

## **Discussion Item: Penalties for Hazardous Flying**

Under the current rules, the penalty for hazardous flying is 100 points. In the past, the first penalty was a warning. Reintroducing the warning system could be beneficial, as past experiences indicate that pilots are more receptive to a warning for minor hazardous flying. After receiving a warning, pilots tend to focus more on avoiding dangerous situations.

It is crucial to clearly define what constitutes hazardous flying and explicitly state in writing who has the right of way in various situations. Unfortunately, there are gaps in both legislative and sports regulations in this area.

While the ICAO Annex 2 and SERA address the right-of-way rules for aircraft, these guidelines are not sufficiently detailed for our purposes.

### **Key Conclusions Based on Legal Consultations:**

1. If a glider overtakes another glider, it must do so in a way that does not force the overtaken aircraft to change its trajectory or direction until the overtaking maneuver is completed and a safe distance is established.
2. In mid-air collision scenarios, fault is often shared. Even an aircraft that is flying according to the rules must take all possible actions to avoid a collision as soon as it becomes aware of the potential for one.
3. If Annex II and SERA are interpreted literally, a glider at the same altitude cannot cross in front of another glider in such a way that it disrupts the latter's flight path or forces it to change direction. This is particularly critical because the aircraft with the right of way is required to maintain its course and speed.

Considering these points, a significant number of penalties could have been issued during competitions.

### **Impact of the PAT System (Proximity Analysis Tool):**

The introduction of the PAT system has led many pilots to take preventive maneuvers to avoid potentially hazardous situations. These maneuvers often occur because pilots are uncertain about their right of way.

However, it should be noted that the PAT currently does not display trend vectors; it only monitors the proximity of two gliders. While the PAT is already a highly effective tool and has achieved significant results, further development is necessary.

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## **Proposal to the IGC:**

1. **Reintroduce a Warning System:**

- Implement a system where the first instance of minor hazardous flying results in a warning rather than an immediate penalty. This approach encourages pilots to adapt their behavior and avoid repeat offenses.
- 2. **Clearly Define Hazardous Flying:**
  - Develop and publish explicit definitions of hazardous flying, including detailed scenarios and responsibilities, to eliminate ambiguity.
- 3. **Address Gaps in Rules:**
  - Collaborate with relevant authorities to bridge the gaps in ICAO Annex 2 and SERA (via FAI), ensuring the rules comprehensively address the nuances of glider competitions.
- 4. **Develop the PAT System:**
  - Introduce trend vectors to the PAT system, enabling better monitoring of aircraft trajectories and further reducing the likelihood of hazardous situations.
- 5. **Focus on Education and Awareness:**
  - Provide educational materials and training sessions for pilots to increase awareness of hazardous flying scenarios and encourage safer behavior during competitions.

By implementing these measures, the IGC can improve safety in glider competitions while maintaining fairness and encouraging better decision-making among pilots.