

Request for rule changes / adaptations

A.1.2

Old:

Only equipment approved by the GAC may be used. Competitor must declare type of equipment in entry form.

New:

Only equipment approved by the GAC may be used. ~~Competitor must declare type of equipment in entry form.~~

A.2.2.19

Old:

Competitor must declare type of equipment mentioned in A.2.2.18 in entry form (including fixed installed equipment)

New:

Competitor must declare type of equipment mentioned in A.2.2.18 in entry form (including fixed installed equipment like COM, NAV, GPS, FLARM, TRSP, AP etc.). For rental aircraft the declaration is made by the owner of the aircraft.

A.3.8

Old:

At the end of the flight, at the parking position, the competitor is allowed five minutes, while seated in his aircraft, for completing his markings on the map. The five minutes will begin after the aircraft has stopped at its parking slot.

New:

At the end of the flight, at the parking position, the competitor is allowed five minutes, while seated in his aircraft, for completing his markings on the map. The five minutes will begin after the aircraft has stopped at its parking slot or assigned stop (for example: fuel station).

A.4.2

Old:

The landing test will be run as a separate event to enable the participation of all international judges to judge the event.

- Each landing shall be followed by a full stop.

- The sequence of landings will be briefed.

New:

The landing test will be run as a separate event to enable the participation of all international judges to judge the event.

- Each landing is conducted as a full stop landing.
- The sequence of landings will be briefed.

A.4.11

Old:

Abnormal landings in all four types of landing are defined thus:

- Nose wheel not off the ground,
- A tail wheel aircraft not in a configuration with the tail below the horizontal,
- One main wheel off the ground at the initial touchdown, without authorized crosswind conditions, to a height of more than the diameter of the main wheel,
- In crosswind conditions touchdown on downwind main wheel only,
- Any part of the aircraft other than the wheels touching the ground,
- Retraction of flaps inside landing strip before touchdown,
- Touchdown with locked wheels,
- One or both main wheels leave the ground, while nose wheel remains on it.
- Any abnormalities after any bounce (see points 'a' to 'h' above) must be considered as abnormal landing

New:

~~Abnormal landings in all four types of landing are defined thus:~~

- ~~Nose wheel not off the ground,~~
- ~~A tail wheel aircraft not in a configuration with the tail below the horizontal,~~
- ~~One main wheel off the ground at the initial touchdown, without authorized crosswind conditions, to a height of more than the diameter of the main wheel,~~
- ~~In crosswind conditions touchdown on downwind main wheel only,~~
- ~~Any part of the aircraft other than the wheels touching the ground,~~
- ~~Retraction of flaps inside landing strip before touchdown,~~
- ~~Touchdown with locked wheels,~~
- ~~One or both main wheels leave the ground, while nose wheel remains on it.~~
- ~~Any abnormalities after any bounce (see points 'a' to 'h' above) must be considered as abnormal landing~~

Comment:

Replace by new landing rules, valid for all disciplines (precision, rally and ANR)

A.5.5

Old:

No competitor is permitted to take any alcohol less than 10 hours prior to the start of daily competition.

New:

~~No competitor is permitted to take any alcohol less than 10 hours prior to the start of daily competition.~~

Comment:

International and national rules (like SERA) are valid anyway

A.9.3

Old:

Within 30 minutes of the release of the individual results the competitor and/or team manager may present a written request (complaint) to the International Chief Judge for clarification. If not satisfied with the clarification, a protest may be filed with the Competition Director within 30 minutes after the clarification was given, accompanied by the relevant protest fee.

New:

~~Within 30 minutes of the release of the individual results the competitor and/or team manager may present a written request (complaint) to the International Chief Judge for clarification. If not satisfied with the clarification, a protest may be filed with the Competition Director within 30 minutes after the clarification was given, accompanied by the relevant protest fee.~~

Comment:

See B.9.10

A.9.9

Old:

The prescribed fee in connection with any protest submitted to the jury will be EURO 50, - and shall accompany the written protest. The fee will be returned in the case of a successful protest only.

New:

The prescribed fee in connection with any protest submitted to the jury will be EURO 250, - and shall accompany the written protest. The fee will be returned in the case of a successful protest only.

B.1.8

Old:

Any display, show or demonstration must not interfere with the competition.

New:

Any display, show or demonstration must not interfere with the competition. Also, para jumping and other disturbing activities must be stopped during training and competition.

B.2.10

Old:

Telephone and telefax and Wi-Fi facilities should be available. If the computer room is not established at the airfield, internet service must be available between airfield (debriefing) and computer room.

New:

Telephone ~~and telefax~~ and Wi-Fi facilities should be available. If the computer room is not established at the airfield, internet service must be available between airfield (debriefing) and computer room.

B.5.3

Old:

Aircraft for hire should be checked by the host NAC and the following minimum standard guaranteed:

- a) Air speed indicator
- b) Altimeter
- c) Magnetic compass and directional gyro
- d) Turn and bank indicator and/or artificial horizon
- e) VHF/COM equipment with all appropriate frequencies
- f) Third party legal liability insurance to the level required in the host country.

New:

~~Aircraft for hire should be checked by the host NAC and the following minimum standard guaranteed:~~

- ~~a) Air speed indicator~~
- ~~b) Altimeter~~
- ~~c) Magnetic compass and directional gyro~~
- ~~d) Turn and bank indicator and/or artificial horizon~~
- ~~e) VHF/COM equipment with all appropriate frequencies~~
- ~~f) Third party legal liability insurance to the level required in the host country.~~

Aircraft for hire should be checked by the host NAC and fulfil the requirements according country rules.

B.8.5

Old:

The weather minima for the navigation tests will not be less than 5 kilometers visibility with the cloud base 1000' above ground level of the highest point of the course. In the event that any part of

the navigation course is within controlled airspace, consent must be given for the minimum to apply.

New:

The weather minima for the navigation tests will not be less than 5 kilometers visibility with the cloud base 1000' above ground level ~~of the highest point of the course~~ including the highest point of the course. In the event that any part of the navigation course is within controlled airspace, consent must be given for the minimum to apply.

B.9.10

Old:

On return from the competition, the competitor will be taken to a security area. The competitor will be debriefed by members of the competition management who will examine his map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place. He will remain in the security area until the last competitor has entered the flight planning room. He must be further warned that any attempt whatsoever to communicate with anybody outside the security area following the completion of his navigation exercise or approaching the flight planning room, the apron or any competition aircraft prior to the time the last competitor has taken off on his navigational test, will result in his disqualification. Security area can be arranged by the organizer, so that pilots will be quantined before their flight. In that case the quantine period will begin when the first competitor leaves the flight planning room.

New:

~~On return from the competition, the competitor will be taken to a security area. The competitor will be debriefed by members of the competition management who will examine his map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place. He will remain in the security area until the last competitor has entered the flight planning room. He must be further warned that any attempt whatsoever to communicate with anybody outside the security area following the completion of his navigation exercise or approaching the flight planning room, the apron or any competition aircraft prior to the time the last competitor has taken off on his navigational test, will result in his disqualification. Security area can be arranged by the organizer, so that pilots will be quantined before their flight. In that case the quantine period will begin when the first competitor leaves the flight planning room.~~

Security area has to be arranged by the organizer, so that pilots will be quarantined before their flight. The quarantine period starts when the first competitor leaves the flight planning room.

On return from the competition, the competitor will be taken to the debriefing area. The competitor will be debriefed by members of the competition management who will examine the map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place.

Time (30 minutes) for complaints starts immediately after the debriefing. Complaints will be handled by the international chief judge (or a special assigned judge) as quick as possible. The result will be communicated to the competitor as fast as possible. If the competitor is not satisfied with the judgement, he can file a protest.

Time (30 minutes) for protests starts immediately after the communication of the result of the complaint, accompanied by the relevant protest fee.

After leaving the debriefing area, the competitor can not file a complaint or a protest anymore.

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