

Proposal, Year 2, Major amendments to Sporting Code

The Sporting Code committee, in 2006 proposed that the final step be taken to no longer accept photographic evidence for verification of badge flights but to make provision for "Commercial off the shelf GPS" (COTS GPS) position recording units to "replace the camera" for silver and gold badge flights. GNSS Flight Recorder Approval Committee pointed out that there were problems with security and the height measurement with these units so height measurements should continue to require a barograph. The SC3 committee has considered the impact of complete integration of COTS GPS rules and decided that rather than integrate within the rewritten rules, it would be less confusing if the separate grouping of specific rules for GPS units were put into an Appendix to Chapter 4. The rules within the Appendix have all the weight of SC3 rules but are restricted to COTS GPS units. The treatment of data from these units is covered within the general rules.

As covered in last year's year one proposal, with these changes, together with French proposals earlier which had envisaged some major changes, the opportunity has been taken to rewrite the majority of Chapters One and Four to simplify and clarify the rules as far as possible. Many rules have been moved to new locations and with new wording but without any major change to the meaning.

The draft copy of SC3 which has accompanied this proposal is not quite in a finished state. This allows the opportunity to incorporate any changes which the Plenary meeting suggests. We propose that the Bureau be authorised to approve a final version before publication on the website.

Major changes which have been incorporated are as follows:

- Any rules specifically designed for photography have been deleted
- Deletion of the start and finish lines, leaving the release (or stopping the MoP) and a declared start point as the basic alternatives for starting a performance. For a finish, a landing and entering the observation zone of a declared finish point remain, as now, with a new "virtual" finish selected post-flight from a valid fix. This latter provision gives a glider a similar finish option as the motor glider who can start the motor to finish the performance.
- The observation zone for both start and finish is restricted to the sector OZ to remove confusion that has led to incorrect applications of the cylinder OZ for start or finish. It also removes an anomaly that allowed both starts and finishes to occur before the start or finish points had been attained.
- A Straight distance flight currently may be done without photography, so this has been retained with only a barograph as a verification instrument.
- Chapter 4 Appendix. This gives specific rules for the use of COTS GPS for silver and gold badge flights. Included are the criteria that the unit must meet for an NAC to authorise its use. The NAC must ensure the unit complies with these rules.
- Chapter 5 and the old Chapter 6 have been combined. The Official Observer and Certification are more logical this way. While there have been no changes to duties or certification from the present there is one additional certificate which has been added. It has long been accepted that pilots are expected to fly legally, and the new certification is for the pilot to say that this was the case. We have already published this certification for World Records in the FAI Claim Forms. It is included in Chapter 5, as part of 5.3.2 to apply to badges as well. The need for legal flying is just as applicable to badge flights as it is to World Records. This certification also includes the current rule regarding night flight.
- It should be noted that some references to Annex C occur but the paragraphs referred to are no longer correct. This is an area which may only be corrected when Annex C is completed.

It was expected that we could not finish the changes in Annex C which follow from the SC3 amendments in time to include them within this proposal other than in general terms. We propose that, as Annex C does not include any new rules, it should be approved by the Bureau, once it has been rewritten to reflect the new SC3 edition. If this proposal is not accepted, the current Annex C will need to be withdrawn from use until the next plenary meeting has the opportunity to approve it.

The committee recommends that the plenary accept these proposals, with final approval from the Bureau when the final drafts are complete. It is intended that this will be a new edition of the Sporting Code Section 3 Class D, Gliders and Motor Gliders, to become applicable on the First of October 2008.

Ross Macintyre
Chairman SC3 Committee.