

# 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  
using the following web address copied into your web browser:

<https://www.fai.org/webform/igc-proposals>

Date: 29. September 2024.

Proposal submitted by: Peter Szabo, Hungarian delegate

Sporting Code Volume: SC3 Annex A

Version: 2025

Class: All Classes

Heading of section: Part 4 OR ONLY DISCCUS ITEM

Number & heading of the paragraph: 4.1.2

Page numbers if appropriate: 15

This proposal is a:

Year-2	<input type="checkbox"/>	Year-1	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>
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mark the boxes with **X** as appropriate

The proposal should be applicable from: 1<sup>st</sup> October 2025 or 2026

Type the instruction in the space below:

Type the text changes in the space below (show deletions as ~~strike-through~~ and additions as **bold underlined**):

It is the pilot's responsibility to ensure that the Maximum certificated takeoff mass (according to TCDS) for any specific glider is not ~~must not~~ be exceeded under any circumstances.

Type the reasons in the space below:

This proposal a discuss item.

Although this is checked during the initial scrutineering, in practice, the organisers cannot check this, daily before take off. For example, a JS3-RES with one engine battery the MTOW is 600kg, but with two batteries this is only 570kg. The pilot can change the battery configuration, at any time, without exceeding the sporting limit of 600kg. Should any pilot chose to exceed the 570kg limit in this way, it is wholly the pilot's responsibility, and the organisers bear no responsibility for the pilot's decision.

It may also occur in other classes that the manufacturer has imposed restrictions when using a shorter winglet. For example, there is an open-class glider where, if flown with shorter wingtips, the maximum cockpit load is significantly reduced (160kg in a double seater).

The solution might be for the organizer to include a paragraph in the local procedures stating that they will check the configuration immediately after landing. If the configuration differs from what was declared during the morning briefing or on the grid, it will be considered cheating.

Type any supporting data for the proposed technical amendments in the space below:

**See the next page!**

Approved Amendment (if applicable):

**Final Wording of Proposal:**

Overall Votes Cast:  For:  Against:  Abstain:

ADOPTED: Yes:  No: