Amended proposal Part 2:</p> <p>The status of the 20m class and the individual RL must be clarified for the future.</p> <p><del>Two options are possible:</del></p> <p><del>Main option: The two seaters pilots are considered as a crew and no input can be done into the individual RL (preferred by France).</del></p> <p><del>Subsidiary option: Only the “first” pilot counts in the two seater 20m class and his performance can be taken into account in the individual RL. That means that the Annex A must be changed and the spirit of the two seater 20m class is changed a lot. The “crew” idea must be removed.</del></p> <p><del>In any case, the results of two seaters can be taken into account in the feminine or junior RL, only if during all the flights of the competition, both pilots of the two seaters meets the criteria of the above RL.</del></p>	<p>Amended Part 1 Lost</p> <p>Part 2 adopted with amendment</p>

8.2.7	Participation of World Champions at WGCs (Denmark) Year 1	3.4.3 b - to read: The safe number of entries per class depends on the local conditions and operating procedures. Therefore the entry numbers per class for each specific contest will be decided by the IGC on the basis of evidence provided by the Organisers, subject to the provision that the maximum number of entries per class shall be 50 <del>plus the reigning Champions in the appropriate class.</del> 3.4.3 c - to be deleted Change regards to JWGC and WWGC will be <del>accepted</del> <u>excepted</u> .	Adopted with amendment
8.2.8	Use of WGS84 and OpenAir (Spain) Year 1 <i>Late proposal</i>	Amended proposal: <ul style="list-style-type: none"> <li>• <del>To always use the WGS84 ellipsoid as the earth model for calculating distance of world records, badges, diamonds and diplomas,.</del></li> <li>• <del>To use the WGS84 ellipsoid as the earth model for calculating distances of competition tasks, even when the differences will be minimal for coherence.</del></li> <li>• <del>To always use the definition of the OpenAir format for detecting whether or not the glider is inside an area (ex. AA sector),</del></li> <li>• <del>The problem with the AA sectors could be solved by requiring (in Annex A) that these areas must be defined in the same way as airspace, using the OpenAir format. Then the presence within any assigned area could be detected in the same way as the detection of air space infringement</del></li> </ul> <u>To establish a set of mathematical methods and formulas to calculate performances in contest, badges and records.</u>	Accepted with amendment

8.2.9	Proposal for change to SC3 rule 2.2.1 (UK) Year 1 <i>Late proposal</i>	2.2.1 a. SILVER DISTANCE a straight distance flight of at least 50 km as defined in 1.4.2d (see below). The Silver distance should not be flown with guidance from another pilot.  1.4.2 d STRAIGHT DISTANCE A COURSE without TURN POINTS starting from RELEASE or a declared START POINT.	Not accepted for discussion
8.2.10	Loss of Height on the Silver/Gold duration flight (SC3 committee) Year 1 <i>Late proposal</i>	Delete 2.4.4 on duration evidence in its entirety, and Delete reference to Loss of Height in the Silver/Gold duration definitions (2.2.1b and 2.2.2b)	Adopted
8.3.2	SGP pilot criteria (Germany)	To implement a sensible influence of the NACs for participation of their pilots at Qualifying SGPs (and thus also for the SGP final).	Withdrawn
9.1	3 <sup>rd</sup> FAI 13.5m Class World Gliding Championships 2019	13,5-Meter Class	Pavullo, Italy
9.2	11 <sup>th</sup> FAI Junior World Gliding Championships 2019	Club and Standard Classes	Szeged, Hungary
9.3	10 <sup>th</sup> FAI Women World Gliding Championships 2019	Club, Standard and 18-Meter Classes:	Lakekeepit, Australia
9.4	20 <sup>th</sup> FAI European Gliding Championships 2019	18-Meter, 20-Meter Two Seat and Open Classes:  Club, Standard and 15-Meter Classes:	Turbia - near Stolowa Wola, Poland  Prievidza, Slovakia
9.5	2 <sup>nd</sup> FAI Pan-American Gliding Championships 2017 <i>Late bid</i>	15m and Standard <i>(same gliders for all contestants ASW-20 for 15m Class and Std. Jantar for the Standard Class, no handicap, water ballast permitted)</i>	Santa Rosa de Conlara, Argentina



10.1	Lilienthal Medal	Mr. Rainer Wienzek, Germany	
10.2	Pirat Gheriger Diploma	Mr. Roland Stuck, France	
10.3	Pelagia Majewska Medal	Mrs. Margherita Acquaderni, Italy	
12	Date and Place for the 2017 IGC Plenary	The Bureau is authorized to decide the venue for IGC Plenary 2017 taking into consideration the offer presented by Hungary. The meeting will take place on 3 <sup>rd</sup> and 4 <sup>th</sup> March 2017. Bureau will seek to avoid conflict with the dates of the EGU meeting	
AOB	2 <sup>nd</sup> FAI 13.5m Class World Gliding Championships 2017	The Bureau has been empowered to relaunch the bid procedure for the 2 <sup>nd</sup> FAI World 13.5m Class Gliding Championships in 2017 and to select a new organizer after the previous organiser's resignation. All NACs will be invited to bid for the event until the 30 <sup>th</sup> April 2016 and the Bureau will nominate the new organizer not later than the 31 <sup>st</sup> May 2016. If no acceptable bids will be received, the IGC Bureau will cancel the event.	
AOB	SGP results in IGC Ranking List, Annex D (Chile) Year 1 <i>Late proposal</i>	<p>It is proposed that any change to increase the rating points for a pilots performance in an FAI Sailplane Grand Prix should be made by modification to the existing formula:</p> <p>7.2 Pilots Rating score. Only the top ten Pilots receive a Pilot Rating Score. Pilots Rating Score = 300 x (point score / max point score) + 700</p> <p>Any places below tenth will receive the same points.</p>	Accepted