



GAC PLENARY MEETING Lausanne Switzerland 2014

Flight Recorder Report

Flight Recorder Approvals:

There were no new flight recorders subject to approval.

I have not received any information concerning GNSS reliability during the 19th World Rally Flying Championship. I would appreciate getting some useful information from the championship director.

Future:

For a look into the future, I am currently checking the possibility of using new and cheaper GNSS loggers. The Spanish DG100 system is now superseded by DG200. The software to read out the logger and to create the GAC file is not compatible with the new DG200. On the other hand, the DG200 is now available to buy and uses newer and better components. The output file for GNSS loggers is now GPX.

GPX is part of the new XML format and state of the art. All necessary information as in the GAC format are included and much more. There is no chance to modify this file other than for the GAC file.

I see two options to include new GNSS loggers with GPX file format in our approval list:

- Include the GPX file as second file format in Annex 4. This will make it necessary to modify all current scoring software with the import function for this new format.
- Create a FAI-approved file converter to make the GAC file available for the calculation. This means that the scoring team needs an additional software for calculation, but it reduces the need to modify the program code for all currently used scoring programs.

The need of approving each type of logger has not changed.

There is no change on the topic below:

In future, it will be more and more difficult to find airplanes for our sport. The good old Cessna 152 will be replaced by more modern aircraft in the years to come. I know this will not happen tomorrow but we should have a look into this subject now. Every new aircraft is well equipped with modern technology such as primary flight displays, integrated navigation and communication systems, traffic avoidance systems with ADS-B and so on. It is very difficult and in some cases not even possible to deactivate the electronic equipment without impacting flight-essential information. I highly recommend adjusting our rules and regulations to these new-generation aircraft.

FAI website:

Section GNSS Flight Recorders:

There are clear instructions available on the FAI website on how to approve a new flight recorder.

A handwritten signature in blue ink, appearing to read 'R. Grunwald'. The signature is stylized and cursive.

Ralf Grunwald