

# INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

Submit the proposal via email to IGC Secretary.

Date: December 28, 2018

Proposal submitted by: Belgium 13

This proposal is a:

Year-1	X	Year-2		Other	
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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**):

## 8.7 LIST OF APPROVED PENALTIES

The following penalties should be added to the current list:

Type of Offence	First Offence	Subsequent Offence	Max Penalty
External tactical aid to airborne pilot	TBD	TBD	TBD
Start speed above 150 Km/h GS	5 pts per Km/h	10 pts per Km/h	15 pts per Km/h
Start without Event Marker trace	100 points	200 points	200 points
Submission of only 1 flight recorder*	100 points	200 points	200 points
Start time exceeding 1 minute between Primary & BU flight logs	100 points	200 points	200 points
Exceeding Max Start Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Delta Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Minimum Finish Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Documentation not delivered	Day disqualification	Disqualification	Disqualification
FLARM not delivered upon request	Day disqualification	Disqualification	Disqualification

TBD is left to the bureau to decide.

\* If a technical problem can be proven the penalty will be waved.

Type the reasons in the space below:

External aid to competitors must be clearly defined. We leave the penalty to the bureau, but it must be a strong one.

Penalties for exceeding the Start maximum speed must be deterrent. They will bring a lot more safety during this phase of the flight. It is important for gliders circling close to the Start Ring not to face gliders bombing the ring at 280 Km/h.

Event Marker penalties are important to avoid any misuse of this procedure. Still, we do not want to penalize a pilot too much in case of a technical problem or if he misses the timing by 1 or 2 seconds. 1 full minute should allow pilots to comply without stress.

The altitude limits during the start and finish procedures are sport limits and should not be increased after repetitions. They are sufficiently harmful.

FLARM must be functioning during the whole flight. This is a very important safety feature. We do not want pilots to ignore this because they can now play with the Competition and Stealth modes. We encourage organisers to make some spot checks throughout the competition.

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

During the last 2 WGC's, some pilots were not visible for repetitive long period of time on the OGN; leading to a lot of speculations and frustrations among legally playing competitors.

The proposal should be applicable from: As Soon As Possible

Sporting Code Volume: Annex A to Section 3 - Gliding

Version/Edition: 2018 Edition valid from 1 October 2018

Heading of section: 8.7 LIST OF APPROVED PENALTIES

Number & heading of the paragraph: 8.7

Page number(s) if appropriate: Page 39

See the next page!

**Approved Amendment (if applicable):**

**Final Wording of Proposal:**

Overall Votes Cast:  For:  Against:  Abstain:

ADOPTED: Yes:  No: