

## IACA poll 2016 - comments

Boat	Country	major event in the last 3 years	IACA categories	Org.major championships	Your suggestions
flying	GBR	yes	1	open (areas++)	More help to the race management
flying	GBR	no	not sure yet	I don't care	I think if we split fleets we could end up perminatly separating into two different boats, thinning numbers and alienating each other.
flying	ITA	yes	2 categories	open	No suggestions
floating	NZL	yes	2 categories	open (areas++)	It's important to recognise those who do not choose to fly and 'keep them in the tent'. As a new entrant to the class I'm starting in a floating boat. Due to cost and time around the track reasons sailing 2 divisions is good short term approach
floating	ITA	no	2 categories	open	I appreciate A Class as a development class, but I think that between floating and flying mode there is too much speed and technical differences.
floating	NED	yes	2 categories	open	Race on handicap. Floaters 100 and Flyers 98.
flying	USA	yes	single category	open	I think its important that we remain as one class and not try to break up into 2 classes.
flying	USA	yes	single category	open (areas++)	Floaters continue to be very competitive. They are winning races and regattas in lighter wind conditions. Racing is challenging and fun with both foil types.
floating	GBR	yes	single category	open (areas++)	Floating and flying on same course and start with addition prizes for each
floating	USA	yes	not sure yet	open	An open championship is not only okay, but much much preferable. I've sailed classes with both and very much prefer the option to travel and compete internationally. Less focus on Europe as the location is also needed.
floating	USA	yes	not sure yet	I don't care	If the class wants to support flying then why not rewrite the rules to allow for more stable (and safe) flight. As it is now, designs are circumventing the rules written to preclude foiling. I might participate if the rules allowed for easier foiling.
flying	AUS	yes	2 categories	open (areas++)	1 start no split fleets or trapezoid race courses.
flying	USA	yes	not sure yet	open (areas++)	I thought we had enjoyed having all the boats sail together but score them separately as well as together.
flying	AUS	yes	single category	open (areas++)	I think this is a great class that has seen testing changes, the management has done a great job making decisions for the class. I would not like to see any changes
flying	CAN	yes	2 categories	I don't care	An effort to lower entry costs should be made and would encourage people from every level to join the class.
flying	USA	yes	2 categories	open (areas++)	I like sailing on the same course at the same time with foilers and floaters both competing for the same result. However, I'm afraid that we are going to end up with two 40 boat fleets, instead of a 100 boat fleet.
floating	FRA	yes	2 categories	open (areas++)	Keep All A cat grouped, 1 rule = 1 class = 1 track = 1 championship and 1 champion and many sub catégories ( classic, GM, GGM, fe mal, ....)
flying	USA	yes	single category	open	Development class? - constant progression and better designs win. Dividing the class by design advancements seems antithetical to this. Square-top main division? Rules that specifically target certain technologies are also against the spirit of dev class
floating	AUS	yes	single category	open (areas++)	We need to remove rule 8 to make the foiling safer for the majority of the sailors in the class who aren't young like myself. The class can pave the way for catamaran foiling globally instead of being hard to sail with compromised solutions.
flying	AUS	yes	single category	limited	The A Class has and always will be envolving class, part of the fun is keeping up with technology. With in the next year all the boats competing at major championships will be flying boats so there is no need to split the class.

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flying	FRA	yes	single category	limited	One class...fondamental option...no division
flying	SUI	yes	single category	open	Classement sépare pour floating boats
flying	AUS	yes	2 categories	open (areas++)	I believe two caregories could largely increase memberships. This also may mean we can have two reasonable sized fleets at major championships. National Qualification could be used for say 80% and 20% left open for a pre worlds event.
floating	USA	yes	2 categories	open	I would like to see floaters defined by straight boards and rudders with no winglets.
flying	CAY	no	not sure yet	limited	Still undecided. I have seen floating and foiling race together and there is no definite answer that foiling are getting better results except for the very top guys.
flying	AUS	yes	single category	open	It's a development class and must remain so. Those who want to stop development can go and find a one design class. No one builds floaters anymore anyway.
flying	GER	yes	single category	limited	Please cut the championship fleets to a decent level like 100 boats to secure a high level of competition and make it easier for the organizers to calculate the events.
floating	AUS	no	2 categories	I don't care	I think the class should split into flying and non flying. rule 8 was to prevent flying. I think it should be removed for the flying class and tightened for the non flying class. I liked the class the way it was before flying. But I'm old and practical.
flying	CAN	yes	2 categories	open	Having two fleets in North America has been very successful. It is important to recognize great sailors in both categories, as foiling is not for everyone. That is what we have been doing here, but only 1 National Champion. Results = fleet is thriving.
flying	USA	yes	single category	open	Do what has been VERY successful in the USA is to have one start but have a full set of trophies for both filers and floaters. We have actually increased participation with this format.
floating	AUS	yes	2 categories	open (areas++)	I like to think we are one class, however with recent developments such as foiling upwind I see that we will eventually have 2 classes of boats. These can still be on the same race course but would need to do 3 laps for foilers and 2 laps for floaters.
floating	USA	yes	single category	limited	Accommodating separate fleets for floating and foiling adds to logistical challenges and increases cost and required sailing area. Operating a world championship is challenging enough on race committee and volunteers already. Don't make it more difficult.
flying	USA	yes	single category	open (areas++)	Sailing boats together but recognized separately with a combined overall winner. I think this is the best approach to keep eveyone united and form progression between non foiling to foiling boats.
flying	DEN	yes	2 categories	open (areas++)	Not in favour of changing rule 8
floating	SUI	no	single category	open	Keep up the good work
flying	NZL	no	single category	open	Leave everything as it is except perhaps add a price cap to the boats so we are more inclusive
floating	BEL	yes	2 categories	open (areas++)	more good social events at the championship
floating	ITA	yes	single category	I don't care	The A class must be one. Uacc is not a great idea. in my area (tuscany) uacc want kill our desire to grow they put pressure on those who want to be a flyer sailor There are old sailor who do not want develop . Separate classification in only regata is ok.
floating	NZL	yes	single category	open	Keep the Champs open. There was no option for currently converting boat to flying. But that's what I'm doing. Thanks
floating	AUS	yes	2 categories	limited	Master classes
floating	AUS	no	single category	open	Every boat fits the rule We need not to change as we ate a development class
flying	AUS	yes	single category	open (areas++)	Floating class should be in as a catorgory as it was at last two worlds but still racing in one fleet , floaters can still beat flyers in light , but everyone on course should have same rules , if helmets are forced in light air than floaters should wear

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floating	POL	yes	2 categories	open	We need to have both championships (World and Europe) in each year on deferent areas. If there is European Championships only sailors from Europe can get medals and titles. Others (AUS, USA, NZL) can get only cups, not title. The same in America, Oceania..
flying	GBR	yes	single category	open (areas++)	I feel we should all race together but have prizes for both floating and foiling champions, masters , grand masters etc.
flying	FRA	yes	single category	limited	Nothing
floating	AUS	no	2 categories	I don't care	To race in a a worlds or intercontinental event, sailors should qualify by order of their national ranking
flying	POL	yes	2 categories	open	Nothing
flying	FRA	no	2 categories	I don't care	I'm a new sailoir on ACat, i've buy an Dna this year. For me it's a good opportunity toi learn flying on a small catamaran. But in FRA there is a terrible fight between pro floating (ffv)and foiler. It's really complicated to find a race who accept us.
floating	GER	no	2 categories	open	Finding a solution to keep all As under one roof, in one race and as one family would be great. Make the transition flying vs. floating as seamless as possible. Back and forth. Therefore they have to stay close.
no boat	GER	yes	2 categories	open	Minimum Gewicht 90 kilo,Segler
flying	NED	yes	single category	limited	A floating division is a short time OK idea. On longer term it won't work as the rules for what is floating boat and what not is very disputable That will undermine the class . And it doesn't fit in the original spirit of the class.
flying	GBR	no	not sure yet	I don't care	Main thing for me is not to change rule 8 and to keep measurement rules as they are now for the foils
flying	SUI	no	single category	limited	Get GPS back! The current interpretation does not correspond to the meaning of the original ruling. The later wanted to prevent someone receiving personalised instructions by radio, hence getting a competitive advantage. GPS is available to all.
floating	AUS	no	2 categories	open	Foils need to be able to fitted from bottom up to allow the optimal and most stable foiling. Unless foiling becomes easier, sailors who can't "live and breathe" the sport will not be able to compete at the best level. It will also optimise class numbers.
floating	USA	no	not sure yet	open	Would changing the rule to allow foils to be loaded from the bottom be more cost effective/improve performance?
flying	AUS	yes	2 categories	limited	I strongly believe, the A class should stay with new radical ideas, building materials and sailing technics . I am a now 77 years old A class sailor with 50 years + experience ( AUS 5 , non foiling )
floating	SPA	no	2 categories	open	I know that two classes are necessary
floating	FRA	yes	2 categories	open (areas++)	I have ordered a flying boat. I will (try to) fly her for the next racing seasons. When becoming older, I might change back to floating and would then appreciate the class to have arrange a floating division. That's a way to keep supporting the class.
flying	AUS	yes	single category	open	One yardstick in AUS instead of a foiling and non foiling . we are all to the same class rules . so there should be no difference in yard stick rating
floating	BEL	yes	2 categories	open (areas++)	Floating and flying boat on a same race is same as racing cars and motorbikes on the same circuit. That's not fair, that's not safe, that's only ok for fun exhibition promoting A-class but not for serious regattas
floating	AUS	yes	2 categories	I don't care	More input, like this survey.
flying	USA	yes	not sure yet	open	eliminate the 1.5 rule on foil tips
floating	USA	yes	not sure yet	open	In addition to top fleet trophies (1-5) I would prefer separate awards for top floater and top flyer within the same fleet rather than separate floating and flying boat categories.
floating	SPA	yes	2 categories	open	It is necessary two classes, floating and flying. I am never going to sail in flying boat.

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floating	USA	yes	2 categories	open	Setting up two categories with their own particular rules. At events with a certain participation number, Starts would be separate. If nothing is done you will loose a lot of sailors frustrated with not being competitive with the young foilers.
flying	USA	yes	single category	open	I sail the class because it is a development class, and making the boats faster and easier to sail is the whole game. If dragging around the foiling package in non foiling conditions is not as fast, the compromise has to be lived with.
flying	SUI	yes	single category	limited	Boats should cost less
flying	NED	yes	not sure yet	open (areas++)	An option is that the split of fleets is not above the 100 boats are entered but when the fleets are bigger then 60 or 65 each fleet. The non foilers in 1 of the 2 fleets seperate from the foilers
floating	USA	no	single category	I don't care	Am considering buying a boat and joining the class. If the class split to flying and floating divisions, I will not move forward
no boat	GER	no	2 categories	limited	I like the i 5.5 divisions classic , evolution, modern. Giving prizes for old boats gets young people motivated.
flying	USA	yes	single category	open (areas++)	While I have no issue with awards for floating and flying divisions, there should still be overall scoring and continental and world championship top five should be based on overall fleet scoring.
flying	AUS	yes	2 categories	open	Put boat Tuning Guides and selling techniques on the website to encourage those new to the class
floating	DEN	yes	not sure yet	open (areas++)	Good job at the IACA and good idea with a poll.
floating	NZL	yes	single category	open	How can we encourage more affordable flying boats to the souther part of the world. Shipping etc creates for a rich mans sport. We need some second hand foiling boats to get younger people into the class
floating	FRA	yes	2 categories	open (areas++)	The idea of 2 sub-categories (floating and flying) is of course welcome but it is very late maybe too late...
floating	AUS	yes	single category	open	Its one class and it is a development class. If we become floaters and flyers, do the floaters stop being development and flyers remain development. ?Surely not. So where will floaters develop to in 5 years time ?
flying	ITA	yes	single category	open	Boats are becomming too expensive. We must adress the issue otherwise few young sailors will join the class.
floating	SUI	no	2 categories	open (areas++)	I think that having 2 classes flying and non flying will allow people with low budget to sail an A cat
floating	AUS	yes	2 categories	limited	If not a separate coarse then make sure we have separate results and separate trophies etc.
flying	AUS	yes	single category	limited	100 Boat Max fleets. Course configuration to stay as current.
floating	SUI	yes	single category	open (areas++)	From my point of view, a separate „Floating A-Cat“ has no chance to survive. Nobody will buy a new Floating A-Cat for 20'000 Euro plus. There are enough former olympic classes that have shown that.
flying	USA	yes	not sure yet	open	You should explain exactly what an IACA category is. You don't explain whether the "floating" category would sail with the "flying" category but be scored separately. I believe they should all sail together, be scored together AND be scored separately to
floating	ITA	yes	2 categories	limited	two different class
flying	NED	yes	single category	open (areas++)	Please change the championship rules to allow for more than 2 races each day. 10 races is really the minimum for a good championship and if 1 day is cancelled the number of races is really to little.
floating	AUS	yes	2 categories	open	Having two distinct divisions foilers non foilers with equal status , that is two world and national title holders, this will stop members leaving to other classes as in AUS there is a growing number of sailors going into the Tiapan cat rig
floating	AUS	no	2 categories	open (areas++)	I agree there needs to be separate foil and nonfoil divisions. I believe it will add to the class's strength and retain sailors who have no intention of foiling (like me: our conditions are too rough and there is too much seaweed!).

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no boat	USA	no	2 categories	I don't care	The A class missed their chance to manage the integrity of the competition and form two classes. I sold my boat after years of frustration. Simply no reason to purchase new sails for the declining local racing circuit. Local fleet down to 1 active boat.
flying	AUS	yes	single category	open	Happy with current rules and organisation.
flying	NZL	yes	2 categories	open (areas++)	I would prefer for all boats to race as a single fleet and to have overall results and then also divisional results for each of a floating and flying division. It would be great also to get a consistent approach to this across all countries
flying	AUS	yes	2 categories	open (areas++)	C Boards and rudder "wingle" fitted boats come very close to flying, they certainly create lift. If we have to have an even playing field for floaters, straight boards are the answer.
flying	SUI	yes	single category	limited	1. we should improve international events with fix date every year such Europ.spring ch. in garda: min.3days of racing, more boats, more interests!! 2. Combined events like swiss nationals with an italian national regatta in Maccagno are cool events .
flying	NED	yes	2 categories	open	I think that the older we get, the more emphasis should be put on the floating boats. The older you get, the more dangerous the foiling is, as you need to be really fit. We should not loose the floaters, as they are great guys and still in large numbers
floating	GER	yes	single category	open (areas++)	Most important thing is to keep the class popular.
floating	AUS	no	2 categories	limited	You need to enlist major sponsors and PR to promote the class to new audiences
flying	GER	yes	single category	open	As long as non foiler still can win ranking regattas, omit the split. Keep Championships open even to newbies, for Marketing. If closing than only for the best three to five of each country but that would be a marketing disaster.
floating	USA	no	2 categories	I don't care	I would like to see an increase in sail area to coincide with the skipper weight. I have seen it done in the aero class and think it would increase participation of sailors in this class.
no boat	AUS	no	2 categories	I don't care	two classes exist floating and foiling therefore two races should be for each
floating	AUS	yes	2 categories	I don't care	2 fleets defined by "float" or "fly" needed to keep the A Class family together while still allowing developments
no boat	FRA	no	2 categories	open (areas++)	Il est impératif de garder les CIA "flottant" si on veut préserver la série. Le CI A flottant fait partie intégrante du patrimoine de l'aventure de la classe et il serait inconcevable de s'en séparer au détriment d'une nouvelle génération de volant
flying	GER	yes	2 categories	open	I would like to cancel the gate. The German Championchips had just 2 buys to round. Was much saver for foiling boats.
flying	FRA	yes	2 categories	open	Great if the IACA proposes for Europeans or Worlds, 1 or 2 slots for young sailors (under 30 yo) with a sponsorship to help cover entry fee & logistics costs. This under submission of results, class implication, personal project & asking for event report.
flying	FRA	yes	single category	limited	Still hoping we'll be intelligent enough to sail again all together in FRA !
floating	CAN	no	2 categories	open	Don't exclude an A-class sailor from competition because their boat doesn't quite meet current design thinking. It's still an A-boat, still fun to sail, and in the right conditions still capable of respectable results.
flying	GER	yes	single category	open (areas++)	the problem of two categories is that many events suffer from small fleets with often only 10-20 boats. Dividing it into two means that many events do not qualify for the ranking list and will therefore loose attraction.
flying	BEL	yes	2 categories	open (areas++)	Foils in L shape should be allowed for security and stability reasons, with insertion from the down part of the hull
flying	AUS	yes	2 categories	open (areas++)	IACA should be subsidising container freight costs for World Championship events to encourage North American and European attendance at World events in AUS, NZL, South America etc, and vice-versa for events held in the Northern Hemisphere

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flying	AUS	yes	2 categories	open (areas++)	our association supply worlds , europeans race committees with a wind gauge by which we can monitor their adherence to class upper and lower wind speed limits. wind speed limits to be updated - eg 5kn min , 20kn max. This aspect is REGULARLY ignored...
floating	GER	no	2 categories	open	My wish for all regattas: one fleet for floaters and foilers, a common ranking list and additionally two seperate ranking lists. Thx & cheers!
flying	USA	yes	2 categories	open	Separate divisions, score separately but also with an overall scoring.
floating	GER	yes	single category	open	as a newbie in class having sailed only one nationals this year I have seen the performance with foiling boats depends on experience, so "upgraders" offer lot of fun to sail against in classic boats, which would be lost after a split.
flying	GER	yes	single category	limited	I would suggest a clear orientation to flying a-cats for the class, e.g. supporting (fixed and regularly) venues with appropriate wind conditions, strict wind limit 5 knt, etc. Yes, we are in a transision period but the target picture is clear.
floating	BEL	yes	2 categories	open (areas++)	A ranking for the open and a separate one for the classic would be appreciated.
floating	FRA	yes	not sure yet	limited	your questionnaire is already a good idea, this is the first time that the IACA request an informal opinion to the riders. Maybe your question in two practice in the IACA comes a little late. In FRA we have also a direct problem FFV
floating	GBR	yes	2 categories	open	Combined fleets should be catered for at all events so as to include all those wishing to take part.prizes for both categories
floating	USA	yes	2 categories	open	I know I put down never on a foiling boat but technology may change things - the current direction is making the boats very costly and not easy to sail at all. I just bought a Pulse 600 - more bang and use for the bucks.
floating	ITA	yes	single category	open	One regata, two standings
floating	USA	yes	single category	limited	Floating and foils can't racing together
floating	NZL	yes	2 categories	open	Two division trophies for Floater and Flying.
floating	AUT	yes	not sure yet	open (areas++)	Do not allow foiling
floating	ITA	yes	2 categories	limited	The A Class , due to the flying boats, is becoming only for professionals (very demotivating) and is too expensive to stay at the state of the art, for that reason I will think to change sailing class if no changes will happen in a short
flying	GBR	yes	2 categories	open (areas++)	Suggest the definition of floating/flying should be the mode the sailor chooses to sail - as an older sailor struggling to foil consistently I would prefer to sail my foiling capable A Cat in floating mode. May help deal with obsolescence of early foilers.
floating	ITA	no	2 categories	limited	No way to became a member of Italian association until two different class will be defined (the two boats have different performance and the flying ones are too expensive)
flying	ITA	yes	single category	limited	If major championship will go on with a completely open format it will be really difficult to have regattas with many sailors in every Country. Moreover, except for top sailors, the mean level will decrease because there's less competiton
floating	ITA	yes	2 categories	limited	Flying and floating boats are complete different and cannot compete together ( see what happen in a Laser Class). What we are seeing at Class A, without taking a clear position on this, is very frustating.
flying	GER	yes	2 categories	open	After sailing 5 events with a foiling boat: my personal opinion: if not sailing under very constant conditions- the fleet racing in foiling mode is sort of "a game of luck". The difference between foiling/floating is extraordinary high .... too high.
floating	FRA	yes	2 categories	I don't care	these are not the same category of vessel, flying should be a different set of floating boats.

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floating	SUI	yes	single category	limited	LIMITATION TO 100 BOATS RESULT AGAIN THAT NATIONAL SELECTIONS MUST BE SAILED. THIS OBLIGATES TO PARTICIPATE IN NATIONAL EVENTS! ENTRIES DROPPED DRAMATICALLY, NEGATIF FOR THE CLASS AND CLUBS. NATIONAL SELECTIONS UPGRATE A WC/CC, NO SAILING PARTIES.
floating	GER	yes	2 categories	open (areas++)	Flying is one important thing for young and encouraged Sailors, but the class exist also with this sailors, which don't want to buy a very expensive flying Boat. At the ranking in GER for example there are at the moment Floating Boats under Top ten,
no boat	NED	no	2 categories	open (areas++)	Welcome the future catamaran sailors, but stay loyal to the old school guys that have build the class
flying	DEN	yes	single category	open (areas++)	I Think that the current expansion of the class is evidence that the open championship is working for everyone also new members in the A. Do not change a successful system, what other class has 120 to 150 starting boats in a event?
floating	ITA	yes	2 categories	open (areas++)	I would like to have a flying cat but i can not permitted it. About the regattas I think may be optimum to make not only different classified but different starts. So with in the laser class.
floating	USA	yes	2 categories	open (areas++)	I feel two categories is optimal BUT there must also be an overall scoring comprised of both categories for every race i.e. traditional/foiling/overall scorelines. Not doing so would be more hurtful than helpful.
floating	ITA	no	single category	open (areas++)	define better and definitely the class (flying or not)and make it possible to be part of the game also for Sunday sailors
floating	ITA	no	2 categories	limited	I used to be a member of class A ITA for many years , participating on 4/5 National/international regatas a year. Now I am not any-more member and I don't participate on ragatas any more because we are in the middle of the caos with the new flying boats
floating	SUI	no	single category	open (areas++)	phase 1 (2017-2018) base flottant, malus pour les foils, les flottants gardent de réelles chances de gagner. phase 2 (dès 2019) base foils, bonus pour les flottant qui normalement ne gagnent plus mais ne sont pas complètement ridicules au classement.
floating	BEL	yes	2 categories	open	I sail with a Viper in Koksijde. The problem of classification is the lack of sailer in each class. The more rules and class, the less sailer in each class but a faster boat can not be compare with a slower without changing ranking. Good work
flying	NZL	yes	single category	open (areas++)	Racing single fleet is best. If more than 130 boats - split into 2 fleets. Allow generous time for the last boats to finish - VERY discouraging to have DNFs. Use placings at last mark for those that don't finish in time.
floating	SWE	yes	2 categories	open	Pls try "open/flying" and "classic/floating" for min 5 years. The flying technology is not mature yet to invest in a flying boat that will be obsolete the next season. In 5 or 8 years we might have a new good standard for flying boats,
floating	ITA	no	2 categories	limited	Two different classes
floating	ITA	no	2 categories	open (areas++)	More safety during the regattas and to create two classes to have pears compete against pears and apples compete against apples. I would suggest to solve it as soon as possible because many sailors with floating boat probably next year will not compete
floating	ITA	no	2 categories	I don't care	now to participate to regattas at National level is a waste of time and money if you want to be competitive, until clear rules will be defined (floating vs. flying)