



**IGC Plenary Meeting, Budapest, 3rd and 4th March 2017
Decisions**

Item	Title	Proposal	Decision
7.3.1 a.	Approval of Officials for 2 nd FAI World 13.5m Class Gliding Championship, Szatymaz, Hungary	Chief Steward: Brian Spreckley (GBR) <i>remote Chief Steward due to the number of participants</i> Jury President: Bob Bickers (GBR) Jury Members: Marina Vigorito (ITA) Peter Eriksen (DEN) <i>both remote</i>	Approved
7.3.1 b.	Approval of Officials for 9 th 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) Jury Members: Jaroslav Vach (CZE) Angel Casado (ESP) <i>both remote</i>	Approved
7.3.1 c.	Approval of Officials for 10 th FAI Junior World Gliding Championship 2017, Pociunai, Lithuania	Chief Steward: Christof Geissler (DEU) Steward: Wojciech Scigala (POL) Jury President: Juha Silvennoinen (FIN) Jury Members: Frouwke Kuijpers (NED) Brian Spreckley (GBR) <i>both remote</i>	Approved
7.3.1 d.	Approval of Officials for 19 th FAI European Gliding Championships 2017,	Chief Steward: Patrick Pauwels (BEL) Steward: Lasse Virtanen (FIN) <i>tbc</i> Jury President: Peter Ryder (DEU)	Approved

	Moravska Trebova, Czech Republic (Club, Std., 20m)	Jury Members: Angel Casado (ESP) Jaroslav Vach (CZE) <i>both remote</i>	
7.3.1 e.	Approval of Officials for 19 th FAI European Gliding Championships 2017, Lasham, UK (15m. 18m. Open)	Chief Steward: Dick Bradley (RSA) Steward: Lasse Virtanen (FIN) Jury President: Robert Danewid (SWE) Jury Members: Peter Eriksen (DEN) Marina Vigorito (ITA) <i>both remote</i>	Approved
7.3.1 f.	Approval of Officials for 2nd FAI Pan-American Gliding Championships 2017, Santa Rosa de Conlara, Argentina (15m and Standard, both using monotype)	Chief Steward: Angel Casado (ESP) <i>only Chief Steward due to the number of participants</i>	Approved
7.3.2 a.	Approval of Officials for 35 th FAI World Gliding Championships 2018, Pribram, Czech Republic (18m, 20m, Open)	Chief Steward: Brian Spreckley (GBR) Jury President: Rick Sheppe (USA)	Approved
7.3.2 b.	Approval of Officials for 35 th FAI World Gliding Championships 2018, Ostrow Michalkow, Poland (Club, Std., 15m)	Chief Steward: Robert Danewid (SWE) Steward: Lasse Virtanen (FIN) Jury President: Marina Vigorito (ITA) Jury Member: Juha Silvennoinen (FIN) <i>tbd, both remote</i>	Approved
7.3.2 c.	Approval of Officials for 3 rd FAI World 13.5m Class Gliding Championship, Pavullo, Italy	Chief Steward: Brian Spreckley (GBR) <i>only Chief Steward due to the number of participants</i>	Approved
7.3.2 d.	Approval of Focal Point for 11 th FAI Junior World	Focal Point: Brian Spreckley (GBR)	Approved

	Gliding Championships 2019, Szeged, Hungary		
7.3.2 e.	Approval of Focal Point for 10 th FAI Women World Gliding Championships 2019, Lakekeepit, Australia	Focal Point: Brian Spreckley (GBR)	Approved
7.3.2 f.	Approval of Focal Point for 20 th FAI European Gliding Championships 2019, Turbia - near Stolowa Wola, Poland (18m, 20m, Open)	Focal Point: Terry Cubley (AUS)	Approved
7.3.2 g.	Approval of Focal Point for 20 th FAI European Gliding Championships 2019, Prievidza, Slovakia (Club, Std., 15m)	Focal Point: Terry Cubley (AUS)	Approved
8.1.1	Competing without C of A or Permit to Fly, Annex A (Annex A Committee) Year 2	To allow microlight motorgliders with national registrations to compete without CofA or Permit to Fly.	Adopted
8.1.2	Airframe parachute, Annex A (Annex A Committee) Year 2	To allow certified airframe parachute systems in place of personal parachutes.	Adopted

8.1.3	<p>Definition of 13.5 meter class, Annex A (13,5 meter class Working Group) Year 2</p>	<p>Proposal 1 That the 13.5m class definition in SC3 should be changed to include self-launching capability and the capability to launch by conventional methods (aerotow and winching).</p> <p>Proposal 2 That the 13.5m class requirement in Annex A be changed to require a self-launching capability.</p> <p>That from FAI WGC in 2019 the 13.5 meter class will be restricted to gliders / microlight gliders with an electrical Means of Propulsion.</p> <p>That the FAI WGC in 2019 in the 13.5m class will be held using rules developed to take advantage the electric MOP.</p> <p>These rules to be approved at the 2018 Plenum and used in a test championships in 2018 and will contain basic requirements to ensure safety and fairness of the competition.</p>	<p>Withdrawn</p> <p>Adopted with amendment</p>
8.1.4	<p>Loss of Height on the Silver/Gold duration flight, SC3 (SC3 Committee) Year 2</p>	<p>To delete the requirement for a maximum 1000m Loss of Height (LoH) on the Silver/Gold duration flight.</p>	<p>Adopted</p>
8.1.5	<p>To adjust the scoring of competition days where almost no gliders come back, Annex A (Netherlands) Year 2</p>	<p>Define the “completion ratio” as the number of speed finishers divided by the number pilots who attempted the task. Completion ratio (CR) = $n2/n1$</p> <p>Define a new Day Factor FCR</p> <p>FCR = the lesser of 1 and $1.2 CR + 0.6$</p> <p>Apply FCR in the same manner (and in addition to) the current Day Factor, F.</p>	<p>Adopted</p>

8.1.6	<p>Use of WGS84 and OpenAir, New IGC publication referenced in SC 3 (Spain) Year 2</p>	<p>Amended proposal:</p> <p>A) That a set of definitions and mathematical methods be specified for the calculation of performances in gliding, as outlined in the proposal.</p> <p>B) That these methods and definitions will be published in a new Annex to SC3 to be management and maintenance by the Software Scoring Working Group under the supervision of the IGC Bureau, which will review and approve any proposed changes. The scope of the SSWG's work under these terms will be limited to the mathematical methods and definitions needed for evaluating gliding performances. The changes will be finalized for publication at the Plenary each year and will come into effect in October of each year.</p> <p><u>B) That these methods and definitions will be included in a new IGC publication entitled "FAI Approved Mathematical Methods," (or similar), which will be maintained by the Scoring Software Working Group, and referenced by Sporting Code Section 3, with the eventual goal of creating a standard reference document for all FAI Air Sports.</u></p>	Adopted with amendment
8.1.7	<p>Participation of World Champions at WGCs, Annex A para 3.4.3, (Denmark) Year 2</p>	<p>3.4.3 b – change 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 pro-vision that the maximum number of entries per class shall be 50 plus the reigning Champions in the appropriate class.</p> <p>3.4.3 c - to be deleted</p> <p>Change regards to JWGC and WWGC will be excepted.</p> <p>Completely or partially to deleting 3.4.3.c in SC annex A, and in addition to change 3.4.3.b</p> <p><i>Note: Women and Junior champions can participate in the senior WGCs</i></p>	Adopted
8.1.8	<p>Individual ranking list and 20m two-seat class, Annex D</p>	<p>Proposal 1</p> <p>Results of contests using IGC 20m class team rules will be scored according to 5.6 of Annex D</p>	Adopted

	(France) Year 2	<p>The Pilot Rating Score for two seater 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.</p> <p>Proposal to have affect from March 31st 2017 if passed.</p> <p>Proposal 2</p> <p>The current 20m class team ranking list should be discontinued.</p> <p>Affects the presentation of the IGC ranking list, does not affect Annex D as there is no rule to require display of 20m class results.</p>	Adopted												
8.1.9	SGP results in IGC Ranking List, Annex D (Chile) Year 2	<p>Annex D, 7.2 to be replaced as follows:</p> <p>7.2 Pilots Rating score.</p> <p>Pilots Rating Score = 300 x (point score / max point score) + 700</p>	Adopted												
8.2.1	Change of the 1000 Point Distance Requirement, Annex A (Annex A Committee) Year 1	<p>To change the distance required for 1000 points to:</p> <table border="1"> <tr> <td>13.5 Metre and Club class</td> <td>250 km</td> </tr> <tr> <td>Standard, 15 Metre, and 20 Metre Two-seat classes</td> <td>300 km</td> </tr> <tr> <td>18 Metre and Open classes</td> <td>350 km</td> </tr> </table> <p><u>In addition, analogous to the change of the minimum distance for a 1000 points day, the minimum distance of 100 km (Dm) should change into:</u></p> <table border="1"> <tr> <td><u>13.5 Metre and Club class</u></td> <td><u>100 km</u></td> </tr> <tr> <td><u>Standard, 15 Metre, and 20 Metre Two-seat classes</u></td> <td><u>120 km</u></td> </tr> <tr> <td><u>18 Metre and Open classes</u></td> <td><u>140 km</u></td> </tr> </table>	13.5 Metre and Club class	250 km	Standard, 15 Metre, and 20 Metre Two-seat classes	300 km	18 Metre and Open classes	350 km	<u>13.5 Metre and Club class</u>	<u>100 km</u>	<u>Standard, 15 Metre, and 20 Metre Two-seat classes</u>	<u>120 km</u>	<u>18 Metre and Open classes</u>	<u>140 km</u>	Adopted with amendment
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8.2.2	Calculation of speed points and distance points, Annex A (USA) Year 1	To change the calculation of speed points and distance points.	Adopted
8.2.3	Definition of Silver distance, SC3 (Sweden) Year 1	It is proposed to change the wording from “a straight distance flight of at least 50 km from the release point” to “a course with the flight track including at least one fix with a distance of at least 50km to the landing point”.	Adopted
8.2.4	Move of FR technical requirements from SC3 (SC3 Committee) Year 1	To give GFAC the sole responsibility and authority for technical specification and requirements for the use of FRs as it is the qualified party to be making such determinations. Existing SC3 rules will be moved to a document managed by GFAC. This proposal is limited to the technical standards and requirements that need to be satisfied by the devices, their installation and technical interpretation. Pilot and official observer procedures, as they apply to the flight preparation, flight and documentation procedures will remain a part of SC3.	Adopted
8.2.5	Control and use of multiple FRs, SC3 (SC3 Committee) Year 1	To establish clear principles and rules for the control and use of multiple flight recorders and position recorders for the documentation of a flight.	Adopted
8.2.6	Correct declared closed course start options, SC3 (SC3 Committee) Year 1	To specify that the release point (or stopping the Means of Propulsion) is not an option for starting a declared closed course task. <u>To specify that a Goal distance declaration has to contain only a start and finish and no turn points.</u>	Adopted with amendment

8.2.7	Triangle distance geometry planning, SC3 (SC3 Committee) Year 1	To examine the validity of an FAI triangle flight performance based on the geometry of the planned leg lengths, as opposed to the final official distance after any possible deductions are made for Cylinder observation zones and height loss.	Adopted
8.2.8	Elimination of waypoint codes, SC3 (SC3 Committee) Year 1	To remove the option of using a waypoint code published by an NAC in an electronic or paper declaration, requiring instead that all waypoints declared list the Latitude-Longitude coordinates of the position.	Adopted
8.2.9	World Soaring Cup, SC3A (IGC Bureau) Year 1	<ol style="list-style-type: none"> 1. The WORLD SOARING CUP is to be awarded annually to the CHAMPION GLIDER PILOT OF THE YEAR. 2. A Qualifying Competition is any FAI/IGC sanctioned World Gliding Championship that becomes valid in a given calendar year. The CHAMPION GLIDER PILOT OF THE YEAR will be selected from the Champions in all the classes in all Qualifying Competitions. The selection will be made subsequent to the conclusion of the final Qualifying Competition of the calendar year. 3. In each class in each Qualifying Competition, <ol style="list-style-type: none"> a. The World Champion's Final Score (FS) is the final score of the World Champion; b. The Maximum Possible Score (MPS) is the sum of the winning scores of every valid competition day. c. The World Champion's Cup Score (CS) is: $FS/MPS \times 100 = CS$ 4. Each year, the World Champion with the highest Cup Score (CS) will be given the title of the CHAMPION GLIDER PILOT OF THE YEAR and awarded the WORLD SOARING CUP. Ties will result in Co-Champions. 5. The current CHAMPION GLIDER PILOT OF THE YEAR will surrender the WORLD SOARING CUP to FAI before the end of the final Qualifying Competition of the subsequent year. The WORLD SOARING CUP will be 	Adopted

		<p>awarded to the new CHAMPION GLIDER PILOT OF THE YEAR at the earliest opportunity.</p> <p>6. A historical record of the WORLD SOARING CUP will be kept in the FAI archives and every current and former CHAMPION GLIDER PILOT OF THE YEAR will be featured on the FAI website.</p>	
8.2.10	<p>Change of the Club class, SC3 (Netherlands) Year 1 <i>Discussed as a late proposal under AOB (by Australia)</i></p>	<p>Introduce disposable ballast in the club class in one of two ways:</p> <ul style="list-style-type: none"> - Introduce a maximum mass: A maximum which is clearly less than MTOM of Std./15M-class as this will still keep many gliders interesting for club class. For example 425kg. - Introduce a maximum wing loading: A class maximum will lead to maximum masses per glider type and can be listed in the same form as the current IGC ref. mass. 	<p>Withdrawn by Netherlands Finally lost</p>
8.2.11	<p>Change of the AAT scoring formula, Annex A (Poland) Year 1</p>	<p>To change scoring formula by attenuating effect of single best distance on all remaining scores. For this purpose it is proposed to average best distance achieved on the competition day on the basis of best quarter of competitors that day.</p>	<p>Lost</p>
8.2.12	<p>Participation of one additional disabled pilot in any Championship class with the glider with manual control, Annex A (Lithuania) Year 1</p>	<p>To include to the Annex A 3.4.3.a “a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures. The limit is two entries per class and one additional disabled pilot in any class with the glider with manual control or 3 entries per class in Junior and Women Championships. In the 20 meter Multi-seat Class, only one entry (one crew) is allowed per NAC. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he/she is eligible according to the allocation procedure”</p>	<p>Lost</p>
8.2.13	<p>No extra participation in 20m Two Seat class, Annex A (Lithuania)</p>	<p>To delete from to the Annex A 3.4.3.c c. With the exception of the 20 meter Multi-seat Class, 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.</p>	<p>Lost</p>

	Year 1										
8.2.14	Individual ranking list and 20m two-seat class, Annex D (France) Year 1	Ratings obtained from a result gained from two seater or 20m two seat class results can only be included in a Ranking list subcategory if all occupants comply with the rules for that category. IGC ranking list subcategories are Juniors and Feminine ranking lists.	Lost								
8.3.1	IGC internal procedures (IGC Bureau) Other	The IGC Plenary adopted version 0.8 of the IGC Internal Procedures <i>Note: There were further editorial changes after the IGC Plenary meeting based on comments received from the FAI office.</i>	Adopted								
8.3.2	Inclusion of all known costs in the bids for Championships (Norway) Other	It is proposed that bidders for World and Continental Championships must include with the Entry Fee quote all known fixed costs, including license fees, local memberships, etc. This is a proposal for a change to the bid process, therefore it should be enacted immediately, with no need for a Year 2 vote.	Adopted								
8.3.3	Structure of the Championships (France) Other	In parallel with the work of the working group, France propose the following structure: Length of the current championships: WGC: 3 weeks (including one-day trip and training) → last competition day is Friday CGC: 2 weeks (including one-day trip and training) → last competition day is Friday Distribution of the current championships: <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Year N</td> <td style="text-align: center;">Year N+1</td> </tr> <tr> <td style="text-align: center;">WGC: Group A of 3 classes</td> <td style="text-align: center;">WGC: Group B of 3 classes</td> </tr> <tr> <td style="text-align: center;">CGC: Group B of 3 classes</td> <td style="text-align: center;">CGC: Group A of 3 classes</td> </tr> <tr> <td style="text-align: center;">Junior WGC: only 2 classes</td> <td style="text-align: center;">Women WGC: only 2 classes</td> </tr> </table>	Year N	Year N+1	WGC: Group A of 3 classes	WGC: Group B of 3 classes	CGC: Group B of 3 classes	CGC: Group A of 3 classes	Junior WGC: only 2 classes	Women WGC: only 2 classes	Withdrawn <i>To be considered by the CSWG</i>
Year N	Year N+1										
WGC: Group A of 3 classes	WGC: Group B of 3 classes										
CGC: Group B of 3 classes	CGC: Group A of 3 classes										
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		<p>Alternate Proposal: Competition "World Tour": 2 weeks (including one-day trip and training, Friday is last competition day) replaces the CGC. → between 5 and 10 competitions over the world during the 2-year cycle - 1 maximum/country - bids as for CGC but possibly for 2 or 3 cycles - 3 classes max / competition - 50 pilots max / class - 970pts max in the Ranking List - rules for entries (NAC/RL/organising country): to be defined</p>	
8.3.4	<p>Championship classes at the future WGCs (Netherlands) Other</p>	<p>Change the WGC classifications into: WGC 1: Open, 18 meter en 20 meter 2 seater WGC2: Club-, 15 m and Standard class</p>	Withdrawn
8.3.5	<p>New definition for the rule for organizing WGC outside of Europe (France) Other</p>	<p>If a WGC is to be organised outside of Europe the year 0, a bonus is added to the vote in favour of the bid outside of Europe the next years according to the following rule: Y1: no bonus Y2: XX% bonus, rounded to the next whole number ... Yn: (n-1) XX% bonus, rounded to the next whole number In case of tie, bid outside of Europe will be the winner XX has to be chosen in order to keep the spirit of the rule as it is today.</p>	<p>Withdrawn <i>To be further developed by the CSWG</i></p>
8.3.6	<p>Combine Junior and Women WGC from 2021, IGC Bureau, Other – <i>changed to Year 1 Late proposal</i></p>	<p>Amended proposal: The IGC will accept bids for Bureau proposes to a combined Junior and Women WGC events in a single event starting from 2021. Both WGCs with two classes and two pilots in class per NAC.</p>	<p>Adopted with amendment <i>Note: The proposal affects Annex A thus shall be considered as Year 1 proposal</i></p>

8.3.7	Integration of 13.5 meter class WGC from 2022, IGC Bureau, Other – <i>changed to Year 1</i> <i>Late proposal</i>	Amended proposal: The IGC Bureau proposes to integrate 13.5 m class WGC with the WGC in club, std. and 15m classes with limitation of one pilot per class per NAC for all four classes starting 2022. <u>New proposed wording of Annex 3.4.3.a</u> <u>The limit is two entries per class per NAC in the Open and 18 meter classes, 2 entries per class per NAC in Junior and Women Championships and 1 pilot per class per NAC in all other classes.</u>	Adopted as Year 1 with amendment
8.3.8	New WGC calendar from 2021, IGC Bureau, Other <i>Late proposal</i>	Amended proposal: The IGC Bureau proposes to invite for bids in September 2017 to organize two WGC events in 2021. One event will be WGC in 20m two-seat, 18m and open class. The IGC Bureau proposes to invite for bids in September 2018 to organize one WGC event(s) in 2022. The event will be WGC in 13,5m, club, std., 15m classes.	Adopted with amendment
9.1	36 th FAI World Gliding Championships 2020	18m, 20m, Open Classes	Stendal - Borstel, Germany
9.2	36 th FAI World Gliding Championships 2020	Club, Standard and 15-Meter Classes	Châlons-en-Champagne, France
9.3	3 rd FAI Pan-American Gliding Championships 2019	18-Meter and Handicapped Classes	SW Ontario, Canada
10.1	Lilienthal Medal	Mr. Patrick Pauwels, Belgium	
10.2	Pirat Gheriger Diploma	Not awarded	
10.3	Pelagia Majewska Medal	Not awarded	
11	Elections	President: Mr. Eric Mozer, USA	

		<p>1st Vice-president: Mr. Brian Spreckley, UK</p> <p>Vice-president: Mr. Terry Cubley, Australia</p> <p>Vice-president: Mr. Alexander Georgas, Greece</p> <p>Vice-president: Mrs. Marina Vigorito, Italy</p> <p>Vice-president: Mr. Rene Vidal, Chile</p> <p>Vice-president: Mrs. Frouwke Kuijpers, Netherlands</p> <p>Secretary: Mr. Vladimir Foltin, Slovakia</p> <p>Treasurer: Mr. Dick Bradley, South Africa</p> <p>The Plenary confirmed the Committees and their Chairs</p>
12	Date and Place for the 2018 IGC Plenary	The Bureau is authorized to decide the venue for IGC Plenary 2018 taking into consideration a potential offers received from the delegates before September 2017. The meeting will take place on 2 nd and 3 rd March 2018. Bureau will seek to avoid conflict with the dates of the EGU meeting.