



**BRITISH
GLIDING
ASSOCIATION**

**BGA COMPETITION
ORGANISERS' BRIEFING NOTES
V 1.0 March 2025**

BGA Competition Organisers' Briefing Notes March 2025

1 Rule Changes

There have been changes to the BGA Rules for Rated Competition for the 2025 competition season. Listed here are the most important rule changes. In section 2 there is further information and guidance on how to apply them.

Please remember that you are responsible for delivering a fair and safe competition. The rules are designed to facilitate this and reduce the opportunity for argument when dealing with infringements. Please use your director's report to feedback to the competitions committee any problems encountered that may be resolved by revisions to the rules in 2026.

- **Length of competition (4.8)** New rule to clarify length of the competition
- **Role of PSC (5.1.1)** New role to advise on suitability of daily tasks and procedures
- **Logger in FES equipped gliders (5.5.2)** Addition to rule governing ENL loggers
- **Use of secondary logger (5.5.10)** Clarification of when 2nd logger may be used
- **Start Calls (5.6.8)** New rule added to allow Regionals to require start calls
- **Strobes (5.16.5)** Forward facing strobes are recommended alongside FLARM
- **Protest period at end of competition (5.19.1)** Protest period always 24 hours
- **Turbo procedures (5.22)** Rules for turbo testing and relights have been revised
- **UK ratings from Overseas Competitions (6.1)** Rating points gained in European Championship and World Championships only to be included in UK ratings list
- **WWGC Selection Procedures (6.2.6)** Redrafted to remove anomalies
- **Finish Ring Penalties (7.1)** Penalty for finishing more than 50ft below finish ring changed to loss of speed points only
- **Airspace Infringement Penalties (7.1)** 50 point penalty for small horizontal airspace infringements removed
- **Club Class Overweight Penalties (7.1)** Small change to clarify penalty
- **Minimum AAT time (7.2.2)** Minima reduced to 1.5 hours for Regionals and Juniors
- **Glider Speed Indices (7.3)** Change to Arcus, ASG32, and HpH304TS and addition of JS5 to handicap list

2 Guidance on Rules Changes

2.1 Length of competition

Whilst we have always required Nationals competitions to be 9 day duration, Regionals organisers were free to set a duration of their choice. This has been clarified in new rule 4.8. For example, you can decide to finish with a party on Saturday leaving Sunday for clearing up and going home, or you could set a practice day at the beginning of the week, or both.

2.2 Role of the PSC

We had several inputs that tasks and finishing procedures were poorly set in 2024. It is easy to miss something or set something that the pilots feel is unsatisfactory. For 2025 you are required to share proposed tasks and finishing procedures with a member of the PSC. This should head off problems before they occur, especially when setting AATs. We suggest that you discuss arrangements for this new procedure with the PSC members before the start of the competition. You could also design many of your tasks and finish procedures you intend to use before the competition starts.

2.3 Loggers in FES gliders

It has been pointed out that it is possible to locate or screen loggers so that they do not detect the use of FES at low power. We have strengthened rule 5.5.2 as a result. Please check and record the location of ENL loggers in FES equipped gliders on day 1. If you suspect something untoward going on you can check again on the grid before flight.

2.4 Use of 2nd logger

The circumstances that require evidence to be taken from the 2nd logger have been clarified in rule 5.5.10. The pilot cannot now present evidence from their 2nd logger without you requesting it following application of a penalty or in the case of missing evidence.

2.5 Start Calls

New rule 5.6.8 allows you to specify that pilots make start calls in regional competitions. We had strong feedback that this was enjoyed by both pilots and crews. You can decide how they should be made and whether to penalise non-compliance; we expect that a warning would suffice if you do.

2.6 Protest period

The protest period has been reduced to 24 hours from publication of unofficial results in all cases. See You / Soaring Spot makes it easy to produce scores within a short time after competition of the task on the final day.

2.7 Turbo Procedures – Rule 5.22

Turbo procedures have been significantly revised and clarified following incidents that were reported in 2024. The main points of change are:

- You must publish the drop zones in an airspace file and brief which is to be used. This could be the general airspace file or a separate one for engine equipped gliders. Self-launchers must stop their engines in these zones at or below briefed release height. If you change the release zone during launching remember to re-brief the pilots who are self-launching.
- A second engine test is now allowed if the first is not successful.
- You may decide to allow self-relights for turbos. This has the advantage of keeping the landing and gridding areas clearer for non turbos. Ask the pilots of turbos to read the procedures carefully so that they know how to turbo relight and avoid penalties. If you choose to allow turbo relights then you must also publish start up area(s) in your airspace file. We suggest that this be concurrent with the finish ring, if you are using these. You may wish to designate some areas as no start for noise abatement or safety reasons. Again this could be a separate file for engine equipped gliders to use.
- Rule 5.22.5 clarifies that pilots may start their turbos after finishing without penalty.

2.8 Finish Ring Penalties

The penalty for finishing more than 50ft under the finish ring has been modified to 'loss of speed points' only. This clears up a problem when a pilot can get back for a safe landing on the airfield but not cross the finish ring above the penalty height.

2.9 Airspace Infringement

The horizontal buffer has been removed. Pilots will receive 500 point penalties for being 1 ft horizontally inside whilst allowing for the vertical buffer which remains. This should be simpler to score. We suggest that you brief this point on day 1 and ask pilots to set themselves a suitable buffer outside airspace.

2.10 Minimum AAT time

It was felt by regional directors that the 2 hour minima for AATs was unnecessarily long. This has been reduced to 1.5 hours which is a similar task length to a fixed course task used on poor days. You can now set an achievable small AAT on these days in regionals competitions.

3 Safety Briefing

From 2024, a safety briefing became mandatory for all pilots. This should be delivered at the beginning of the briefing on the morning of the first day of the competition. During 2024 these briefings were well received, however they were not all perfect. Please ask the presenter to read these notes and rehearse the presentation with the organisation to improve them. The purpose of this briefing is to:

- Underline the importance of flying with regard to the safety of other competitors, crews, the organising staff including tug pilots, and the public. It is our collective goal that everyone involved with the competition gets to go home in one piece, and with gliders that are serviceable when the competition ends.
- Encourage pilots to put safety first. Winning is unimportant if you are dead!
- Identify unsafe flying behaviours which should be avoided, reported to the PSC, and which may be penalised. A non-exhaustive list of undesirable flying behaviours includes:
 - thermalling in the wrong direction with others
 - using thermals that are too close to others resulting in dangerous head on situations and potential collisions
 - overtaking on the inside of other pilots in busy thermals
 - dangerous entry into occupied thermals
 - flying at high speeds before the start potentially resulting in dangerous head-ons
 - flying in the wisps prior to starting – especially when 'winding up' to start
 - dangerous low flying at the finish or in the approach to the airfield boundary
 - dangerous pull ups or pattern at the finish or when landing
 - overtaking gliders in each other's blind spot

It is important not to bore the pilots but to motivate safe behaviour in your, and future, competition. It is not necessary to go through all the above points at every competition. For Nationals, state that the competition may be using Proximity Analysis Software to identify areas of high risk so that these can be mitigated.

The safety briefing is MANDATORY for all pilots. You must do a roll call at the first briefing to identify pilots that have not attended. The rules state that such pilots **may not be launched**. At your discretion you may provide a second briefing, at a time of your choosing, for pilots that miss the first, allowing them to compete on subsequent days. You have no obligation to do this on day 1 in time to allow participation in the first day's competition.

4 Referees

Once again, the CC will appoint a referee for your competition. The purpose of a referee is to assist you and your organisation in interpretation of the rules. This may become necessary if there is a need for clarity regarding a penalty, a protest, or a decision requiring the stewards to get involved. The referee will not interfere with your running of the competition and will only get involved as referee when asked.

5 Aerobatics Competitions

We have been called by organisers of aerobatics competitions concerned about continuing infringements of their notamed competitions during their displays. Obviously, these collision risks are not limited to gliding competition, but we would be grateful if you would include any such notams in your penalty airspace files and brief accordingly. This year's competitions dates and locations can be found here: [2025 Contest & Events Calendar | British Aerobatics](#)

Finally: -

If you have any questions about the contents of this document or any other issues that you need help with, please don't forget the Comps Committee has a lot of contacts and expertise amongst its members. Don't hesitate to get in touch. You can contact the Competitions Committee directly by email: - compscommittee@gliding.co.uk

If you have any difficulties with interpretation of the rules, please do not forget to consult your appointed referee. We are here to help.

Have a great competition.

The BGA Competitions and Awards Committee