

Minutes of the rally sub-committee meeting held in Lausanne, Switzerland 17-18 February 2023.

Frank Eckard, sub-committee chairman of rally flying, was unable to attend the GAC meeting due to health problems.

Hans Schwebel, member of the sub-committee stood in on his behalf.

The following points were discussed.

- 1) Attendance -a roll call was done, and an attendant's list signed. There were 5 committee members and 8 delegates and observers.
Frank Eckard prepared the agenda for this meeting and the agenda was accepted.
- 2) The minutes of the previous meeting (Zoom) from the 6th of November were unanimously approved.
- 3) 22nd FAI/WRFC November 2022 at Brits, South Africa
A written report was received from Jacques Carriquiriberry, president of the Jury. The report was accepted.
Rob Jonkers, championship director, present at the meeting, gave his report. The report was accepted.
- 4) After the WRFC in South Africa there were some discussions about rule changing.
Frank Eckard recommended 21 new proposals as amendments to the existing rules. The various proposals came from South Africa, France, Poland and Sweden.
- 5) Rob Jonkers took over the meeting to discuss the 21 proposals. After lengthy discussions these were accepted and were added to the existing rally rules for the new revised addition of 2023. (as per new attached rules)
- 6) Thank you to Rob Jonkers for handling the difficult task.
- 7) 23rd FAI /WRFC 29.07-05.08.2023 Macon, France. MR. Philippe Muller presented the final local rules. These were approved.
- 8) 24th FAI/WRFC 2025 Italy Mr. Filippo Papale from Italy gave a presentation for the planned WRFC 2025 in Italy. At the next meeting Italy will prepare and present a final bid.
- 9) 25th FAI/WRFC 2027 Germany indicated that they are interested to host the WRFC 2027. More details will be at the next meeting.
- 10) Manual of procedures. It was decided that the GAC needs a MOP for international competitions. The rally sub-committee will handle this.
- 11) Frank Eckard arranged with FAI that a new website be created. The link is <https://gac.fai.org/>
- 12) Hans Schwebel thanked everyone involved, for a good and fruitful meeting.

Lausanne 17-18 February 2023

Proposal for Amendments to Rally Rules for 2023

Proposal Number 1

1. Subject

GAC Landing appendix
Landing box width and definition.

2. Proposer

Frank Eckard

3. Motivation

According to the aims of both Rally Flying and Precision Flying:

- emphasizing the ability to handle the aircraft on short and narrow landing strips (landing test)

The wheel base of a C172 is 2.553 m (8' 4 ½") and the Wing Span of a C172 is 10.973 m (36"). The width of a two lane highway is 6.6 m.

The current sketch on pages 11, 12 & 13 of the Landing Appendix defines the landing strip as 12 m wide

This, I do not consider as narrow (as per the aims.), but rather the normal width for GA airfields.

While we could allocate a range for this strip width, it might be better to define a narrow width.

I therefore propose that this strip width should be 10 m.

4. Old Rule

The current sketch on pages 11, 12 & 13 of the Landing Appendix defines the landing strip as 12 m wide

5. New Rule

The sketches on pages 11, 12 & 13 of the Landing Appendix are changed to a landing strip of 10 m wide.

6. Discussion

7. Decision

New Rule proposed as follows:

The sketches on pages 11, 12 & 13 of the Landing Appendix are changed to a landing strip recommended to be between 10 m - 15 m wide, and changes can be defined in the local rules.

The sketches on pages 11, 12 & 13 of the Landing Appendix are changed to a landing strip recommended to be approximately 12m wide, and changes can be defined in the local rules.

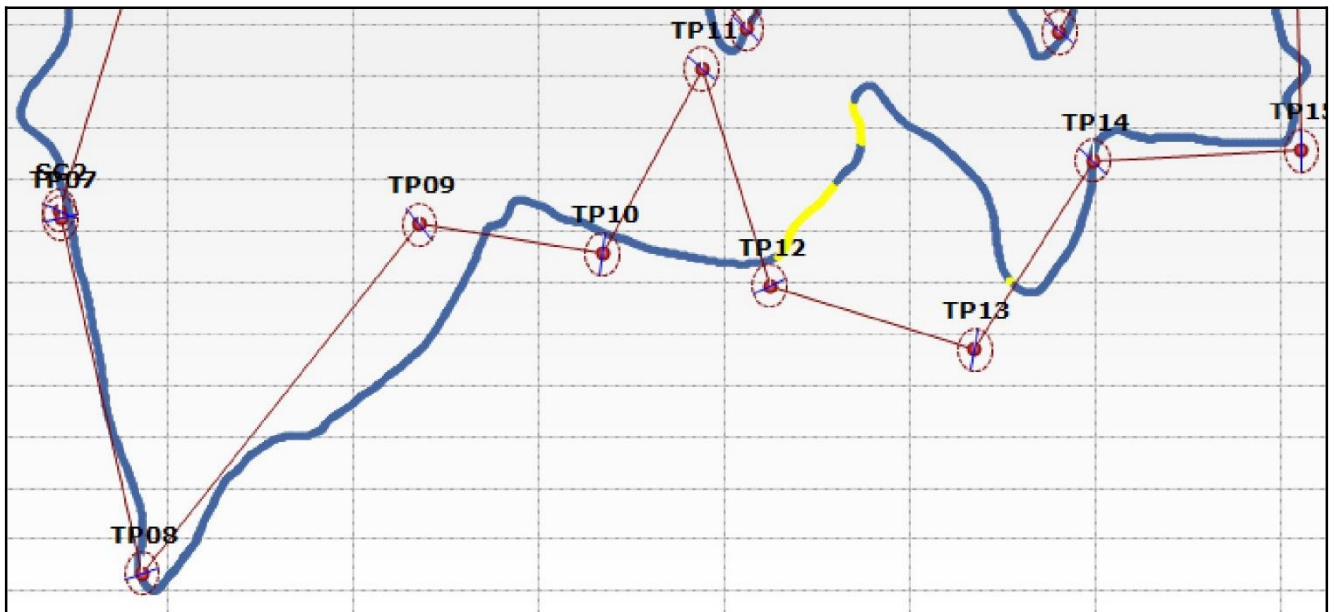
Proposal for Amendments to Rally Rules for 2023

Proposal Number 2

1. **Subject**
Clarifying the “90° to track rules”
2. **Proposer**
Frank Eckard
3. **Motivation**
The “90° to track rules” need to be clarified to avoid misinterpretation.

The Air Observer software is programmed to compare the track vector at each point to the course vector and if they are more than 90° degrees apart for 5 seconds or more in sequence, it displays these points in yellow and also changes the 0 to 1 in the results text file. The rules need to be clarified to avoid misinterpretation.

Where a competitor misses a turn point and is clearly lost, the software might not be able to automatically apply penalties. Since this is a flight safety issue we need to prevent this behaviour.



Since the competitor has penalised himself of the first half on the results, we could either remove these penalties, OR apply them as calculated OR 90° to track penalties are to be applied to each leg which is not followed OR 90° to track penalties are to be applied to each leg which is not followed unless the competitor is above 2000' agl on that leg.

4. **Old Rule**
A 3.1.8 Each turn of more than 90° from the track between SP and FP will incur penalties when the FR shows this deviation for more than 5 seconds in sequence, except on a leg defined by scenic features.

A 2.4.8 The chief judge or appointed international judge must check all en route track deviations of more than 90° and all “critical” time gate passages.

5. **New Rule**

A 3.1.8 Each turn of more than 90° from the track between SP and FP will incur penalties when the FR shows this deviation for 5 seconds or more (represented by 5 or more yellow dots on the Air Observer flight log) in sequence, except on a leg defined by scenic features.

A 2.4.8 The chief judge or appointed international judge must check all en route track deviations of more than 90° and all “critical” time gate passages. 90° to track penalties are to be applied to each leg which is not followed.

6. **Discussion**

We could relax the above rule by adding: . unless the competitor is above 2000' agl for that entire leg..

7. **Decision**

New Rule proposed as follows:

A 3.1.8 Each turn of more than 90° from the track between SP and FP will incur penalties when the FR shows this deviation for more than 5 seconds in sequence, except on a leg defined by scenic features. This penalty sequence to be explained to the crews at briefing.

A 2.4.8 The chief judge or appointed international judge must check all en route track deviations of more than 90° and all “critical” time gate passage and decide if the penalties are to be applied.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 03

1. **Subject**

Clarifying the content of a turn point photo.

2. **Proposer**

Frank Eckard

3. **Motivation**

Some of the TP photos at the WRFC2022 were rejected as the item described in the task sheet was not visible at that scale. (This could be used for rejecting many turn point photos.)



Trig Beacon

4. **Old Rule**

A 3.4.4

Turn point photographs may be taken from any direction. They may be correct or incorrect. If correct, the feature on the photo must be the TP. If the turn point photograph is incorrect, the feature shown on that photograph must not be within 1.0 NM of the turn point. The crew will decide and mark the appropriate box on the competition answer sheet. The photographs will be marked with the turn point number and will be in correct sequence. There may be a maximum of two TP's without photographs. The turn points without photographs, if they are excluded, will be the FP and the previous TP. The feature on every TP photo must be ringed and must be as close as possible to the centre of the photo.

5. **New Rule**

A 3.4.4

Turn point photographs may be taken from any direction. They may be correct or incorrect. If correct, the feature on the photo must be the TP (The Item described in the task sheet does not need to be clearly visible at this scale or angle). If the turn point photograph is incorrect, the feature shown on that photograph must not be within 1.0 NM of the turn point. The crew will decide and mark the appropriate box on the competition answer sheet. The photographs will be marked with the turn point number and will be in correct sequence. There may be a maximum of two TP's without photographs. The turn points without photographs, if they are excluded, will be the FP and the previous TP. The feature on every TP photo must be ringed and must be as close as possible to the centre of the photo.

6. **Discussion**

7. **Decision**

New Rule Accepted

A 3.4.4

Turn point photographs may be taken from any direction. They may be correct or incorrect. If correct, the feature on the photo must be the TP (The Item described in the task sheet does not need to be clearly visible at this scale or angle). If the turn point photograph is incorrect, the feature shown on that photograph must not be within 1.0 NM of the turn point. The crew will decide and mark the appropriate box on the competition answer sheet. The photographs will be marked with the turn point number and will be in correct sequence. There may be a maximum of two TP's without photographs. The turn points without photographs, if they are excluded, will be the FP and the previous TP. The feature on every TP photo must be ringed and must be as close as possible to the centre of the photo.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 04

1. **Subject**

Clarifying the list of Trophies

2. **Proposer**

Frank Eckard

3. **Motivation**

To clarify the list of trophy to assist the competition director in locating these trophies, or duplicating them if they are lost.

4. **Old Rule**

B 14.5

Lists of Trophies

- a) World Rally Champions
- b) World Air Rally Team Champions
- c) Continental Air Rally Champions
- d) Continental Air Rally Team Champions
- e) Other Trophies

Remark: Trophies a) and b) will not be awarded during Continental Championships, Trophies c) and d) will not be awarded during World Championships.

B14.6 The Charter for the AIR BP TROPHY for best ~~Navigation and Observation~~

- The trophy is presented by Air BP Ltd. And was first awarded in 1995 at the 9th World Rally Flying Championship in Denmark.
- The trophy is a perpetual challenge cup, and shall be awarded at each World Rally Flying Championship for the best in ~~navigation and observation~~.
- The trophy remains in the custody of the National Aero Club until the next World Rally Flying Championships take place.
- The crew winning the trophy shall have the year and their names engraved on the cup and will ensure its safe and timely delivery to the next championship.
- ~~A miniature of the trophy shall be awarded to the winning crew as their property.~~
- In the event that the World Rally Flying Championship is discontinued, the cup shall be returned to Air BP Ltd. for safe keeping, until the championship resumes, or another competition of a similar nature takes place.
- The trophy cannot be won outright, but shall remain as perpetual Challenge.

5. **New Rule**

B 14.5

Lists of Trophies

- a) World Rally Champions



EVEREST
PERPETUAL TROPHY
Presented by
MAURICE SEYMOUR
Coventry 1976

b) World Air Rally Team Champions



FAI-GAC WORLD RALLY FLYING
CHAMPIONSHIPS
AIR RALLY TEAM CHAMPIONS
DONATED BY SOUTH AFRICAN
POWER FLYING ASSOCIATION

c) Air BP Observation Trophy



AIR BP
FAI WORLD RALLY FLYING
CHAMPIONSHIPS
AIR BP TROPHY FOR
OBSERVATION

d) Landing Trophy



World Rally Flying Championships
LANDING TROPHY
Donated by Frank and Cally Eckard

e) Continental Air Rally Champions

No Photo

f) Continental Air Rally Team Champions

No Photo

g) Other Trophies

Remark: Trophies a), b), c), d) will not be awarded during Continental Championships, Trophies e) and f) will not be awarded during World Championships.

B14.6 The Charter for the AIR BP TROPHY for best Observation

- The trophy is presented by Air BP Ltd. And was first awarded in 1995 at the 9th World Rally Flying Championship in Denmark.
- The trophy is a perpetual challenge cup, and shall be awarded at each World Rally Flying Championship for the best observation.
- The trophy remains in the custody of the National Aero Club until the next World Rally Flying Championships take place.
- The crew winning the trophy shall have the year and their names engraved on the cup and will ensure its safe and timely delivery to the next championship.
- In the event that the World Rally Flying Championship is discontinued, the cup shall be returned to Air BP Ltd. for safe keeping, until the championship resumes,

- or another competition of a similar nature takes place.
• The trophy cannot be won outright, but shall remain as perpetual Challenge.

6. **Discussion**

7. **Decision**

New Rule Accepted

Proposal for Amendments to Rally Rules for 2023

Proposal Number 05

1. **Subject**

Use of Digital and GPS base Equipment.

2. **Proposer**

Frank Eckard & France

3. **Motivation**

In accordance with the aims of Rally Flying:

-emphasizing the ability to navigate by following a set of route instructions, using basic equipment.

The number of aircraft that are only fitted with basic equipment is reducing and digital and GPS based equipment are being integrated into the avionics of modern aircraft..

We will need to consider amendments to rule A 2.1.10. To ensure that sufficient aircraft are available for our competitors.

4. **Old Rule**

A 2.1.10 The use of electronic aids and/or autopilot is not permitted. All unauthorized devices will be sealed or taken into custody during the flight by the organizer. Cellular telephones may be carried in the aircraft as a backup safety device but shall be switched off, wrapped with aluminium foil and sealed in a marked envelope. Breaking the seal during the competition will result in disqualification of the competitor.

5. **New Rule**

A 2.1.10 The use of electronic flight aids and/or autopilot is not permitted. Any on-board systems are to be disabled and/or sealed. Scrutineering will be carried out and portable devices are to be sealed in a sealable bag, or removed from the aircraft. Sealing or disabling of aircraft systems will be done at the discretion of Avionic technical experts and the aircraft owner, EFIS based moving maps to be blanked off, except magnetic track indication. Approved GPS equipment (no moving maps), are Garmin 3, 296, D3 pocket panel or equivalent.

Cellular telephones may be carried in the aircraft as a backup safety device but shall be switched off, wrapped with aluminium foil and sealed in a marked envelope. Breaking the seal during the competition will result in disqualification of the competitor.

6. **Discussion**

The Precision Rules have been amended to allow the use of GPS equipment with a maximum map resolution of max 1: 500 000. The results of the competitors has improved, while the order remains, the gap between first and last has reduced.

With two pilot operation, there is more opportunity to program a GPS, so it is of concern what equipment should be allowed in Rally Flying before we need to change the *aim* of Rally Flying.

One solution is to use many more curved tracks in the competition to ensure that programmed GPS devices have little advantage.

When we allow installed GPS devices, do we also allow similar hand held devices?

My proposal is to elect an expert working group to consider this issue.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 05

1. **Subject**
Use of Digital and GPS base Equipment.
2. **Proposer**
7. **Decision**

New Rule proposed as follows(Extracted from Precision Rules):

A2.1.10 Use of receivers that determine their position by analysing satellite signals are allowed (GNSS). Use of any electronic device capable of two-way communication is not allowed (iPad, tablets, mobile phones, smart watches etc.). Equipment showing maps below scale 1:500.000 or enable plotting competition route is not allowed. Mobile equipment is not allowed to show any maps. Any electronic equipment and autopilots could be sealed and shall not be used during the competition except in case of emergency. Any broken seals could result in disqualification of the competitor.

Competitor must declare type of equipment in entry form (including mobile or fixed aircraft installed equipment). For rental aircraft the declaration is made by the organizer.

Cellular telephones may be carried in the aircraft as a backup safety device but shall be switched off, and sealed in a marked envelope. Breaking the seal during the competition will result in disqualification of the competitor.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 06

1. **Subject**
Proposal to define how the Chief Judge and Jury make decisions.
2. **Proposer**
Frank Eckard
3. **Motivation**
Our sports, and particularly Rally, have always been plagued by complaints and protests.

Item 1 - Accuracy of Route

One of the main reasons for these protests was inaccurate route planning. To fly an inaccurate route with mistakes is very frustrating and to “fix” a result due to inaccuracies leads to distortion of the results.

I have worked hard to eliminate the mistakes in the routes by introducing a written process, and then a standardised format, and more recently a check sheet, with route planner, assistant route planner, route checker and then the chief judge to try to catch the mistakes. But there are still some that slip through the system.

Item 2 Rules

The second problem was our rules, as they were written in Polish-English and could be subject to interpretation. This was corrected by a complete re-write on the rules into English. It is evident that the rules will never be complete and protest-proof as they may still be interpreted differently and could be the difference between a first- language English reader and a second-language reader.

Item 3 Protest Procedure

Then we changed the quarantine, complaint and protest process (the same as Precisions) in order to prevent team collusion and speed up the results.

Item 4 Jury Decisions

I believe that we should now call our jury to higher service. The rules will never be complete, so we need to put our jury above the rules, but below the best interest of our sport.

I suggest that the chief judge should be tasked with:

1. Certification of the preparations of the event and the accuracy of the routes, before the start of the event.
2. Receiving of complaints and adjudication according to the rules with a little latitude to the best interest of our sport.
3. Formal feed-back to the rules committee of what rules should be improved.
(This could be seen as a policing role)

Then our jury should be called higher to make wise judgements:

1. Certification of the preparations of the event and the accuracy of the routes, before the start of the event.
2. Receiving protests and judging these according to the following criteria:
 - What is in the best interest of our sport?
 - What is in the best interest of the majority of competitors?

Should the rules be improved on this issue?

What is the motive behind the protest?

What is fair to the complainant?

Is this according to the rules?

3. Formal feed-back to the rules committee of what rules should be improved.

4. Formal feed-back on all protests to the rules committee so that we can examine them and determine which rules need to be improved.

(This could be seen as a judging role)

I think it is time for some debate on this issue. The Jury Handbook of the FAI does not address HOW the jury are to arrive at their decisions? (policeman or judge?)

If that is not where we address this issue, how do we include this into our rules?

4. **Old Rule**

No rule

5. **New Rule**

D.3.1.5

The international chief judge shall:

1. Check the preparations of the event and the accuracy of the routes, before the start of the event and certify these routes and preparations.
2. Receive the competitor complaints and adjudicate in according with the rules and with consultation with the route planner or competition director as appropriate, with a little latitude to the best interest of our sport.
3. Give formal feed-back to the rules committee of what rules should be improved.

D.2.1.2

The jury shall:

1. Check the preparations of the event and the accuracy of the routes, before the start of the event and certify these routes and preparations.
2. Receive the competitor protests and judge these according to the following criteria:
 - a. What is in the best interest of our sport?
 - b. What is in the best interest of the majority of competitors?
 - c. Should the rules be improved on this issue?
 - d. What is the motive behind the protest?
 - e. What is fair to the complainant?
 - f. Is this according to the rules?
3. Give formal feed-back to the rules committee of what rules should be improved.
4. Give formal feed-back on all protests including the formal complaint letter and the decision, to the rules committee so that we can examine them and determine which rules need to be improved.

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6. **Discussion**

7. **Decision**

New Rule Accepted and further proposed as follows:

Add D2.1.1 & D2.1.2 & longer term create a Judge & Jury Handbook specific for GAC Sports

Proposal for Amendments to Rally Rules for 2023

Proposal Number 07

1. **Subject**
Plotting the navigation test: regarding magnetic declination.
2. **Proposer**
FRANCE
3. **Motivation**
Plotting the navigation test: regarding magnetic declination, in some countries it is very low or even zero (For example in Mâcon for the next WRFC) . In order to keep a good training for the navigator and keep a variety in the instructions we ask the possibility to fix a fictitious declination only for the plotting. In this case, it will not be able to exceed 5 degrees and will remain the same throughout the competition.
4. **Old Rule**
A 3.2.6
Tracks will be given in degrees magnetic or true. If magnetic, the organizer must declare the actual value of the magnetic variation rounded to the nearest degree to be used.
5. **New Rule**
A 3.2.6
Tracks will be given in degrees magnetic or true. If magnetic, the organizer must declare the actual value of the magnetic variation rounded to the nearest 0.1 of a degree to be used.

In case of the actual value is zero, organizer can declare an artificial value of the magnetic variation (five degrees maximum).
6. **Discussion**
FE does not support this proposal.
7. **Decision**

Keep the old rule

Proposal for Amendments to Rally Rules for 2023

Proposal Number 08

1. **Subject**
Clarify the beginning and end of quarantine.
2. **Proposer**
FRANCE
3. **Motivation**
Clarify the beginning and end of quarantine.
4. **Old Rule**
A 2.1.16
All crews shall enter quarantine before the first take off.
5. **New Rule**
A 2.1.16
All crews shall enter quarantine before the first take off. Quarantine entry time and quarantine exit time shall be announced or specified by the organizer.
6. **Discussion**
7. **Decision**
New Rule Accepted
A 2.1.16
All crews shall enter quarantine before the first take off. Quarantine entry time and quarantine exit time shall be announced or specified by the organizer.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 09

1. **Subject**
International Judges at WRFC.
2. **Proposer**
FRANCE
3. **Motivation**
To have enough international judges for championships, require teams to pay for an international judge if the team have more than 4 participating crews.

This point is covered under:
D.3 If a country sends a team of four or more crews to a competition, that country must nominate a minimum of one qualified international judge, as defined in the Sporting Code, GS, 4.3.3.1. If no international judge is sent, the entry fee for the international judge must be paid.
4. **Old Rule**
A 2.2.9 Each country may send international judges, judge observers, engineers, observers, helpers and supporters.
5. **New Rule**
No Change
6. **Discussion**
7. **Decision**

Keep Old Rule

Proposal for Amendments to Rally Rules for 2023

Proposal Number 10

1. **Subject**
Precision concerning loggers.
2. **Proposer**
FRANCE
3. **Motivation**
To ensure the logger recording interval must be 1 per second.

This point is covered under:

3.2 Technical requirements for the Flight Recorder used in GAC competitions

Logger recording interval	1/sec	1/sec
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4. **Old Rule**
A 2.4.2
Technical requirements for flight data recording equipment are documented in the Sporting Code, Section 2, Annex 4.
5. **New Rule**
No Change
6. **Discussion**
Check that it is " at least" 1 Sec
7. **Decision**

Keep Old Rule

Proposal for Amendments to Rally Rules for 2023

Proposal Number 11

1. **Subject**

Wording correction A 3.3.1 Para 2

2. **Proposer**

FRANCE

3. **Motivation**

4. **Old Rule**

A 3.3.1 Para 2

Take-off time, start point time, each turn-point time, finish point time and the time to hand over the competition answer sheet be in the flight instructions. The take off time will be measured from a T/O timing gate that is described during the briefing.

5. **New Rule**

A 3.3.1 Para 2

Take-off time, start point time, each turn-point time, finish point time and the time to hand over the competition answer sheet must be in the flight instructions. The take-off time will be measured from a T/O timing gate that is described during the briefing, or abeam the mid runway windsock if not briefed.

6. **Discussion**

7. **Decision**

New Rule Accepted

A 3.3.1 Para 2

Take-off time, start point time, each turn-point time, finish point time and the time to hand over the competition answer sheet must be in the flight instructions. The take-off time will be measured from a T/O timing gate that is described during the briefing, or abeam the mid runway windsock if not briefed.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 12

1. **Subject**
To allow flying on the day of the award ceremony by reducing the jury's blocking time.

2. **Proposer**
FRANCE

3. **Motivation**
To allow flying on the day of the award ceremony by reducing the jury's blocking time.

4. **Old Rule**
B.14.4
The competition director must allow sufficient time (6 hours minimum) between the commencement of hearings on protests and the start of the final banquet. See also protests.

5. **New Rule**
B.14.4
The competition director must allow sufficient time (3 hours minimum) between the commencement of hearings on protests and the start of the final banquet. See also protests.

6. **Discussion**
Judging by the schedule at WRFC2022, the results, certificates, trophy awards etc takes time. (~ 3 hours) and the protests must be complete before this can commence.

It may not be possible to allow protest hearing and result preparations on the same day as a competition event.

This is the same as the precision rule (See B.13.4)

This proposal is not supported by FE

7. **Decision**

New Rule Accepted:

B.14.4
The competition director must allow sufficient time (3 hours minimum) between the commencement of hearings on protests and the start of the final banquet. See also protests.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 13

1. **Subject**
Creation of a rule to allow the organisation to place a tracker in all aircraft.
2. **Proposer**
FRANCE
3. **Motivation**
Creation of a rule to allow the organisation to place trackers for live tracking and video cameras, for promotional use, in all aircraft.
4. **Old Rule**
5. **New Rule**
A.2.3.12
The organiser shall have the right to install and or compel the teams operate trackers for live tracking and or video camera in all aircraft for promotional use.
6. **Discussion**
7. **Decision**

New Rule proposed as follows:

A.2.3.12

The organiser shall have the right to install and or compel the teams operate trackers for live tracking in all aircraft.

The organiser is recommended to provide live tracking & live streaming service.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 14

1. **Subject**

GAC Landing appendix

Wording Correction - In case of intermediate landing.

2. **Proposer**

FRANCE

3. **Motivation**

4. **Old Rule**

4.2.2.

If the tailwind component exceeds 5 knots, the pilot will be informed by radio, and the chief landing judge will attempt to change the landing direction. He will inform the competition director if this is not possible, in which case ~~the~~ landing test of that stage will be cancelled.

5. **New Rule**

4.2.2.

If the tailwind component exceeds 5 knots, the pilot will be informed by radio, and the chief landing judge will attempt to change the landing direction. He will inform the competition director if this is not possible, in which case this landing test of that stage will be cancelled.

6. **Discussion**

7. **Decision**

New Rule Accepted:

4.2.2.

If the tailwind component exceeds 5 knots, the pilot will be informed by radio, and the chief landing judge will attempt to change the landing direction. He will inform the competition director if this is not possible, in which case this landing test of that stage will be cancelled.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 15

1. **Subject**

GAC Landing appendix
Landing practice.

2. **Proposer**

FRANCE

3. **Motivation**

4. **Old Rule**

5.1.1.

Landing practice for each competitor may be limited to not more than 2 landings after a navigation practice. Landing practice may be limited in the week prior to the competition week. Each competitor should be allowed 4 landings, in practice, in the competition week and prior to the start of the championship. An appropriate schedule will be prepared by the competition director.

5. **New Rule**

5.1.1.

Landing practice for each competitor may be limited to not more than 2 landings after a navigation practice. Landing practice may be limited in the week prior to the competition week. Each competitor should be allowed **at least** 4 landings, in practice, in the competition week and prior to the start of the championship. An appropriate schedule will be prepared by the competition director.

6. **Discussion**

While Precisions has a day for landing practice, Rally does not and therefore this might require a extra day in the competition week?

This proposal is not supported by FE. The competition director is to draw up an acceptable schedule.

7. **Decision**

New Rule Accepted:

5.1.1.

Landing practice for each competitor may be limited to not more than 2 landings after a navigation practice. Landing practice may be limited in the week prior to the competition week. Each competitor should be allowed **at least** 4 landings, in practice, in the competition week and prior to the start of the championship. An appropriate schedule will be prepared by the competition director.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 16

1. **Subject**
GAC Landing appendix
Wording Correction - if there's a second landing, the jury might not be present in the both localities.
2. **Proposer**
FRANCE
3. **Motivation**
If there's a second landing, the jury might not be present in the both localities.
4. **Old Rule**
5.3.5.
It should be made perfectly clear that although the jury ~~will~~ be present in the same locality and making their own notes, these are only usable as supporting evidence, should they be required to decide a protest. At no time will they seek to influence any decision made by the judges. However, the president of the jury may, if the opportunity occurs, offer advice to the international chief judge if requested.
5. **New Rule**
5.3.5.
It should be made perfectly clear that although the jury may be present in the same locality and making their own notes, these are only usable as supporting evidence, should they be required to decide a protest. At no time will they seek to influence any decision made by the judges. However, the president of the jury may, if the opportunity occurs, offer advice to the international chief judge if requested.
6. **Discussion**
7. **Decision**

New Rule Accepted:

5.3.5.

It should be made perfectly clear that although the jury may be present in the same locality and making their own notes, these are only usable as supporting evidence, should they be required to decide a protest. At no time will they seek to influence any decision made by the judges. However, the president of the jury may, if the opportunity occurs, offer advice to the international chief judge if requested.

Need to make specific paragraph for Rally for this situation

It should be made perfectly clear that **even if the jury is present** in the same locality

Proposal for Amendments to Rally Rules for 2023

Proposal Number 17

1. **Subject**

Wording Correction - briefing and quarantine rooms

2. **Proposer**

FRANCE

3. **Motivation**

4. **Old Rule**

B.2.9

Special attention should be given to the placing and size of ~~the flight planning and briefing room~~. For competitions the room should have ample space to hold sufficient tables where pilots waiting can relax, be seated and be in the shade.

5. **New Rule**

B.2.9

Special attention should be given to the placing and size of ~~the~~ and briefing and quarantine rooms. For competitions the room should have ample space to hold sufficient tables where pilots waiting can relax, be seated and be in the shade.

6. **Discussion**

7. **Decision**

New Rule Accepted:

B.2.9

Special attention should be given to the placing and size of ~~the~~ briefing and quarantine rooms. For competitions the room should have ample space to hold sufficient tables where pilots waiting can relax, be seated and be in the shade.

Proposal for Amendments to Rally Rules for 2023

Proposal Number 18

1. **Subject**
Altitude Penalties
2. **Proposer**
Håkan Carlsson
Swedish GAC delegate
3. **Motivation**
Altitude penalties could be subject to interpretation and the rules should be improved in this regard.
4. **Old Rule**
A 4.4
Flying below the minimum prescribed altitude 200

B 9.5
 - A minimum altitude to fly at SP, CP's and FP must be given in the flight instructions,
5. **New Rule**
A 4.4
Flying below the minimum prescribed altitude (500 ft AGL or less*) 200

A 3.1.12
The altitude of each TP shall be measured from the competition map or google earth and recorded on the Time Sheet. The actual altitude, as flown, will be measured using the flight data recorder. Flying below the minimum prescribed altitude (500 ft AGL or less / or as specified in the local rules) shall incur penalties as per A 4.4. Should the competitor require a margin of error, they should apply it to their flight. No tolerance shall be applied to these measurements. If at the time the FDR records the crossing the competitor is "not observed" and also more than 500 ft AGL above that terrain, the penalties shall be removed.

B 9.5
 - The ground altitude at SP, CP's and FP must be given in the flight instructions,
6. **Discussion**
Altitude test

After WPFC in Albi 2022 we have started a discussion in Sweden about testing min/max. altitude in our competitions. But how shall we judge that? The rules say:

Precision		Penalties
A.10.1.5	Flying below the minimum or above maximum altitude (each time)	500
Rally		
A 4.4	Flying below the minimum prescribed altitude	200
ANR		
A.8.1.4	Flying below the minimum altitude (each time)	500

Questions

Proposal for Amendments to Rally Rules for 2023

"How long is "each time"? (At each measurement, TP and SP)

"If a competitor is flying the whole route below min altitude or above max altitude, does that count as one time?" (No, it is measured at each TP or SP)

If the altitude only tests in WP, like at WPFC in Albi, what defines a WP? oThe gate line?

o A radius of 0.5 Nm from the center of WP? Then how to do in SP and TP with procedure, with extended gate lines?

o Is it x sec. before and after the gate line?

(It is only measured at the TP or SP crossing, however if the competitor is nowhere near the point, and more than 500 ft AGL at his crossing, the penalty could be removed)

"How many feet in tolerance shall we have to compensate for variations in altimeter and air pressure? (We should define the method of measurement, and NO tolerance. This is a safety rule and if the competitor needs a tolerance, it should be applied on his side) I think we, GAC, shall have a common way to judging this, so we act it the same way in all countries.

Best regards

Håkan Carlsson

Swedish GAC delegate

7. Decision

New Rule proposed as follows(updated from proposal above):

A 4.4

Flying below the minimum prescribed altitude. It is up to the organiser to apply a technical margin of minimum of 100ft (500 ft AGL or less*) 200

A 3.1.12

The altitude of each TP shall be measured from the competition map or google earth and recorded on the Time Sheet. The actual altitude, as flown, will be measured using the flight data recorder. Flying below the minimum prescribed altitude (500 ft AGL or less / or as specified in the local rules) shall incur penalties as per A 4.4.

B 9.5

- The ground altitude at SP, CP's and FP must be given in the flight instructions,

Write up as per Precision Rules

It is up to the organiser to apply a technical margin of minimum of 100ft

Proposal for Amendments to Rally Rules for 2023
Proposal Number 19

1. **Subject** - To have a live stream from WRFCs

2. **Proposer** - Poland

3. **Motivation** - I'm very impressed how our community works on the Live Tracking and Live Scoring system. We can also see some new softwares based on smartphones (For example Norwegian Air Sport Live Tracking). It gives us a tool for making a Live Stream on YouTube, Facebook or other media platform. Norwegian even managed to introduce ANR Nationals to public TV. During WPFC 2022 (Albi, France) we had a situation where Live Tracking servers shut down because of too many people watching competition flight. It proves that there is high interest to follow competitions. In my opinion Rally Flying is the best for Live steam, because we have Landing Test just after Navigation Flight. It gives opportunity to the Live Stream Director for a 4-5 minutes loop for every competing crew: navigation, timings, landing, replay of the landing in slow motion, adding observation results, current standings, interviews and the loop repeats for the next crew.

This product is fun to watch for supporters. It can bring sponsors attention. It can introduce Rally Flying to new competitors. The cost of this live stream isn't that much comparing what we receive and how big WRFC budget is. It's good value for money.

Please see attached links :

<https://www.youtube.com/live/l-kczFASKXA?feature=share&t=20281>

I made such Live Stream on YouTube from local ANR competition in Poland last year. Unfortunately without commentary.

<https://youtu.be/OxqaHXKGvgo?t=7134>

I made first live stream 8 years ago with commentary but without live tracking technology.

There is still place for improvement. I will do my best to organize Live Steam from Polish Rally Flying Nationals in June 2023. I encourage every organizer to provide such entertainment. Maybe GAC can introduce Live Stream requirements in Rules&Regulations for future WRFC organizer.

4. **Old Rule**

5. **New Rule**

See proposal number 13

6. **Discussion**

7. **Decision**

[See Proposal No 13](#)

Proposal for Amendments to Rally Rules for 2023
Proposal Number 20

1. **Subject** – To clarify how we should score abnormal landing with jump within 15 m box

2. **Proposer** - Poland

3. **Motivation** – We all understand English on different levels. We have rules which gives a room for interpretation. So, we had these same rules in 2018 in Dubnica (Slovakia) and 2022 in Brits (RPA) for abnormal landing but crew got were judged differently. We should clarify and make wording more precise so everybody reads and understands it exactly the same. Do we have abnormal after any bounce (within or outside 15m) or do we consider bounce only after 15m jump?

4. **Old Rule**

3.1.4. An aircraft is considered bouncing when both main wheels (or a sole main wheel) leave the ground after any touchdown, to a height of more than the diameter of the main wheel, or for a distance more than 15 m. A jump into a 5-meter box must be calculated this way: Box meters minus 4 meters, minus the measured lift-off point before.

3.2.9. Any abnormalities after any bounce (as defined in points 1-8 above) must be considered as abnormal landing

5. **New Rule**

6. **Discussion**

7. **Decision**

New Rule proposed as follows:

3.1.4. An aircraft is considered bouncing when both main wheels (or a sole main wheel) leave the ground after any touchdown, to a height of more than the diameter of the main wheel, or for a distance more than 15 m. A jump into a 5-meter box must be calculated this way: Box meters minus 4 meters, minus the measured lift-off point before.

Here we may add – If zero line is crossed, 1 metre is added to calculation of length (due to zero field is 2 metres)

Apply Common Rule – use Precision Rules

Proposal for Amendments to Rally Rules for 2023

Proposal Number 21

1. **Subject** - New procedure for collecting answer sheets and scoring observation test.

2. **Proposer** - Poland

3. **Motivation** - History shows that sometimes judges make simple human mistakes and don't see all errors in answer sheets made by crew. In my opinion we should use technology and make answer sheet digital. We should update existing software, develop new software or develop a simple website for the purpose. The route planner or International Chief Judge should put all data prior competition flight. The crew is responsible to collect digital answer sheet in the debriefing room. The sum of penalty points from observation test should pop up automatically. It gives us the following advantages:

- no more human mistakes from judges
- during WRFC 2022 (Brits, RSA) we had two (three?) judges engaged for scoring answer sheets. With this new procedure we can organize WRFC with less judges (which would reduce organizing costs) or we can direct them to different tasks.
- Once the job with developing software is done we can use it during local competition, nationals and further WRFCs. All advantages exist also for precision flying, so in the future it can be used also for observation in precision flying in case GAC Precision Flying Subcommittee find it useful.
- It brings us closer to have results from observation test faster or to have live scoring in the future.

4. **Old Rule**

A.2.1.13

After landing, the crew will stay at the aircraft and are responsible for handing over the competition answer sheet to an official before the specified time. This time is the actual time when passing finish point plus a time announced or specified by the organizer. The time of handing over the competition answer sheet must be recorded by the judge on the answer sheet or envelope and signed by one of the competition crew members.

A3.4.7

The distances to en route photographs or canvas targets will be directly measured from the previous turn point and must be written onto the answer sheet by the crew.

5. **New Rule**

6. **Discussion**

Organiser to review options to automate the scoring process with software to record answer sheets.

7. **Decision**