Statutes By-Laws and Sporting Code WG - Annex 1a

Suggested changes to:

FAI Sporting Code – Section 1 Aerostats

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By

Steven M. Shope, Ph.D.

4348 N. Pinnacle Ridge Circle

Mesa, AZ 85207 USA

sshope@sandiaresearch.com

Change “GPS” to “GNSS”

- Page VI (Annex 6)
- Page 23 Section A.4
- Page 24 Section C.4
- Page 39 Section 1.3
- Page 41 Section 2.4 (4 places)
- Page 41 Section 4
- Page 41 Section
- Page 43 Section 8 (3 places)

Section 4.7.3.1

Change “Distance: ±1% or 500 meters whichever is less”
to
“Distance: ±5 meters”

Page 28 Form 3

- Change “Map Reference” to “Map Reference and Datum”
- Change “Latitude/Longitude to “Latitude/Longitude (WGS-84)”

Page 30 Form 5

- Change “Map Reference” to “Map Reference and Datum”
- Change “Latitude/Longitude to “Latitude/Longitude (WGS-84)”

Page 40 Section 1.3.1 CEP

Recommend deletion

Reason: Manufacturers have no standard manner in which they estimate position error. This will vary from manufacturer to manufacturer. Also, they all tend to over-estimate accuracy. Also, GNSS errors tend not to be normally distributed.

Page 40 Section 1.3.2 SBAS Augmentation

Recommend deletion

Reason: Manufacturers have no standard way to designated SBAS and it is often transparent to the user.

Page 41 Section 4

Recommend adding a paragraph:

“The position of the balloon at take-off and landing shall be the horizontal position of the center of the aerostat basket or gondola.”

Page 43 Section 8

Change “A distance measured by GPS is accurate to ± 10 m if the GPS is receiving WAAS/SBAS corrections. If not, the accuracy is ± 25 m.”

to

“A distance measured by GNSS is accurate to ± 5 m.”

Page 43 Section 8

Change “An altitude measured by GPS is accurate to ± 10 m if the GPS is receiving WAAS/SBAS corrections. If not, the accuracy is not better than ± 50 m. This may still be better than if measured by a barograph.”

to

“An altitude measured by GNSS is accurate to ± 10 m.”