



IGC 2025 Plenary Meeting

Annex A Committee

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2025 Report to the Plenary

Dear Delegates,

The [2024 edition of Annex A](#) was approved by the Bureau and published with an effective date of 1 October 2024. The latest publication of the handicaps document was on the same date.

In Annex A, there were major reorganisations of PART 2 (Championship Officials) and Para. 7.4 (Starting). Details are given below.

Other significant changes to Annex A were:

- Mandatory strobe light
- Modification of PEV penalties

The complete list of changes is published [here](#).

Reorganisation of PART 2

PART 2 (Championship Officials) was overhauled in order to introduce the position of Sporting Director. The Sporting Director is responsible for the all sporting matters and the daily running of the competition, while the Championship Director remains in charge of the overall management of the event. Organisers of Championships are still free to assign both areas of responsibility to a single person.

Additionally, the positions of Task Setter, Meteorologist, Scorer, and Safety Officer are now formally described in the Annex.

Reorganisation of Paragraph 7.4

Para. 7.4 (Starting) was rewritten in light of the new Cylinder Start procedure. There are now two Start Types, the Line Start and the Cylinder Start (the Ring Start has been removed). The Line Start is basically unchanged from previous years.

The new Cylinder Start has these features:

- The glider may start anywhere inside a large cylinder. The time, position, and altitude of the Start is declared by PEV.
New: the credited distance in a Racing Task will be calculated from each competitor's starting point, and thus the credited distances will be unique to each competitor.
- The minimum altitude for a penalty-free finish is determined from the start altitude.
New: each competitor will have a unique minimum finish altitude.

2025 Proposals affecting Annex A

At this year's meeting, we expect these Year 2 proposals:

- GNSS Flight Recorder ID Check (GER)
- Change the Earth Model used in Scoring (Bureau)

And these Year 1 proposals:

- Mixed crew in 20 Metre Multi-seat Class (HUN)
- Change of 25th birthday deadline for Juniors (Bureau)
- Requirement for Flarm in tow planes (Bureau)
- Knowledge Test for Team Captains and Pilots (HUN)
- Two entries in 20 Metre Multi-seat Class (HUN)
- Pilot responsible for MTOM (HUN)
- Requirement for external antenna (Bureau)
- Maximum AAT time (HUN)
- Remove SC3A 7.4.3.5 (Energy Control at the Start) (Bureau)
- Disallow Stealth Mode before the Start (HUN)
- Turnpoint Geometry (FRA, GER)
- Virtual Outlanding using PEV (HUN)
- Contest Sunset (USA)
- Drop worst day (HUN)
- Eliminate handicap adjustment for winglets (FRA)

Common Procedures and Waivers

Over the past three years, in cooperation with the Championship Management Committee, we have maintained a document, *Common Procedures*, which is a collection of Procedures and Waivers that are to be included in the Local Procedures of all World and Continental Gliding Championships. The existence of this document relieves us of the need to republish Annex A when the Bureau takes a decision that affects all of our competitions. We thank Mandy Temple for this effective innovation. *Common Procedures* is an internal IGC document, but a copy is always available to you by request. The current copy is attached to this report.

New rules and scoring

It is the practice of IGC to publish all approved contest rules in the next edition of Annex A. However, sometimes the publication of a new rule precedes the availability of the scoring software needed to implement that rule. Such is the case today, and the new Cylinder Start is not available for use until further notice.

The Scoring Software Working Group will report at this meeting on the status of the scoring program.

Safety

We are in contact with the IGC Safety Advisory Group, and we expect to receive from them further recommendations for changes to our competition rules that will enhance the safety of our Category 1 events. Next on the list are:

- Require Flarm in tow planes
- Finish height depends on Start height for all Tasks and types of Start

The first of these is the subject of one of the Year 1 proposals at this meeting. The second one is worthy of discussion during our formal sessions (or between them).

Your input

This year I want to emphasize that your opinions of our rules are always valuable, whether or not they appear in a formal proposal from your NAC. I would like to acknowledge the position papers of Sweden and Hungary in this year's agenda, and the discussion paper of Tomáš Suchánek in the IGC discussion group. We need more papers like these.

I thank my colleagues Aldo, Axel, Øjvind, and Reno for their work on the rules in 2024, and we are looking forward to seeing everyone in Celje.

Rick Sheppe
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Common Procedures for 2025

1 April 2025

1. Official Information

Information required to be published on the official notice board may be published by other means. The acceptable means of publication of official information are as follows:

- Official Notice board located... (optional)
- Webpage url... (optional)
- Text Message Group... (optional)
- etc....

The means of publication of official information must be approved by the Chief Steward.

2. Contest Sunset

The time of Contest sunset may be a single time valid for the period of the contest, or it may be declared by the Organisers each day. In both cases, the time of Contest sunset must be published on the daily Task Sheet.

3. Waiver: Optional use of SC3A 7.4.3.5

The use of Energy Control at the Start is optional at the discretion of the Director. Each day at Briefing and on the Task Sheet, it must be stated whether the procedure described in Annex A para. 7.4.3.5 will be used.

4. Interpretation of SC3A 5.3.1b (External Aid)

Restrictions are placed on the data received in the cockpit as follows:

- With one exception, the data that a pilot receives must be from a publicly available source (i.e. one to which all pilots have access).
- The exception is publicly available data that has been received by the Team Captain, then processed and relayed to a pilot.
- No restrictions apply to the hardware or instrumentation that receives and displays that data except that it must be securely mounted.

5. SC3A 7.4.4 (Cylinder Start)

The Cylinder Start will not be used.