

Italian Proposal 1

The development of a Commission to evaluate the adoption of anti-collision electronic systems as compulsory equipment during International Contests

The aim:

Safety in our sport is a important factor that very often is not enough considered. Nowadays there are useful and cheap systems that might help the pilots fully comply with the “See and Avoid” principle. It is important to remember and to point out that near turn and start/finish points, mainly in AAT tasks, very often the pilot has to check his instruments to optimize performance. This is a factor that can reduce safety and increase the probability of collisions. For these reasons, the use of anti-collision systems can help our sport to reduce the risks of accidents. Unfortunately the systems presently on the market under Flarm protocol/compatibility, are using a frequency which might not be available in every country where international glider contest are organised.

Proposal

The develop of a specific Commission to weigh up the possibility about the compulsory use of anti-collision systems in contest race. The Commission should have a specific rule to investigate the compatibility of instrument working on “Flarm” protocol with the availability of frequencies in all the countries that might host an International Competition.

Italian Proposal 2

The development of a Commission to evaluate the adoption of reinforced cockpits as compulsory during International Contests

The aim:

Safety in our sport is a important factor that very often is not enough considered. Every year a large number of accidents, sometimes mortal accidents, involve gliders that crash on the ground for different reason. Already 15 years ago a interesting research work develop from German T.U.F. showed how our cockpits tend to destroy themselves at 60 km/hours impact speed. IGC and OSTIV have not only a competition role but also a very important political role that must to be used to address our future pilot generation to a safer sport.

Proposal

The develop of a specific Commission to weigh up the possibility about the compulsory use of Gliders with reinforced cockpits in International Contests.

Italian Proposal 3

The cancellation of the Designated Time (Task duration) in the AAT racing task.

The aim

In the AAT task, the use of the task duration forces all pilot to make extensive use of their flight computer in order to avoid finishing before the designated time. This tends to reduce safety and increase the possibility of collisions. The rescission of the designated time does not reduce the peculiarity of AAT tasks and tends to increase safety.

This proposal should be regarded as a complement to the following proposal 4 (setting a limit to the maximum dimensions of areas in AAT tasks).

Proposal

Rescission of the Designed Time in racing task changing:

6.3.2 Speed Task – Assigned Areas

- A. The Organisers shall nominate a number of Assigned Areas (7.5.2) in a sequence, and set a designated task duration (designated Time).

The following distances should included in the task information for pilots:

- The nominal Task Distance, assessed via the centre of each Assigned Area, and
- The minimum and maximum Task distance achievable via Assigned Areas.

The assigned Areas should be large enough to allow the pilot the opportunity to adjust the length of their flight in order to avoid finishing before the Designated Time if their speed is higher than expected.

- B. The competitor shall complete the task by passing through these Assigned Areas, in the sequence designated by the Organiser, and returning to the contest site and achieve the highest speed in the Designated Time.

C. Et cetera

Change in :

6.3.2 Speed Task – Assigned Areas

- A. The Organisers shall nominate a number of Assigned Areas (7.5.2) in a sequence, ~~and set a designated task duration (designated Time).~~

The following distances should included in the task information for pilots:

- a. The nominal Task Distance, assessed via the centre of each Assigned Area, and
- b. The minimum and maximum Task distance achievable via Assigned Areas.

~~The assigned Areas should be large enough to allow the pilot the opportunity to adjust the length of their flight in order to avoid finishing before the Designated Time if their speed is higher than expected.~~

- B. The competitor shall complete the task by passing through these Assigned Areas, in the sequence designated by the Organiser, and returning to the contest site and achieve the highest speed ~~in the Designated Time.~~

C. Et cetera

Italian Proposal 4

The obligation to use circles only, in Assigned Area Tasks

The aim.

The aim of this proposal is to simplify of the rules of our contest developing new rules more understandable at every people that want to approach at our sport

Proposal

Rescission of use of sector in AAT Task **changing** :

7.5.2. An assigned Area shall be formed by:

- a. A circle radius, centred on the central GNSS position, or
- b. Two radius originating at the competition site, or any other designed point, intersecting with arcs located between a minimum and/or maximum distance from the site or from the designated point, with the central GNSS position lying on the bisector of the radius halfway between the minimum and maximum defined distance.

The edge or boundary of the Assigned Area should lie within the defined Contest Area Boundary

Changing in

7.5.2. An assigned Area shall be formed by:

- ~~a. A circle radius, centred on the central GNSS position, or~~
- ~~b. Two radius originating at the competition site, or any other designed point, intersecting with arcs located between a minimum and/or maximum distance from the site or from the ddesignated point, with the central GNSS position lying on the bisector of the radius halfway between the minimum and maximum defined distance.~~

~~*The edge or boundary of the Assigned Area should lie within the defined Contest Area Boundary*~~

Italian Proposal 5

Assigned area: maximum radius of 15 kilometres in AA Task

The aim

The use of AAT should be only an instrument to help the task organiser to avoid “no task days” when storms are possible or predicted. Moreover we believe that a race should compare pilots that fly in same airspace and airmass, to avoid the “luck factor”. Due to this we believe a reduction, or a limitation, of circle diameter or surface in AAT is necessary.

Proposal

The use of maximum radius of 15 Kilometres in AA Task setting. **Modifications to the text:**

7.5.2. An assigned Area shall be formed by:

- a. A circle radius, centred on the central GNSS position, or
- b. Two radius originating at the competition site, or any other designed point, intersecting with arcs located between a minimum and/or maximum distance from the site or from the ddesignated

point, with the central GNSS position lying on the bisector of the radius halfway between the minimum and maximum defined distance.

The edge or boundary of the Assigned Area should lie within the defined Contest Area Boundary

Changing in

7.5.2. An assigned Area shall be formed by:

a. A circle radius, centred on the central GNSS position, with radius not exceeding 15 Kilometres. ~~or~~

~~b. Two radius originating at the competition site, or any other designed point, intersecting with arcs located between a minimum and/or maximum distance from the site or from the ddesignated point, with the central GNSS position lying on the bisector of the radius halfway between the minimum and maximum defined distance.~~

~~*The edge or boundary of the Assigned Area should lie within the defined Contest Area Boundary*~~

Italian Proposal 6

Team Cup must be devoted only at that teams with a number of pilots more than 1

The aim

Team Cup s a bright system to award the best team, but there is no sense to award a team with only one pilot because, as a grammatical definition, the team does not exist.

Proposal

Insert a definition of team **changing** :

8.7.1. Each team shall be assessed daily on the mean of the Relative Scores of all of their pilots having had a competition launch that Day, according to the primary scoring system.

Changing in:

8.7.1. Team Cup is only devoted at that team with a number of pilots more than 1. Each team shall be assessed daily on the mean of the Relative Scores of all of their pilots having had a competition launch that Day, according to the primary scoring system.
