

First of all, thanks to the sub-Committee members for good co-operations and some fine inputs to our discussions during the up to this meeting. After the meeting we ended up with good solutions and compromises that we all in the sub-committee can agree in.

I am especially glad that we found a solution and now have a first proposal for allowing electronic equipment in the aircraft in our competitions. We have discussed this subject for about 4-5 years now, but this is the first time we may have a real change. Everybody knows that we nearly all countries are facing problems to achieve new pilots to our competitions. Organisers will also have difficulties to find enough old-style aircrafts to be used in championships.

After our new proposed changes to the rules we will be able to use aircrafts with different kind of glass cockpits and other newer fixed installed GPS systems. In addition to changes about electronic equipment a significant change is that we will have 3 navigation tests counting in final result if all 3 are flown.

Proposed changes in Rules and Regulations

Delete A.0.5

If all 3 routes are flown, then the best 2 results for each competitor will be counted and the worst total points result for each competitor be excluded.

Delete A.1.4

For Continental and World Championships pilots may share flight data recording equipment only at the discretion of the International Chief Judge.

New A.1.4

The competitor must declare which logger is the master logger. It should be clear that the master logger will be the only logger used for scoring the flight. Only when this log is not complete the scoring team will ask the competitor to use the backup. Even for the jury the backup Logger should not be used.

Change A.2.2.1 (Delete yellow marked text)

There will be three (3) navigation tests. The object of each test is to assess the competitor's skill in precise navigation, observation and timing. The test includes maintaining correct tracks, altitudes and ground speeds.

Change A.2.2.18 (Add new text)

Old text:

All electronic equipment and autopilots will be sealed and shall not be used during the competition except in case of emergency. Any broken seals could result in disqualification of the competitor.

New text:

Use of receivers that determine their position by analyzing satellite signals are allowed (GPS). Use of any electronic device capable of two-way communication is not allowed (iPad, tablets, mobile phones etc.). Any electronic equipment and autopilots could be sealed and shall not be used during the competition except in case of emergency. Any broken seals could result in disqualification of the competitor.

New A.5.7

The competition director may install electronic equipment like video or live-tracking in selected aircrafts. The competitor is not allowed to deny this equipment, but the equipment shall not disturb the competitor in any way.

Change B.9.4 (Delete yellow marked text)

The route planner must consider the following points:

- Positions of SP, TPs, FP and SCs must be verified by Google Earth or similar programs, working on WGS 84.
- Each SC must be a well-defined feature (if this feature consists of a line, this line should cross the track at an angle of about 90°, but not less than 60°) on the map, position of SCs should be measured on the Competition map in the following way: First, measure the total length of the leg; Second, for each SC on this leg, measure the distance from the TP origin of the relevant leg.
- SP and FP should be at least 2 nautical miles apart from each other and positioned to accommodate safe departure and arrival routes to the relevant airfield and so that the aircraft don't have to cross the start line or finish line on their way from and to the airfield.
- All Checkpoints have to be finally established before the competition starts.
- The organizer must provide the number of computers and printers deemed necessary by the international chief judge.

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