

Sporting Code Changes IGC Meeting, Lausanne, 2004

A number of changes and proposals for changes to the Sporting Code were actioned at the IGC Plenary meeting in Lausanne, 2004.

These included:

Main Section – Proposals Adopted (Effective 1 October 2004)

(Note: only the primary SC-Section 3 reference is provided).

- 1.0.4d Adding the definition of the Microlift Glider.
- 1.2.10 Allowing the use of “beer can” turn points for records or badges when verification was made with a Flight Recorder. The new turn point will be called a “Cylinder”.
- 1.4.4 Restoring the declared 3-turn point course to the allowed courses for records.
- 3.0.2 Restricting records claimed on a single flight to one distance record.
- 3.0.4 Setting the margins for record flights to:
 - 1 km for distance,
 - 1 km/h for speed and
 - 3% for altitude.
- 4.4.7b Revising the post flight calibration period for IGC approved FR and electronic barographs to 2 months.
- 7.7.6a Deleting reference to the use of the German (DAeC) handicap list for handicaps.

Main Section – Year One Proposal Adopted

- *That from 1st October 2008 verification of badge flights will require the use of an IGC Approved flight recorder. All other means of verification shown in this edition of the Sporting Code will no longer be accepted.* It was suggested that this proposal be amended to read “*That from some future date verification of ...*”. The Plenum decided to refer the proposal to the Bureau for consideration and for a Year Two proposal in 2005.
- *To create a 750km Diploma.* The name and administration of this award is required to be part of the Year Two proposal in 2005.

Annex A - Effective Immediately

- 4.2 *That a Maximum Mass Limit of 850kg will be included in Annex A immediately for two-seat Open Class motor gliders.*

Annex A - Year One Proposal Adopted

(Note: changes cannot be affected until 1 October 2006)

- 8.1 The addition of the Hans Nietlispach “Simplified Scoring System” to Annex A scoring options.
- 8.9 The reasons for airspace infringements to be reviewed to determine causes, and the penalties revised in line with other operational penalties.

Annex B – Year Two Proposals (Effective 1 October 2004)

- 1.1.3.1.1 Pilot responsibilities for checking FRs.
- 1.1.9.2 Environmental conditions to be taken into account when checking FRs.
- 1.1.10 The handling of FR records that are found to contain anomalies.
- 1.6.4 Requirements for the notification of changes in manufacturer details.