



**IGC Plenary Meeting, Potchefstroom, South Africa, 2nd and 3rd March 2012
Decisions**

Item	Title	Proposal	Decision
6.2.4	ANDS	Election of two members to GFAC	Hans Trautenberg and Tim Shirley elected
8.1.1	Future World Gliding Championships structure	<ol style="list-style-type: none"> 1. No changes are to be made to the following classes; 15 Meter, 18 Meter, Open, Standard, Club 2. No changes to the IGC Competition Calendar are recommended to the Multi-Class World Gliding Championships comprised of the Open, 15 Meter, 18 Meter. This event is recommended to remain in EVEN years. 3. The Multi-Class World Gliding Championship that has the current configuration of Standard, Club and World classes will be changed. The World Class will be deleted and the 20 Meter Multi Seat Class will be added. 4. The Multi-Class World Gliding Championship comprised of Standard, Club and 20 Meter Multi-Seat Class will be competed in EVEN years. The entry configuration for this WGC will be as follows: 	Year 2 Adopted

		<ul style="list-style-type: none"> • Standard Class, 2 entries per NAC • Club Class, 2 entries per NAC • 20 Meter Multi-Seat Class, 1 entry per NAC <p>5. The 13.5 Meter Class will have it's own World Gliding Championship to be held for the initial time in 2015 and to be completed bi-annually in ODD years</p> <ul style="list-style-type: none"> • 13.5 Meter Class – 4 entries per NAC 	
8.1.2	20m Multi-seat Class – Class definition	<p>It is proposed that the 20 Meter Multi-Seat Class is redefined in the Sporting Code Section 3, Gliding (Main Body) as follows:</p> <p>6.5.7 20 metre Multi-seat Class</p> <p>a. ENTRY - The 20m Multi-seat Class consists of multi-seat gliders having a crew of two persons.</p> <p>b. CREW - The crew shall consist of two pilots who must represent the same NAC and have a Sporting License issued by that NAC. The winning crew shall jointly hold the title of Champion.</p> <p>c. WINGS - The span must not exceed 20,000 mm.</p> <p>d. <u>Championships scoring may include handicaps except for World Gliding Championships</u></p>	<p>Year 2</p> <p>Adopted with inclusion of handicap provision as amended in 2011</p>
8.1.3	Reference weight in handicap definition	<p>New List of IGC Reference Mass of the Club Class Gliders</p> <p>It is proposed that the Handicap List for the Club Class Gliders attached the Annex A to be replaced by the attached list including a new List of Reference Masses based on the Maximum Take Off Mass (MTOM) of the gliders without water.</p> <p>Additionally the footnote below this list shall be replaced by the following shall</p>	<p>Year 2</p> <p>Adopted as amended</p>

		<p>be modified as follows:</p> <p>The handicap is based on the performance at a stated glider reference mass based on the MTOM of the glider without water. If a glider is flown at a mass not exceeding this reference mass it can be considered as operated within legal mass limits. Where a glider is flown at a higher mass by necessity, the pilot will have to provide documentation to prove that his glider is still operated within legal mass limits and the handicap will be increased by 0.005 for each 10 kg or part thereof that the glider exceeds the reference mass. However the wing loading may in no case exceed 38 kg/m²</p>	
8.1.4	Mandatory use of Flight Recorders for altitude records above 50.000 feet	<p>SC3 4.5.3 Altitude evidence</p> <ol style="list-style-type: none"> a. Up to 15,000 metres (except for position recorders, see para A-7 of the Appendix to Chapter 4), pressure data recorded by an FR or barograph shall be used. (See 5.2.3 on alternate release altitude evidence for duration flights). b. Above 15,000 metres, GPS altitude from an FR approved for high altitude use (HAFR) shall be used. c. For all record altitude flights, both GPS and pressure altitudes shall be recorded. During after-flight analysis, the profiles of the GPS and pressure altitudes must correspond to ensure that no anomaly is present in the data. d. Claims using altitude data from an HAFR must include evidence that there was no sunspot solar flux radiation in the preceding 24 hours that exceeded the high of the preceding 96 hours. e. For gain of height record claims having a high point above 15,000 metres, the evidence for the low point shall also come from GPS data. f. The altitudes at which a glider crosses a start or finish line or the boundary of a start or finish OZ are determined by linear interpolation between the altitudes at the last fix before crossing and the first fix after crossing. 	Year 2 Adopted

8.1.4	Mandatory use of Flight Recorders for altitude records above 50.000 feet	<p>SC 3.1.3 International record achievement margins</p> <p>a. A new world record must exceed the current value by 1 km for distance, 1 km/h for speed, 3% for altitude using mechanical barograph data, 1% using electronic pressure data, or 150m using GPS height data.</p>	Year 2 Adopted
8.1.5	Remove requirement for identity of the pilot and glider in the Flight Log	To remove from the Sporting Code the requirement that the identity of the pilot and glider be included in the Flight Log for all <u>Silver and Gold</u> Badge claims involving electronic declarations.	Year 2 Adopted as amended
8.1.6	Establish medals in team Cup at World and Continental Gliding Championships	Establish medals for first three standings in Team Cup at World and Continental Gliding Championships	Year 2 Held over to 2013
8.1.7	Allow for use of GPS height for Silver and Gold badge claims	<p>GPS altitude evidence alone is sufficient for a flight provided that a 100 metre error margin is applied to all pressure height requirements of the Code (example: the gain of height is at least 1100 metres for Silver altitude). See Annex C, para 2.3 for other examples.</p> <p>If the required height is not met following the application of this margin, evidence must be provided by a pressure altitude record used in the normal way, conforming to IGC rules and procedures for barographs. For distance flights, the profile of GPS-derived altitudes from a position recorder must correspond to the profile of the pressure altitude record.</p>	Year 2 Adopted
8.1.8	Allow for 3 pilots in the World Class at the 32nd WGC 2012 in Argentina	(Late proposal) It is proposed to increase the maximum number of entries in the World Class to three pilots per NAC in the World Class for the WGC in Argentina in 2012/2013.	Year 2 Adopted
8.1.9	Limitation of Wing loading in the 13.5 Meter Class	(Late proposal) Limit the maximum wing loading in the 13.5 Meter Class to 35 kg/m ²	Year 2 Adopted
8.2.1	Competition rules and safety	Amendment of Annex A with the purpose of including explicit overall guiding	Year 1

	Part 1	<p>principles for the soaring championship rules contained therein.</p> <p>1.2 Guiding Principles</p> <p>1.2.1 The Rules for World and Continental Soaring Championships shall:</p> <ul style="list-style-type: none"> a. Ensure the safety of all participants including pilots, crews, officials, organizers and visitors as well as the general public of the host community. b. Promote safe flying and eliminate as much as possible any incentives that encourage unsafe flying practices and unnecessarily increase the risk of accidents. Particularly task setting, start, finish and scoring rules and their application strongly influence pilot behavior and should therefore not create incentives that encourage unsafe flying practices and unnecessary risk taking by participating pilots. c. Encourage and reward individual and superior pilot performance over tactical gaggle flying. <p>1.2.2 The Annex A Subcommittee together with the Chief Stewards shall be responsible to ensure the continued compliance of the Annex A rules and competition guidelines with the Guiding Principles.</p>	Adopted
8.2.1	Competition rules and safety Part 2	<p>Establishment of Task Force to initially review <u>all current safety initiatives</u>.</p> <p>The task force shall specifically focus on Task Setting, Start, Finish & Scoring Rules and guidelines with a detailed analysis of the historical/potential incentives/disincentives they have created in the past to outline the necessary changes needed to ensure the rules are fully aligned with the new guiding principles.</p>	Year 1 Adopted as amended
8.2.2.a	SC3, Annex A, 1.2.3, Rest day	It is proposed to establish following rules regarding compulsory rest day during competitions:	Year 1 Not supported

		<ul style="list-style-type: none"> - There shall be at least one rest day every eight flying days, - Flying day means every contest day scheduled for competition flying, - Consent of all teams (Team Captains) is required to move the rest day forward. 	
8.2.2.b	SC3, Annex A, Finish Ring Requirements	<p>The following modifications are proposed:</p> <ul style="list-style-type: none"> - Finish Ring is not any longer regarded as the normal finish procedure. - Minimum altitude crossing the Finish Ring is optional. - Crossing the Finish Line without landing at the airfield is a valid finish. 	<p>Year 1 Not supported</p>
8.2.2.c	SC3, Annex A, 8.5, team Cup	<p>It is proposed that one of the following methods to be developed as Year-2 proposal:</p> <ol style="list-style-type: none"> 1. Average score in each class: That lets the possibility to award one team medal by WGC, even for women and juniors. 2. Olympic method that keep the system of one team cup for 2 WGC. 3. A proposal from the Bureau 	<p>Year 1 Adopted <i>Note : to be coordinated with the Polish proposal 8.1.6 on the Team Cup</i></p>
8.2.2.d	SC3, Annex A, 1.4.4.3, Forbidden Airspace	<p>It is proposed to suppress 3 current penalties:</p> <ul style="list-style-type: none"> - Flying above the absolute altitude limit defined at briefing (Sporting Limit) if excess altitude < 100m - Flying above the absolute altitude limit defined at briefing (Sporting Limit) if excess altitude > 100m - Entering forbidden airspace vertically or horizontally <p>And replace them by 2 new penalties:</p> <ul style="list-style-type: none"> - Single or multiple penetrations of prohibited airspace simultaneously greater than 200m horizontally and 30m vertically. 	<p>Year 1 Not supported</p>

		<ul style="list-style-type: none"> - Penalty: Outlanded at the first point of airspace entry / Day Disqual. / Disqualification - Single or multiple penetrations of prohibited airspace NOT simultaneously greater than 200m horizontally and 30m vertically. - Penalty: 50 pts / 50 pts / 50 pts 	
8.2.3	Awarding of Free Distance records	<p>The SSC recommends that either one of two changes be made by introducing a new paragraph to SC3-1.4.7:</p> <ul style="list-style-type: none"> - If a free distance record is to be claimed in conjunction with a declared distance record, it must exceed the declared distance by at least 10%. 	Year 1 Adopted
8.2.4	Flight Recorder Security	<p>It is recommended that SC3B Annex A be shortened to the following: Changes of approval level.</p> <p>If GFAC proposes to lower the approval level of a type of IGC-approved recorder, this will be discussed in confidence with the manufacturer and then with the IGC ANDS Committee. As much notice as possible will be given to the manufacturer so that there is the opportunity of offering an upgrade that will retain the existing approval level. The IGC Bureau may also be informed if appropriate.</p> <p>After these discussions, if GFAC still decides to recommend a lowering of the approval level it will then make a detailed recommendation to the IGC Bureau. The Bureau will then assess all of the evidence and make a decision. To aid this process, the Bureau may decide to make a public request for comments (avoiding any confidential or proprietary information).</p>	Year 1 Adopted
8.2.5	Extended handicap List	<p>It is proposed to task the IGC Handicap subcommittee/Annex A subcommittee with developing an extended FAI Handicap system to allow for the use of flexible handicapped non FAI classes at FAI Continental Championships starting</p>	Year 1 Not supported

		2013. The extended FAI Handicap system shall cover all glider types commonly used for these championships.	
8.2.6	Ranking List Proposal SC3, Annex D, 5.6 (Late proposal)	It is proposed to change: The Pilot Rating Score for two seaters entries and entries shared by more than one pilot will be awarded to the pilot with the highest Ranking at the start of the competition. If neither pilot has a current Ranking it is the pilot nominated as first pilot or P1. to read: The Pilot Rating Score for two seaters entries and entries shared by more than one pilot will be assigned proportionally to the Ranking score of each pilot at the start of the competition. If neither pilot has a current Ranking it is the pilot nominated as first pilot or P1.	Year 1 Adopted
New Item	SGP Commercial Company	(Late proposal) The purpose of this proposal is to seek a commitment from the Plenum for the formation of a corporate organisation managed by IGC and committed to further development of the Sailplane Grand Prix (SGP) series	Adopted
New Item	Location of IGC Plenary	(Late proposal) That the IGC Plenary may be held in a location other than Lausanne if suitable facilities, accommodation and hosting can be found. That the Bureau be empowered to make a decision no later than end of July of the year preceding the meeting. This decision to be communicated to the Delegates no later than mid-August.	Adopted
10.1	7 th FAI Woman's World Gliding Championships 2015	Arnborg, Denmark; 1 to 14 Aug 2015 (Alternate dates: 25 to 29 May 2015)	
10.2	8th FAI Junior's World Gliding Championships 2015	Narromine, Australia; 1 to 12 Dec 2015 (Alternate dates: 6 to 17 Jan 2016)	

10.3	18th FAI European Gliding Championships 2015	Ocseny, Hungary, Open/ 18M/ 20M multi-seat; 12 to 25 Jul 2015 Rieti, Italy, 15M/ Std/ Club; 2 to 15 Aug 2015	
10.4	1st FAI 13.5 Meter World Gliding Championships	Bid withdrawn	
11.1	Lilienthal Medal	Awarded to Giorgio Galetto, Italy	
11.2	Pirat Gehriger Diploma	Awarded to Andrea Tomasi, Italy	
11.3	Pelagia Majewska Medal	Awarded to Gill Van den Broeck, Belgium	
12	Date and place for the 2013 IGC Plenary Meeting	1 st & 2 nd March 2013	Location to be confirmed