

### **Sporting Code Committee.**

**Year 2 proposals** , To avoid confusion with the WRRP proposals which are numbered 1 to 6, other year 2 proposals are numbered 1A, 2A etc .

New material is shown in blue, deletions shown with strikeout.

#### **Proposal 1A**

Use of Waypoint Lists in Pre-flight Declarations (SC3, Para 4.2.1)

(From GFAC proposal 2005)

Add reference to 4.2.1 and new para 4.2.3

4.2.1

#### **Declaration content**

The information shall be written on a single sheet of paper or board, or recorded in the memory of a flight recorder prior to the flight.

Note the above sentence is changed in the WRRP proposals.

- a. Date of flight
- b. Name of pilot in command / name of crew (if any)
- c. Type and registration of glider
- d. Type and serial number of barograph or flight recorder
- e. Way points and the sequence to be flown, start, turn(s), finish/goal as applicable to the specific soaring performance \* (See also 4.2.3) (AL7)
- f. Date and time of declaration
- g. Signature of pilot in command \*\*
- h. Signature & name of OO, with date and time. \*\*

\* not required for free distance records

\*\* not required for electronic declarations

New paragraph required

#### **4.2.3 Use of Waypoint Lists in Pre-flight Declarations**

Where waypoints are identified in the declaration by abbreviations or codes rather than by exact WGS84 lat/long or by exact geographical points, the key to the abbreviation or code must:

- a. include the exact WGS84 lat/long or be the exact geographical point against each abbreviation or code used in the declaration and:
- b. be attached to the claim and:
- c. must be shown to have existed before the flight concerned.

#### **Proposal 2A**

Proposed rules setting the policy for a 20M Multiseat Class are as below.

Notes from discussion about crew.

An alternate view on the wording below was that if these rules were for a competition with a status of an International or World Championships, they should be differing from the current Open Class championship rules, so the entry should be of a team of only 2 pilots who would share the winning status.

Opposing this, It was suggested that the second seat could be good for giving competition experience, or even showing a sponsor what a competition is like. The rules require all the crew to have sporting licences (from General Section) so they must be pilots, and to use the second seat as training exercise would lower the status of the competition below that of a world or international championship. The originator of the proposal wanted a multi-person crew, so the rules below reflect that situation.

Add new Para 7.7.7

## 7.7.7 20 METRE MULTI-SEAT CLASS

- a. **ENTRY**  
The 20m multi-seat class consists of multi-seat gliders having a crew of two persons and a handicap factor within the range agreed for the competition.
- b. **CREW**  
The crew shall consist of a pilot-in-command and a crew member selected from a list pre-declared before the start of the competition. The pilot and crew member must represent the same NAC and have a Sporting Licence issued by that NAC. The pilot-in-command of the winning glider shall hold the title Champion. Crew members who flew in the Championship shall be listed in the published results.
- c. **WINGS**  
The span must not exceed 20,000mm.
- d. **BALLAST**  
Water ballast that may be discharged in flight is permitted.  
(See Annex A 4.2.1)
- e. **SCORING**  
The 20 metre multi-seat class shall be scored using formulas that include handicap factors (see 7.4)

Consequent on the above, the following changes are necessary.  
To avoid repetition within individual classes, add new sentence to 7.4  
Delete last sentence of 7.7.6a.

## 7.4 HANDICAPPING

If handicapping is to be used, its purpose shall be to equalise the performance of gliders as far as possible. The handicap figures used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned. The handicap shall be applied directly to the speed or distance achieved, for finishers to the speed only, for non-finishers to the distance only. Competitors completing the task shall not be given less than full distance points, and competitors not completing the task shall not be given more than full distance points. **Any list of handicaps proposed for a competition must be approved by the IGC.**

(Club Class)

### 7.7.6 a ENTRY

The only limitation on entry of a glider into a Club Class competition is that it is within the range of handicap factors agreed for the competition. ~~Any list of handicaps proposed for a World Club Class championship must be approved by the IGC.~~

## Proposal 3A

### Continental Records

The SC3 committee was asked to explore the possibility of Continental Records, and the rules needed to create these. Following consultation with The FAI Secretary-General, no further work was done (see SC3 Committee report) however the proposal is tabled here for IGC discussion if desired.

## Proposal

That the IGC should authorise Continental Records.

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Sporting Code Committee.