

Minutes of the Rally Sub-Committee Meeting of General Aviation Commission (GAC)
held in Billund, Denmark on Friday the 8 th November 2019
by Frank Eckard

1. Attendance:

See attendance register attached.

2. Agenda Items for Rally Sub-committee.

The following agenda was approved.

Amendments to Rules for 2020

Promotion of our sport at local level.

Approval of Local Rules for WRFC2020.

Confirmation of Chief Judge and Jury WRFC2020.

WRFC 2022

WRFC 2024

3. Rules for 2020.

Major changes to the rules were completed in Helsinki, and only a few proposals were put forward for discussion this year. The results are recorded in the attached 2020 Amendments.

Future change next year.

The Landing rules for all three disciplines have been extracted to a Landing Appendix which is to be finalised by the Precision subcommittee. It is proposed that we will remove all common landing rules from the Rally rules and include these into the common appendix. The appendix is attached for reference.

4. Promotion of our sport at local level.

The chairman shared the success of the South African Speed Rallies. Those who are interested may find more information at:

<http://www.sapfa.co.za/> and <https://www.speedrally.co.za/>

5. Approval of Local Rules for WRFC2020.

South Africa present the Local Rules for the 22nd FAI World Rally Flying Championship at Stellenbosch Airfield, Western Cape, South Africa from the 15 to 21 November 2020. The local rules are attached.

This was later accepted at the Plenary meeting.

6. Confirmation of Chief Judge and Jury 2020.

The following candidate were accepted for the roles at the 22nd FAI World Rally Flying Championship.

President of the Jury:

Jacky Carriquiriberry

Jury Member:

Pedro Cabanero

Jury Member:

Paul Szameitat

International Chief Judge:

Ralf Grunwald

7. WRFC 2022

The French delegate presented their proposal to host the 23rd World Rally Flying Championships in one of three cities in France. The was concern expressed about a conflict with World Air Games which is also proposed for the same year.

8. WRFC 2024

The Aero Club of Italy expressed interest in hosting the 24th World Rally Flying Championships in Ravenna, Italy.

Item	Detail and New Rule
1.	<p><u>Intermediate Landings</u></p> <p>An Intermediate Landing Appendix was approved as an optional item for competition management. (See Intermediate Landing Appendix attached.)</p>
2.	<p><u>Competition Times</u></p> <p>We approved an option to either use <u>elapsed time</u> or <u>local time</u> on the time sheets, however this must be defined in the local rules before the competition.</p> <p>New Rules</p> <p>A 2.1.5 Official competition time will be local time. A master clock, showing GPS time, will be available for competitors to set their timing. (Competitors will fly on zero time on the time sheets)</p> <p>A 3.3.1 GPS time will be used during the competition. Times on the time sheet (hh:mm:ss) must be given either as elapsed time after the assigned take-off time (zero time) or local time. The time system must be specified in the local rules.</p> <p>Take-off time, start point time, each turn-point time, finish point time and the time to hand over the competition answer sheet and competition maps will be in the flight instructions. The take off time will be measured from a T/O timing gate that is described during the briefing.</p>
3.	<p><u>Low Time Trophies</u></p> <p>After debate of this proposal, it was decided to change the following rule.</p> <p>New Rule</p> <p>A 7.10 The World or continental Low Time Crew Champion will be the crew with the least number of penalties, where pilot's age is less than 29 years at the beginning of the Championship.</p> <p>There is no LOW Time National Team.</p> <p>The is no LOW Time Landing trophy.</p>
4.	<p><u>Hand Over of the Answer Sheet</u></p> <p>In order to clarify and define the hand over to the marshals at the end of the competition, the following rules have been changed.</p> <p>A 2.1.13 After landing, the crew will stay at the aircraft and are responsible for handing over the competition answer sheet and competition maps 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.</p> <p>A 2.1.14 Thereafter the competition envelope, which must contain all maps with the route, the flight instructions and all photographs, as well as the logger, must be given to the official.</p> <p>A 2.1.15</p> <p>APPENDIX A VI Competition Answer Sheet must include the hand over time and signature.</p>

<p>5</p>	<p><u>Smart Watches</u></p> <p>While a proposal to disallow all WATCHES to be worn by crew was received, the meeting felt that this was not acceptable.</p> <p>Rule A 2.1.10 does not allow electronic aids including smart watches. In the case of doubt the competition director should be consulted.</p>
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INTERMEDIATE LANDING APPENDIX

1. INTRODUCTION

While intermediate landings used to be included in the rally rules, these were removed in 2011, because they were difficult to arrange. It is now proposed that they are re-introduced as an optional item for route planners, when convenient, and with another option for relaxed manpower requirements.

2. INTERMEDIATE LANDING RULES.

If an intermediate landing is planned for a rally, the rules will be as follows:

- 2.1. The rally will end at the Intermediate Finish Point. (IFP) and restart at the Intermediate Start Point (ISP).
- 2.2. The IFP and ISP will replace the corresponding turn points, and will be included in the total number of turn points. The distance for the circuit and landing must be included in the maximum total distance.
- 2.3. The observation (en-route photographs and ground markers) will stop at the IFP and resume at the ISP.
- 2.4. The circling rule does not apply between the IFP and ISP.
- 2.5. The route planner must allow sufficient time in the schedule between the IFP and ISP for the completion of the approach, circuit, landing and route to the ISP. (Total distance or required routing at 70 Kts + 3 minutes)
- 2.6. The landing will be executed as a touch-and-go landing.
- 2.7. An Approach and Departure Sheet will be issued for the Intermediate Landing Airfield.
- 2.8. A marshal shall man the frequency at the intermediate Landing Airfield. The competitor must contact the marshal on the airfield frequency and the marshal will give the runway in use and wind conditions.
- 2.9. The landing may be scored in accordance with the Landing Appendix, however to reduce manpower requirements, it may be scored as "in the box = 0" or "out the box or no landing" = 200.
- 2.10. The home airfield may not be used as an intermediate landing as the increased traffic will cause interference between the competitors who are taking off, intermediate landings, and final landings.
- 2.11. The intermediate landing and the scoring will be clearly briefed at the daily briefing.