

Sporting Code committee proposals arising from the Code simplification project and 2014 plenary votes

The Year one proposal last year for the rewrite and simplification of the Sporting Code for gliding was divided into several sections. Inevitably, this left some gaps, and the committee had several areas that were incomplete or we found needed attention. In the accompanying draft Code (Attachment A), the changes from the present are highlighted in yellow. Much of the material so highlighted does not significantly change the meaning or intention of the present Code but where there is a change of policy, a proposal for vote is listed below with the reference to the draft Code paragraph.

1. **Reorganized Code text** The draft Code text attached responds to the unanimous Year 1 vote last year to place all badge requirements in Chapter 2 and all record requirements in Chapter 3, mainly to make the Code easier to understand for Badge pilots. All the other proposals below have been incorporated into this draft so that delegates may see how they work as a whole in the new Code. If all simplifications are approved, the new Code text will be about 80% the length of the current version.

2. 1.1.7 **Barographs**
Remove mechanical and other stand-alone barographs from the Code.

3. 1.2.12 **Start/finish line**
Delete the start/finish sector OZ. In the poll of delegates more than 90% of delegates were in favour of the proposal. This was an important point of the Code simplification process and the committee recommends that the matter be reconsidered.
After study, our recommendation is to retain the current 1 km length, as the 3 km suggested last year would introduce significant software analysis problems and cause complications with closed courses.

4. 1.2.6 **Simplify the turn point OZ**
Delete the cylinder OZ at turnpoints. This was not a specific proposal last year, but in the interests of simplification it is strongly recommended to have only the sector as the OZ for turn points. See Attachment B for explanation.

5. 1.4.2 **Rename the 3TP task**
Change the name of the “not more than 3 turn points courses to “Pilot Option” as more accurately describing the task options.

6. 1.4.2 **Delete 10 km TP separation rule**
This restriction was included when the (now named) Pilot Option and Free Pilot Option distance tasks were introduced in 2004. The committee no longer sees any justification for retaining it for these record tasks.

7. 2.2.1a **Silver distance definition** A turn point or landing at least 50 km from the start returns this task to its historical justification.

8. 2.6.1 **Extend the use of a PR to include Diamond Goal**
It does not make sense that a pilot could claim a Diamond distance on an O&R or triangle flight using a PR but not be able to claim the Diamond goal as well.

9. 3.1.4c **13.5m class records**
To replace the World class record set.

Finally, include all the above proposals, if accepted or amended by the Plenary meeting, for publication by 1st October 2015

Ross Macintyre, chairman
IGC Sporting Code committee
1st January 2015

Attachment A

SC3 Draft 10 final (2015)

(see separate .pdf file attached)

Attachment B

Sector OZ Proposal

Proposal

To delete the cylinder Observation Zone at turn points for badge and record flights.

Background

The sector OZ has long satisfied the tactical needs of the pilot in attaining the TP according to Sporting Code rules. Early GPS flight recorders provided only distance and bearing to the turn point. This presented some difficulty for a pilot being sure of the position of the sector boundary and of being within the sector OZ of a turn point. The cylinder OZ was established in 2004 specifically to address this problem; it enabled the pilot to fly directly towards the TP until the distance was less than 500m.

Given present day FR advances, memory sufficient to allow short sampling rates, and the enhanced features of today's moving map displays that allows accurate navigation in the vicinity of the turn point, the practical need for the cylinder OZ no longer exists since the sector addresses all the pilot's navigational requirements. Therefore, for the on-going purpose of simplifying the Code as voted for in 2012, the cylinder OZ can be eliminated. It has the further advantage of also being able to delete the need for a leg length correction rule to the official distance in the Code.