



**BRITISH
GLIDING
ASSOCIATION**

**BGA COMPETITION
ORGANISERS' BRIEFING NOTES
V 1.0 March 2026**

1 Rule Changes 2026

There have been a small number of changes to the BGA Rules for Rated Competition for the 2026 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 2027.

- **Role of PSC (5.1.1)** Small edit to emphasise safety role
- **Turbo procedures (5.22)** Small revisions to clarify procedures following experience in 2025.
- **Glider Speed Indices (7.3)** Changes to AS33 ,Ventus 3, JS3, and Duo Discus
- **Sector definition (5.8)** Expanded definition of bisectors to clarify calculation method and reduce ambiguity.
- **Note to pilots (5.8)** Advice on the use of in cockpit instruments that calculate bisectors and display sectors differently to the scoring program and these rules.
- **Two seat pilots (2.1.6)** Clarification on scoring of two seat entries where P2 is considered more competitive than P1.
- **Threshold for Women's Team selection (6.2.6)** Increase to 600 rating points

2 Guidance on Rules Changes

2.1 Role of the PSC

The changes that we made last year were a success but, at one competition, a member of the PSC used his position in an attempt to influence the task setting for his own sporting reasons. The wording has been changed to emphasise that their role is to consider safety only.

Directors also thought that the change made tasking more difficult. Our advice is to share the tasks by email or WhatsApp with the members of the PSC 30 to 60 mins prior to briefing to allow them to comment. This should give you plenty of time to tweak the task based on their advice, if you concur with them.

2.2 Turbo Procedures

In 2025 we introduced procedures for the turbo relight option. These were used in several competitions and were a success. However, the experience revealed the need for a couple of tweaks:

- a. Self launchers take time to cool down before retraction and use up to 300ft to do this. The rule has been changed to allow pilots to climb up to 200ft above your defined launch height before shutting down. They then must log a point below launch height within the relight zone to avoid penalty. There is an existing penalty for exceeding the 200ft but no specific penalty for not logging the point below launch height. If this

occurs you should award a 25 point penalty. If the pilot infringes both rules you should award the greater penalty, but not both.

- b. If a self launcher opts to take an aerotow, then his glider is to be treated the same as a sustainer in the procedures.
- c. If you opt to use these procedures you will need to produce an airspace file showing the drop zones that you are using. Experience showed that these need to be at least 2k radius and be designated as either Class B or Class F.
- d. The rules do not prescribe how the pilot should behave between the fire up zone and the shut down zone. This is not considered necessary. Pilots can work this out for themselves. Obviously, self-launchers can use their power setting to avoid climbing too high and turbos can shut down or use their brakes if necessary.

2.3 Two seat entries

Rule 2.1.6 has been changed to clarify how pilot proficiency should be assessed and prescribes that the entry should be scored as HC if the second pilot is considered more proficient.

2.4 Sector Definition

There have now been two situations where pilots have claimed control of a sector based upon their in cockpit equipment telling them that they were 'in' when See You has scored them 'out'. In both cases the pilots were using LXNAV computers. This is the result of the two systems using different methods for calculating bisectors and drawing the sectors on the moving map. See You is the only scoring software that we have so rule 5.8 has been extended to clarify the definition that See You uses. This is definitive. If See You scores the pilot 'out' he is 'out'. Protests should not be upheld on the basis that the pilot thought he was 'in' or was misled by his in cockpit equipment. Advice to pilots has been added.

We have produced a document that explores this phenomenon which we can provide upon request. This situation is clearly not ideal and the CC is working with both Naviter and LXNAV to try to resolve the issue for 2027.

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. As a reminder our advice is repeated here. 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 Airspace

In 2025 there was a category A airprox near Mildenhall between a glider and a USAF tanker. Both the USAF and the CAA have expressed concern and ask organisers to inform Mildenhall's RAPCON Watch Supervisor phone number (01638 523760) if we task anywhere near their MATZ. Their operations reach out quite far passed the MATZ so please take a look at <https://members.gliding.co.uk/library/uncategorised/safe-shared-airspace-lakenheath-and-mildenhall/> for details.

Also, organisers expressed frustration with getting details about operations at South Cerney and Chalgrove. Unfortunately there is nothing that the CC can do as the AIP is definitive. Max Lazenby has written a short briefing document that I have attached here and may help.

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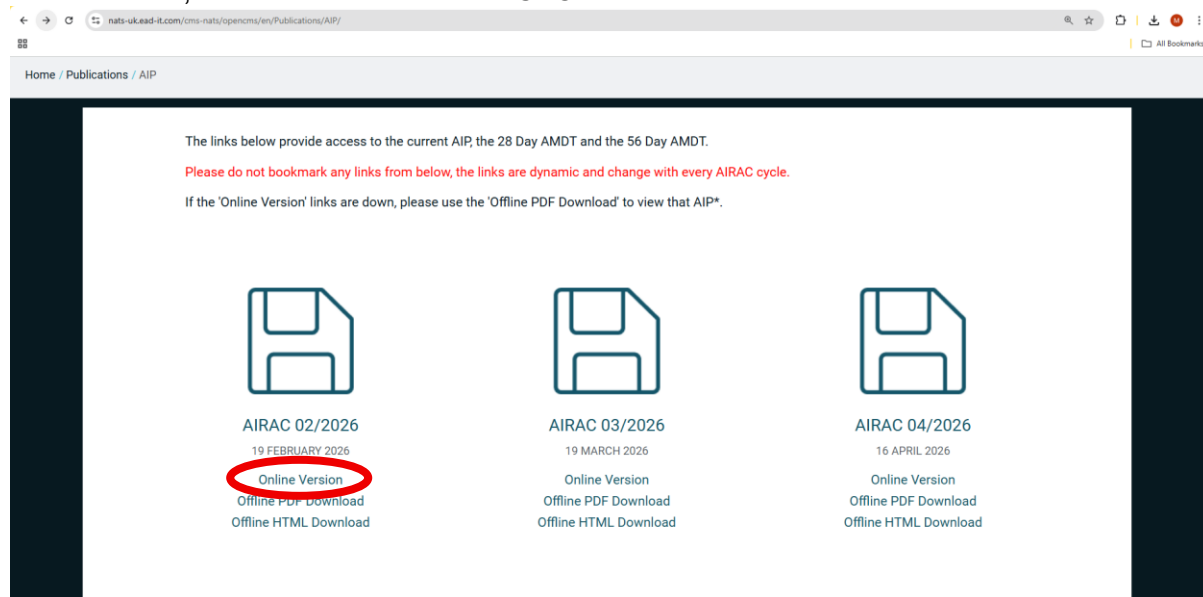
It has been noted the difficulty organisers have had in the past with establishing the status of some largely unused drop zones such as the Chalgrove and South Cerney drop zones. The definitive source of information for airspace within the UK is the NATS published AIP.

The AIP provides airspace users (in this case, organisers) the operating hours and contact details for airspace within the UK. Below is an example of how to use the AIP to get the contact information for Chalgrove and South Cerney:

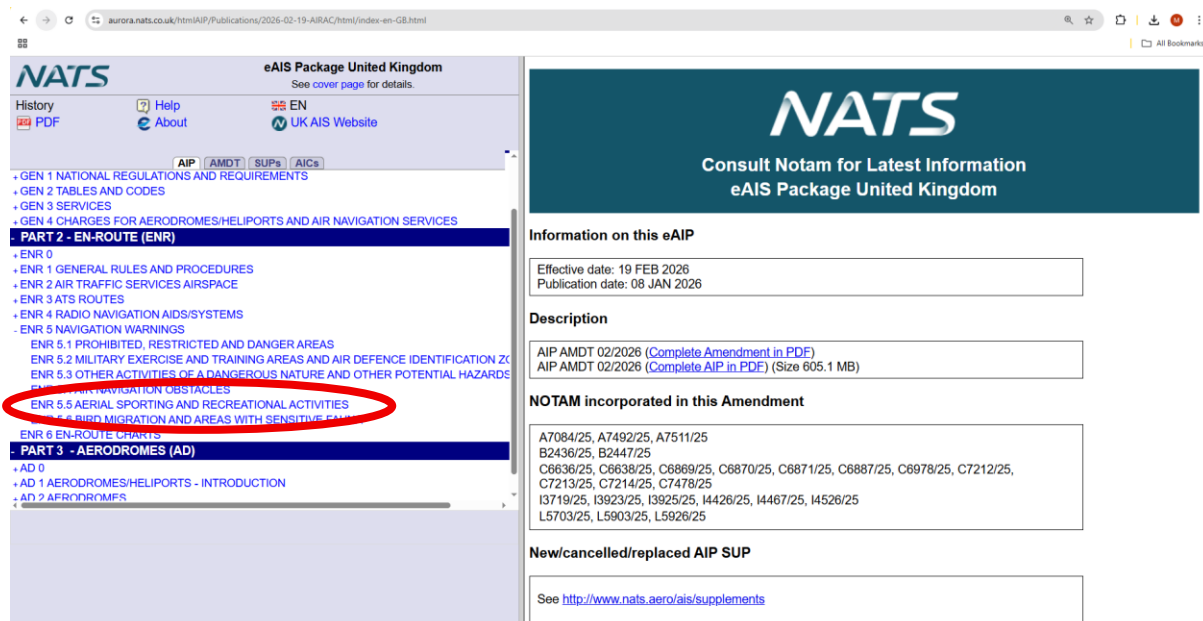
Navigate to the AIP at the following address:

<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

From the AIP, select the relevant ARIAC "Online Version" button



For Parachute Drop Zones, navigate to "ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES" (note that the other ENR sections contain useful information about other airspace and are worth a read for information)



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Within ENR 5.5, scroll to the relevant parachute drop zone. Alternatively, you can use the search function within your browser to quickly find what you are looking for. Below are the entries for Chalgrove and South Cerney. (note, the below is only an example and the AIP must be used as the source for the latest information).

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
CHALGROVE PARACHUTE SITE, OXON A circle, 1.5 NM radius, centred at 514032N 0010459W	Upper limit: 5500 FT ALT Lower limit: SFC	Phone: 01865-892200/892201. Benson ATC: 01491-837766 Ext 7017. London Control (Swanwick): 023-8040 1102.	Activity notified on the day to Benson ATC or London Control (Swanwick) outside hours of Benson.

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.



Jim White
Chair - The BGA Competitions and Awards Committee