

# INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

*Submit the proposal via email to IGC Secretary.*

**Date: December 28, 2018**

**Proposal submitted by:** Belgium 01

**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***):

The Belgian proposal is a set of proposals aimed at changing the current pilots behaviours at the highest levels of competitions. One change alone cannot achieve the desired goal. Therefore this template is not really suitable to detail the whole concept, but we tried sticking to it. Changes affect the equipment carried on board, ground support to pilots, start, turn points and finish procedures, as well as scoring, although scoring formulas of the current Annex A will not change. The Belgian proposed templates are numbered from 01 (this one) to 14, in function of the rules affected in the Annex A to Section 3 - Gliding.

**Type the reasons in the space below:**

Current competitions rules and external supports (direct or un-direct) to pilots have as consequences that our sport is more and more dangerous and might not crown the best individuals or teams. The following set of proposals aims at breaking the gaggle and leeching tactics, rendering our competitions safer, more attractive to pilots and more fair. This is essentially achieved by modifying the start procedure, where most of the gaggles form, and restricting the means of support to the pilots.

Starting with the support to pilots, we want to restrict the FLARM use to its primary role: air to air collision avoidance. We propose to do that by allowing the pilots to use the FLARM Competition and Stealth modes and allowing them to unregister from OGN, or other tracking systems, during the contests. We also request organisers to verify the strict application of the EXTERNAL AID rule of the Annex A, banning external support to the pilots.

That acted, we propose a new Start procedure that aims at making it very difficult, if not impossible, for the leech candidates, first to find back their target and then, if ever they had been successful, to understand when their target is effectively taking a Start. This should be achieved with a 15 Km radius Start Ring, start anywhere, with a delta altitude between the start and the finish that will be provided at each morning briefing. Pilots will also have to use the event marker prior to their start. The exact procedure is describe in the Belgium 08 proposal. The distance from the actual start fix to the actual Turn Point fix is now taken in account for the scoring.

The consequence is that pilots will never achieve the exact same distance anymore on a Racing Task. Still, we want to conserve this amended type of task to channel all pilots in the same weather areas, but in a safer way. This allows us to propose an enlargement of the Racing Task Observation Zone to 2 Km, solving another dangerous congestion spot during a task. The total distance achieved to and from the Turn Point Fix within the Observation Zone will be taken in account for the scoring.

Finally, the Finish will also be a 15 Km radius ring. The last leg distance will be scored from the actual last Turn Point Fix to the actual Fix where the pilot enters the Finish Circle. To get a valid Finish, he will need to be within the Delta altitude provided at the day briefing, otherwise penalties will be applicable. After the Finish pilots will now have the time and altitude to relax while joining a normal pattern at the contest site airport, solving another currently unsafe portion of the flight.

The Belgian Competition Committee thinks that it is more than urgent to adapt our competition rules to the current available technology. While it is utopic trying to go back to rules that used to work in the past, we cannot tolerate that the new technologies infringed to the safety of our competitors. Those proposals have been gathered around the gliding world by many pilots from various horizons and from many different countries. We only claim the paternity of putting them together in writing. We think this set of proposals has the potential to bring an answer to the current problem. We hope you will read it with attention and

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understand its purpose. We do not pretend this is the magic bullet neither and we are opened to receive any remarks, corrections, critics or improvement.

The detailed procedures are described in the following templates:

Belgium 02	4.1.1	USE OF FLARM / OGN
Belgium 03	5.3	EXTERNAL AID TO COMPETITORS
Belgium 04	5.4	CONTROL PROCEDURES
Belgium 05	6.2	TASK DEFINITIONS
Belgium 06	6.3.1	NEW RACING TASK
Belgium 07	6.3.2	NEW ASSIGNED AREA TASK
Belgium 08	7.4	STARTING
Belgium 09	7.5	TURN POINTS AND ASSIGNED AREAS
Belgium 10	7.7	FINISHING
Belgium 11	7.10	FLIGHT DOCUMENTATION
Belgium 12	8.2.3	FINISHER
Belgium 13	8.7	LIST OF APPROVED PENALTIES
Belgium 14		LOCAL PROCEDURES F COMPETITION PROCEDURE

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

Anybody who has been present at the last 3 WGC's has witnessed how dangerous and unpleasant these competitions have become. The combination of FLARM and OGN definitively renders the gaggle as the only suitable option if a pilot wants to make the Top 10. Pilots are not ranked on their own capacities anymore; but on their ability, or the ones of their teams, to follow the few best pilots. This is unsafe by the amount of pilots in the gaggle(s), by the amount of time pilots spend looking at their computers and other communication devices inside the cockpits. It is also unfair to those few pilots and in opposition to the spirit of our Sporting Code. It is urgent to stop this deviation!

These proposals will be live tested during the Open Belgian Gliding Nationals in May 2019 at Saint-Hubert, Belgium. The Local Procedures of this competition are available on the OBGN 2019 site:

<http://obgn.cnvv.be/local-procedures/>

**The proposal should be applicable from:** As Soon As Possible

**Sporting Code Volume:** Annex A to Section 3 - Gliding

**Version/Edition:** 2018 Edition

**Heading of section:** See the different following proposals for details

**Number & heading of the paragraph:** See the different following proposals for details

**Page number(s) if appropriate:** See the different following proposals for details

**See the next page!**

**Approved Amendment (if applicable):**

**Final Wording of Proposal:**

Overall Votes Cast:  For:  Against:  Abstain:

ADOPTED: Yes:  No: