Proposal of modifications in ANNEX A

7.7.2 **Finish Options** The Organisers shall select which finish option will be used during the contest. The Finish option selected for the Championship shall be stated in the Local Procedures.

The organiser has to chose the finish option which is the safest considering the local particularities of the airfield (other activities on the airfield, fields before the runway, obstacles in the axis of the runway near the threshold, and risks of mid-air collisions due to the minimum altitude of the crossing ring…)

The options are:

a. **Finish Line** A straight line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum height (AGL) should be imposed for crossing the line. Competitors crossing the finish line below the minimum height, except straight in landings, shall be penalized.

b. **Finish Ring** A circle of specified radius ~~(minimum 3 km)~~ around the Finish Point encompassing the contest site ~~and the landing circuits~~. A minimum altitude (MSL) may ~~shall~~ be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized if applicable.

The radius of the circle must be chosen, if it is possible, as it allows each pilot to land safely when crossing the finish ring or just after, specially near the axis of the runways in use for landing.

If it is not possible, the minimum altitude (MSL) should be as low as possible, but above the obstacles that are in the proximity of the finish ring.

~~*Option b. Finish Ring is to be regarded as the normal finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing.*~~

Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of landing. If possible, separate Final Turn Points should be used for each class.

7.7.3 **Validity of Finishes**

a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring.

b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

~~c. A sailplane entering the Finish Ring but landing outside the contest site boundary shall be deemed to have finished but 5 minutes will be added to the Finish Time.~~

8.7 LIST OF APPROVED PENALTIES

Dangerous or hazardous flying			
Finish crossing below height or altitude limit*	1pt/m	1pt/m	1pt/m

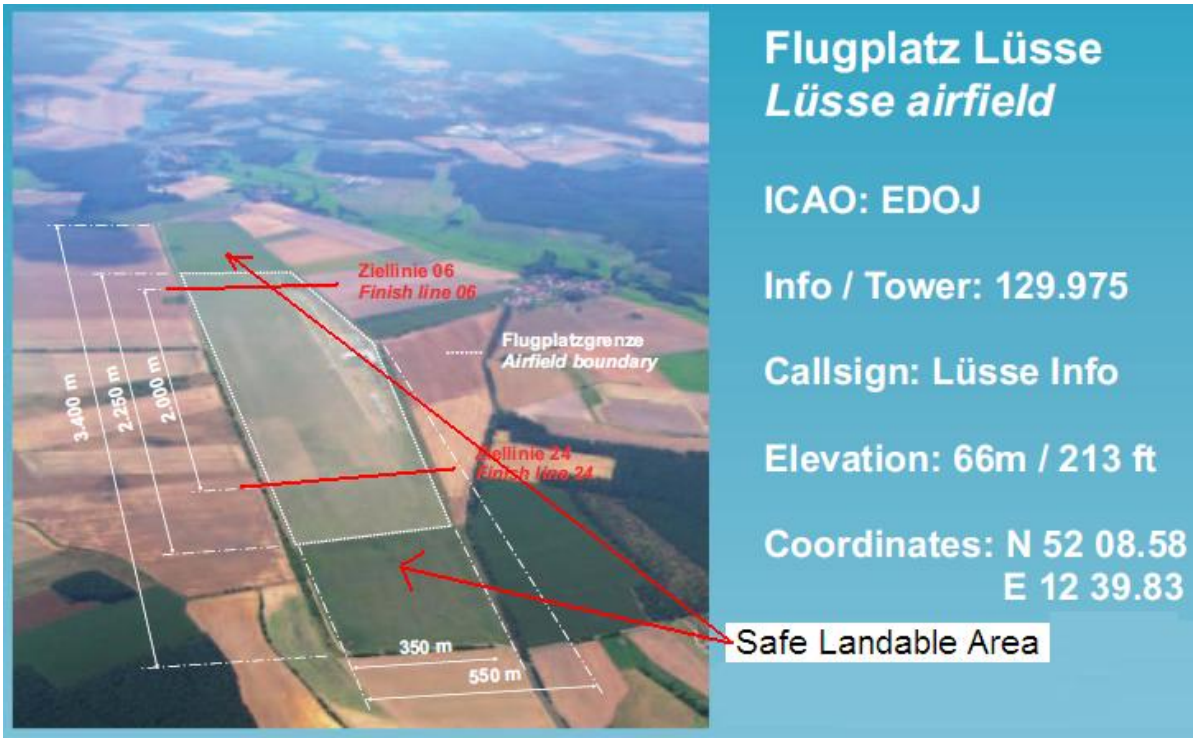
* Maximum penalty for one day shall be limited to the pilots actual speed points for the day and 25 points.

These modifications apply with immediate effect.

Argumentation

Why a “normal “ finish procedure cannot exist?

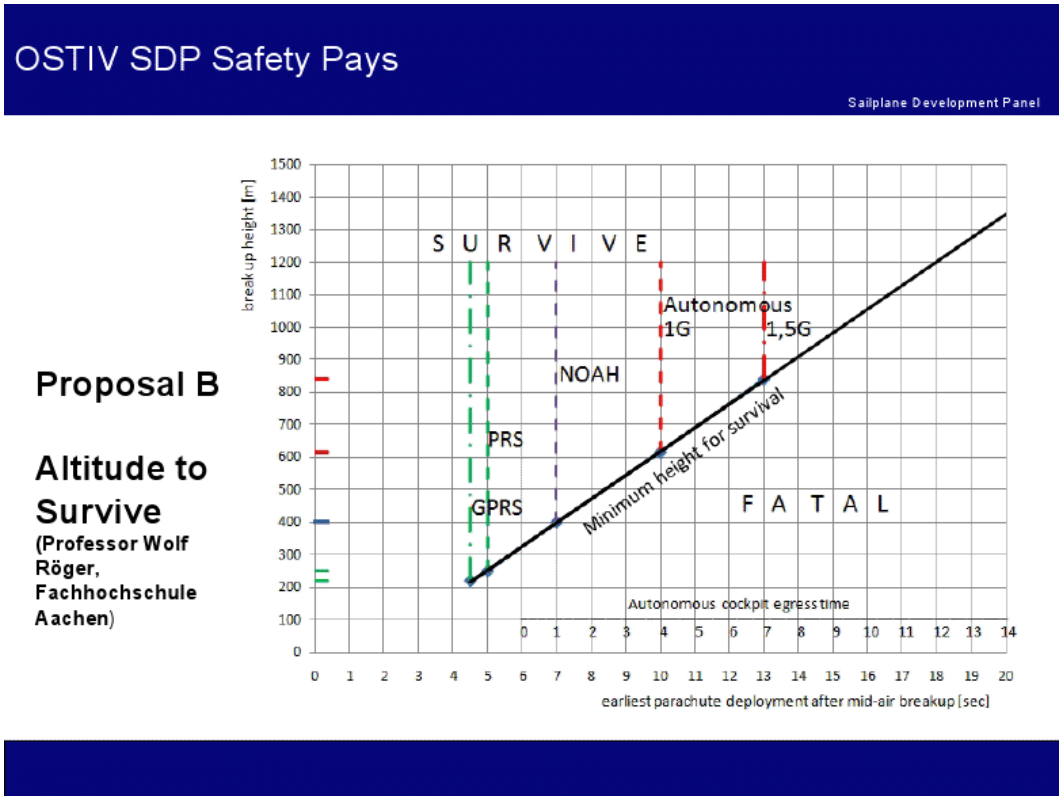
In many airfields, the finish line is safer than the finish ring because of local particularities (landable aera and no obstacles just before the thresholds) (eg Issoudun in France, Luesse in Germany…) → **There cannot exist a « normal » finish procedure. A good reflexion has to be made by the organisers so the finish procedure is as safe as it is possible.**



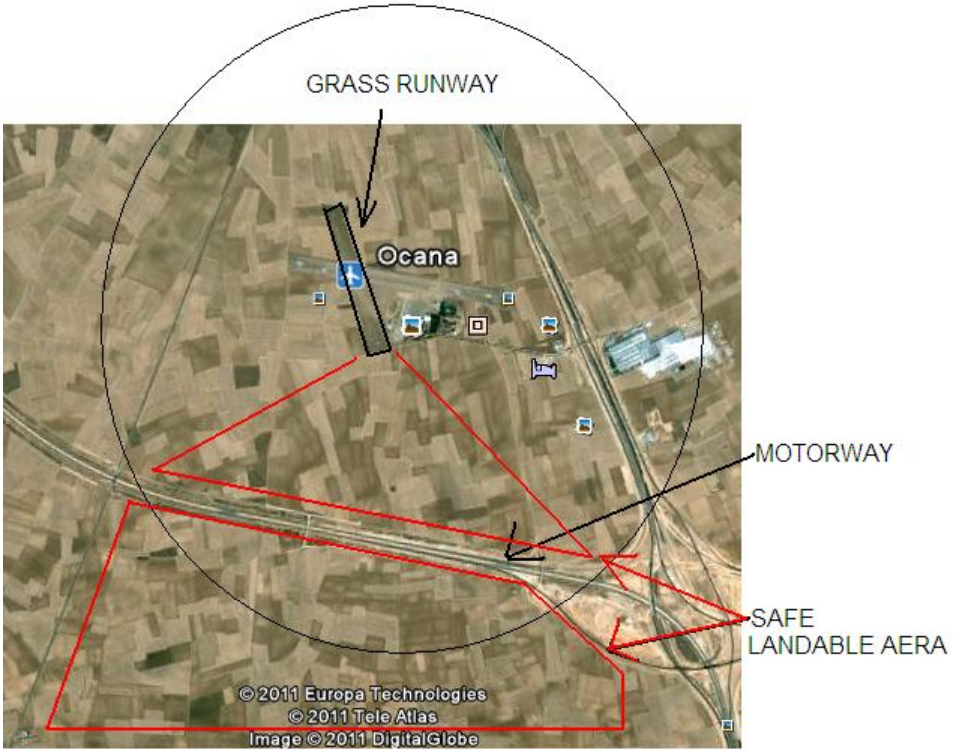
Why the minimum altitude should not be mandatory for the finish ring?

At less than 10km from arrival, pilots in competition usually check their final glidepath visually, so the monitoring of the mid-air collision is very well done. By imposing the pilots to check their altitude on the logger display very often approching the finish ring, this good monitoring is not done anymore. Imposing a minimum altitude to cross the finish ring increases drastically the risk of mid-air collision.

Mid-air collision during arrival is a major issue. By the fact that the collisions would occur at very low altitude, they would be **LETHAL** in most of the cases (cf. OSTIV figure below).



In some airfields the finish ring can be the safest finish option without any minimum altitude. A safe outlanding between the finish ring and the airfields can be very safe. Such an outlanding will never kill anyone. (eg Ocana Spain) → **The minimum altitude should not be mandatory.**



<u>What altitude for the minimum altitude for the finish ring ?</u>

Despite the risk of mid-air collision, in some airfields the safest finish option could be the finish ring with a minimum altitude. In these cases, the altitude should be as low as possible so the pilots

coulds in some cases do not check their altitude in the cockpit because they can check visually that they will fly above the limit. So pilots look outside : good monitoring of collision. (eg Nitra : from many direction of arrival the minimum altitude is below the ground surface except arrival above the city of Nitra and from the south). → **Considering that the pilots will land on the airfield with their speed regression, the minimum altitude should be very low but above major obstacles in the proximity of the runway axis. So a minimum altitude well below a 40 or 50 glide path ratio is not a problem during arrival.**

Why removing the 5' penalty for glider that do not reach the airfield?

Putting a double penalty for gliders that cross the finish ring below minimum altitude and do not land on the airfield is really more dangerous than a safe outlanding beyond the finish ring. This rule is very dangerous because it will push pilot to come back to airfield even if it not possible (this rule would not avoid truck accident in Szeged) → **to be removed.**

Why changing the penalty?

A proportional penalty is better than the old system with a maximum of 25 points and limited to the pilot actual speed points for the day.