INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

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Submit the proposal via the automatic submission process
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Date: 31 December 2023
Proposal submitted by: IGC Bureau

This proposal is a:

Year-1 □ Year-2 ☑ Mark the boxes with ☑ as appropriate

Type the text changes in the space below (show deletions as strike through and additions as bold underlined):

See attached text, below

Type the reasons in the space below:

(No change from the Year 1 Proposal)

To increase conspicuousness and thereby reduce the risk of mid-air collisions.

The Bureau considers mid-air collisions as one of the most serious safety risks during gliding competitions. Strobe lights requirement should not be understood in isolation, but as an additional measure combined with other safety measures to address the mid-air collision problem.

Provide supporting data or reference to external documents for the proposed technical amendments in the space below:

IGC accident statistics


The proposal should be applicable from: 1 October 2024
Sporting Code Volume: SC3A
Version/Edition: 2024
Heading of section: PART 4 TECHNICAL REQUIREMENTS
Number & heading of the paragraph: 4.1.1
Page number(s) if appropriate:

See the next page
4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness. Each occupant must wear a serviceable parachute on each competition flight, unless the glider is equipped with an approved airframe recovery parachute system and the use of such a system is allowed by local regulations.

c. The Organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them. All tracking systems must be approved by the IGC Bureau. Information received from the tracking equipment must be subjected to a time delay before being released to the public.

d. Each competing sailplane must have an installed red or white strobe light of sufficient brightness to be clearly visible to oncoming traffic. The strobe light may operate continuously, or it may be activated only when the collision avoidance system detects other traffic in the vicinity. The flash rate must be between 40 and 100 per minute.

e. The Organisers may specify in the Local Procedures additional mandatory equipment or high-visibility markings.
Safety Features

Energy absorbing foam seat cushions
Emergency Locator Transmitter or Personal Locator Beacon
Improved conspicuity by appropriate markings
Improved conspicuity by one or more strobe lights
Supplemental oxygen
Fixed rear view mirror
Spinal protection device
Increased shock absorbing landing gear
Emergency egress device
Side string angle of attack indicator
Acoustic stall warning system
Anti-submarining safety harness
Approved airframe recovery parachute system
Pilot rescue system
Energy absorbing nose
Approved Amendment (if applicable):
Final Wording of Proposal:

Overall Votes Cast:  
	For:  
	Against:  
	Abstain:  

ADOPTED:  
	Yes:  
	No:  

Last amendment: 9 January 2024  Form for Submission of a Proposal to IGC