

# **INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM**

**Sending of the proposals by email is no longer necessary, but still possible.**

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	<input type="checkbox"/>
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Year-2	<input checked="" type="checkbox"/>
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Mark the boxes with **x** 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

EASA Annual Safety Review, Chapter Sailplanes (<https://www.easa.europa.eu/en/documentlibrary/general-publications/annual-safety-review-2022>)

**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**

## *Proposed text changes highlighted*

### **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: