



CIVL 2023 PLENARY – ANNEXE 23 C

PROPOSAL BUREAU - ALTITUDE AND AIRSPACE INFRINGEMENTS

Background

GNSS is deemed preferable to barometric.

Current text

4.4.5 Altitude Infringements

Where vertical infringement of airspace, cloud or briefed altitude limits is considered possible it is the responsibility of the pilot to produce track log or barograph evidence that this did not occur. Airspace violation checks rely primarily on the barometric altitude as recorded on the flight instrument track log (the International Standard Atmosphere pressure altitude QNE) and then when necessary corrected by the scoring software for the pressure conditions of the task (QNH). GNSS altitude may be taken into consideration (from the primary track log or a backup log) only in case of problems with barometric logging.

New text

4.4.5 Altitude and Airspace Infringements

Where infringement of airspace or briefed altitude limits is considered possible it is the responsibility of the pilot to produce track log evidence that this did not occur. Airspace violation checks rely on the GNSS altitude as recorded on the flight instrument.

Barometric altitude from track log can be used as evidence in the case of disputes. The barometric altitudes of the track log must be compensated using a reference point method in such a way as to eliminate sensor drift errors.

Local regulations can override this default.