

PROPOSAL TO IGC PLENARY 2018

Year 1

Proposed by IGC Sporting Code committee

Simplify declared 3TP performance task

It is proposed:

To simplify the definitions of the declared 3TP performance by making the following changes:

1. The turn points must be claimed in the order declared
2. If a Sector OZ is claimed, its orientation is defined by the way points as defined in the declaration and not by any fix selected post-flight as the finish point
3. If the task is finished by selecting a fix post-flight, the distance claimed for this last leg should be calculated relevant to the declared leg applicable, rather than as the distance from the last claimed way point to the finish fix. The exact method of calculation of the distance might be one of the following (to be determined for year-two):
 - a. The distance of the applicable leg, minus the distance of the finish fix to the declared distance (as in Annex A)
 - b. The projection of the fix to the leg applicable, as declared
 - c. As in b, but with a maximum distance not exceeding the applicable leg, as declared
4. If a task is started from release, instead of from the declared start, the same formulation as in (3) is applied for the first leg.

This proposal affects:

- 1.4.2f
- Table of Badge and Record Requirements

Discussion:

The 3TP declared performance is one of the most flexible to execute and one of the most complicated to understand tasks.

The complexity (and flexibility) of the task rests on two main rules:

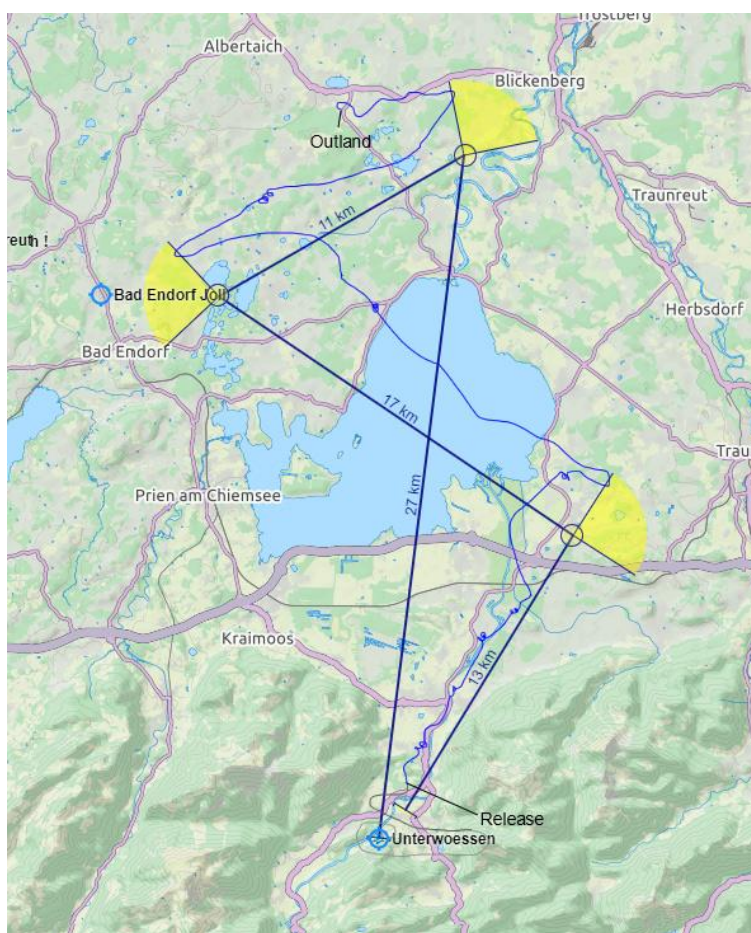
- a. The ability to claim the declared turn points in any order instead of in the order declared
- b. The ability to extend the last leg of the flight arbitrarily, by selecting a post-flight finish fix anywhere, irrespective of where the finish was declared

While this flexibility provides options for the pilot, this is something that is very rarely used and is not supported by many flight evaluation software and avionics systems.

Further to this, the addition of the rule to select a fix post-flight as the finish, has weakened the spirit of this task as a declared distance performance. It has also introduced a logical weak-point in the evaluation of this task.

The weak point concerns the use of an FAI Sector as an OZ for a turn point and rests in the fact that the alignment of this OZ for the last leg is not to the declared finish point but to the post-flight-selected fix. The pilot may have flown their performance as shown in their flight computer, but if they elected to claim an FAI Sector for the last turn point and then decided to finish on a fix rather than the finish line (as is most often the case nowadays), the alignment of the sector will rotate and will be different from what was shown. The turn point may have been missed as a result.

In the extreme, it is possible to fly along an entire task and in the end have no valid 3TP performance at all, as this extreme example of cascading TP invalidations demonstrates:



While it would be sensible for the pilot to be scored to the outlanding, above the position of any fix after TP3 invalidates the claim to the last leg. This cascades down the TPs until no OZ can be actually claimed as flown.