

**PROPOSAL TO IGC PLENARY 2012
YEAR 2**

Proposed by USA

It is Proposed:

to implement the Year 1 Proposal that was approved at the 2011 Plenary, by incorporating the attached changes to the Sporting Code.

The Year 1 Proposal

Here is the summary of the Year 1 Proposal as amended at the 2011 Plenary (from the minutes of that meeting):

To remove from the Sporting Code the requirement that the identity of the pilot and glider be included in the Flight Log for all Badge ~~and Record~~ claims involving electronic declarations.

The amendment was to remove the words “and Record,” as indicated above.

This Proposal affects:

Sporting Code Section 3 para. 4.2

Annex A Rule – nil

Other – SC3 Annex C para. 6.3, 6.4, and 10.3

Attachments

Attached to this proposal are:

1. The proposed changes to the Sporting Code. The changes are:
 - A. replacement of SC3 4.2 and 4.2.1 with new paragraphs
 - B. minor wording changes to SC3C 6.3
 - C. minor wording changes to SC3C 6.4
 - D. elimination of SC3C 10.3
2. the original Year 1 Proposal., for reference

A. Changes to SC3 4.2

----- SC3 4.2 and 4.2.1 Existing wording -----

4.2 DECLARATION REQUIREMENTS

A *pre-flight* declaration that includes the 4.2.1 items below is required for all flights except Straight Distance badge flights using only a barograph for verification, in which case the relevant details in 4.2.1 should be noted and certified by the OO observing the flight. The most recent declaration is the valid one. (See Annex C para 6.3 on the format of a declaration as it appears in an .igc file.)

- a. For record flights, the declaration must be recorded in an .igc file from an FR and must include items 4.2.1a through 1d. Item 4.2.1e is not required for gain of height, absolute altitude, or any free distance record flight.
- b. For badge flights using evidence from an FR or a GPS position recorder and barograph, the declaration shall be recorded in an .igc file or written on a single sheet of paper. Items 4.2.1a through 1d are required. Item 4.2.1e is not required for straight distance flights claimed from release to the landing or to a finish fix. A written declaration must be signed as in 4.2.1f and 1g, retained by the OO, and submitted with claim materials.
- c. Where more than one FR is used, they must have identical flight task data input, and if one fails, the other becomes the direct replacement.

Consult the FR manufacturer's user manual to determine which method a FR uses to record declaration date and time. Date and time for a written declaration are as certified by the OO.

4.2.1 Declaration content

- a. Date of flight.
- b. Name of the pilot-in-command, and the flight crew if any (see Annex C, para 6.3c).
- c. Glider type, and its registration or serial number or unique NAC-assigned contest number.
- d. The make, model and serial number of the FR used (as recorded in the .igc file for the flight). For any barograph or GPS position recorder used, the make, model and serial number as verified by the OO before flight.

Additional content for *distance and speed* flights

- e. Way points and, for a closed course, the sequence to be flown.

Additional content when any *written* declaration is made for a badge flight

- f. Pilot-in-command signature.
- g. Official Observer signature, with date and time.

----- SC3 4.2 and 4.2.1 Proposed new wording -----

4.2 DECLARATION REQUIREMENTS

A *pre-flight* declaration is required for all flights except Straight Distance badge flights using only a barograph for verification, in which case the relevant details in 4.2.1 should be noted and certified by the OO observing the flight. The most recent declaration is the valid one. (See Annex C para 6.3 on the format of a declaration as it appears in an .igc file.)

- a. For record flights, the declaration must be recorded in an .igc file
- b. For badge flights using evidence from an FR or a GPS position recorder and barograph, the declaration shall be recorded in an .igc file or written on a single sheet of paper.

Furthermore, if the declaration is recorded in an .igc file, then a separate statement, signed by the Official Observer, must be submitted. The statement shall certify:

- i. The name of the pilot-in-command, and the flight crew if any,
 - ii. The glider type, and its registration or serial number or unique NAC-assigned contest number.
- c. Where more than one FR is used, they must have identical flight task data input, and if one fails, the other becomes the direct replacement.

Consult the FR manufacturer's user manual to determine which method a FR uses to record declaration date and time. Date and time for a written declaration are as certified by the OO.

4.2.1 Declaration content

The elements of a declaration shall be as follows:

4.2.1.1 For Badge and Diplome claims

- a. If a declaration recorded in the Flight Recorder is used:
 - i. Date
 - ii. The make, model and serial number of the FR used (as recorded in the .igc file for the flight).
 - iii. For claims involving distance and/or speed, way points (and, for a closed course, the sequence to be flown).
- b. If a written declaration is used:
 - i. Date
 - ii. Name of the pilot-in-command, and the flight crew if any
 - iii. Glider type, and its registration or serial number or unique NAC-assigned contest number.
 - iv. The make, model and serial number of the FR used. For any barograph or GPS position recorder used, the make, model and serial number as verified by the OO before flight.
 - iv. For claims involving distance and/or speed, way points (and, for a closed course, the sequence to be flown).
 - v. Pilot-in-command signature.
 - vi. Official Observer signature, with date and time.

4.2.1.2 For record claims

- a. The declaration must be recorded in the Flight Recorder and it must contain:
 - i. Date
 - ii. Name of the pilot-in-command, and the flight crew if any (see Annex C, para 6.3c).
 - iii. Glider type, and its registration or serial number or unique NAC-assigned contest number.

- iv. The make, model and serial number of the FR used (as recorded in the .igc file for the flight).
- v. For claims involving distance and/or speed, way points (and, for a closed course, the sequence to be flown).

B. Changes to SC3C 6.3

----- Proposed changes highlighted below -----

6.3 Electronic flight declarations (SC3-4.2) Many flight recorders have the facility to enter the data required for a flight declaration. This appears in the .igc file. Since FRs have both physical and electronic security (Appendix 4, para 1.4) and an accurate real-time clock, the declaration does not need to be witnessed by an OO. An electronic declaration can be updated by a later one or by a subsequent written declaration.

a. *Way point declaration* The .igc file stores waypoint location on lines that start with the letter C (the C-record). Where the FR has this capability and the pilot has entered such data, the date/time that the way points were declared is shown in the first line of the C-record.

WARNING – some older types of FRs store the latest turn-on time as the waypoint declaration time. If these FRs are switched on after a paper declaration has been made, the declaration in the FR becomes the “latest” one again – nullifying the written one. If you are writing a last-minute paper declaration and you are unsure how the FR acts, make sure that the FR is ON at the time.

b. *Other declaration data* Other data **that may be** required by SC3-4.2.1 is at the beginning of the .igc file. This can be seen when viewed in text format. For example, the first line of a .igc file (after the initial letter A) shows the 3-letter code for the recorder manufacturer followed by the three-character serial number of the FR.

c. *The header record* The remainder of the **required declaration** data is in the H-(Header) record that starts on the second line of a .igc file. H-record lines that list information on components within the FR begin with “HF” and cannot be altered. Other lines beginning with “HF” list the pilot name(s), the glider type and identification – **for records**, this data *must* be correctly entered in the FR before takeoff. Not all NACs issue competition numbers or require them to be unique to a glider – the glider registration or its serial number must then be used.

Some older recorders may not have enough available lines or characters to enter comprehensive declaration data. For instance, for two-seat flights using an FR that has only one field for pilot name, enter the name of the second pilot/crew after that for the pilot-in-command, shortening both names as needed. However, full names are to be used on the claim documents. In all cases of .igc file data, it must be possible to unambiguously identify the pilot or pilots and the individual glider.

A few older recorders allow the OO or pilot to enter H-record data *after* flight. These lines start with the letters HO (for OO entries) or HP (for pilot entries) and are not protected by the Vali check (para 6.2d above). Therefore, all H-record data required for declarations must appear in lines that start with the letters HF (not any that start HO or HP), and the .igc file must pass the Vali check.

C. Changes to SC3C 6.4

----- Proposed change highlighted below -----

6.4 Pilot and glider data

Pilot and glider data is not definitive until confirmed by independent evidence taken at take-off and landing. When any shared FR is used, care must be taken when inputting pilot and glider data that the information is correct and not that from a previous use. ~~If input errors are found, the OO should be guided by para 10.3.~~

D. Changes to SC3C 10.3

----- SC3C 10.3 Existing wording -----

10.3 Reconciling FR input errors

Pilot name and/or glider information input errors can occur, particularly when club FRs are used by inexperienced badge pilots. However, in the spirit of para 1.3, if indisputable flight evidence is available as required in SC3-4.5.6b, the OO should explain the circumstances of the error to the NAC, which may accept or reject the claim as it sees fit. Such error correction should be limited to Silver and Gold badge evidence.

----- SC3C 10.3 Proposal -----

Delete SC3C 10.3 and renumber subsequent paragraphs.

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to remove from the Sporting Code the requirement that the identity of the pilot and glider be included in the Flight Log for all Badge and Record claims involving electronic declarations.

This Proposal affects:

Sporting Code Section 3 para. 4.2

Annex A Rule – nil

Other – SC3 Annex C para. 6.3, 6.4, and 10.3

Reasons supporting the Proposal:

It is of fundamental importance that in all Badge and Record flights, the identity of the pilot, Flight Recorder, and glider be known with absolute certainty. The only means of accomplishing this is for the Official Observer to state that the pilot, the Flight Recorder and the glider were “together” at the time of takeoff.

SC3 4.2 currently requires that the pilot and glider be identified in the Flight Log. This has two effects, both negative:

1. If the requirement is properly obeyed, nothing is accomplished. It is still possible that a substitute pilot or glider was used.
2. If the requirement is not obeyed (usually inadvertently), then there exists a frivolous basis for denying a valid Badge or Record claim. This is a common situation in clubs in which gliders and Flight Recorders are shared.

The Official Observer’s statement is the only means of asserting the identity of the pilot and glider, and that the pilot, glider and FR were “together” at the time of takeoff.

Note:

This proposal does not affect Annex A, in which Official Observers are not used.