

SSA RULES COMMITTEE

2016 COMPETITION RULES - PROPOSED CHANGES

This document contains the text of rules changes recommended by the SSA Rules Committee for implementation in 2016

6-Feb-16	Initial Publication
11-Feb-16	<ol style="list-style-type: none"> 1. Amended item 2 to specify wingspan as a maximum 2. Amended Item 8 to specify that that reserve day must be used if only 2 or 3 contest days have been achieved, and not otherwise. 3. Added item 23, clarifying restricted equipment

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When appropriate, letters in brackets indicates the “level” of a rule, as follows:

- N – National FAI class
- R – Regional FAI class
- S – National Sport class
- X – Regional Sport class
- RX – Regional FAI and Regional Sport class
- A – indicates an addition to the rules appendix, not the rules themselves

Note that R and S “inherit” rules from N, and X in turn inherits from S.

- Added language is underlined.
- ~~Deleted language is struck through.~~
- Unchanged language is without decoration

1. No FLARM-related Rules Changes for 2016

2. US Club Class - Eligible Gliders Revised (Narrowed)

The RC and the US Team Committee agreed to one list for both US Club eligibility and US Team Selection. Lower performing gliders can enter US Club Class but are limited in the handicap adjustment.

[S] 6.12.3.1 This class is open to sailplanes whose Handicap Factor in the SSA Handicap List is not less than ~~0.898~~ 0.890. The maximum Handicap Factor is ~~1.12~~ 1.020; this is the maximum that can be assigned to any sailplane (regardless of its listed or calculated handicap) and the maximum that is considered in decisions about tasking. Wingspan is limited to a maximum of 15.0 meters.

3. Standard Class Will Permanently be a Handicapped Class

The poll supported this rather than letting the class die from lack of participation. Note that Standard ships can fly in US Club and Sports Class. For 2016 the applicable handicaps will be in (new) Appendix D. The Appendix D handicaps are the "Handicaps" developed by Hank Nixon and used by waiver in previous years.

6.12.5 Standard Class

6.12.5.1 Nominal wingspan is 15.0 meters.

6.12.5.2 Any method of changing the wing profile other than the normal use of ailerons is prohibited. Lift-increasing devices are prohibited, even if unusable.

6.12.5.3 The sailplane must be fitted with airbrakes which cannot be used to increase performance. Drag parachutes are prohibited.

6.12.5.4 Pilots of non-production Standard Class sailplanes must obtain a letter of approval from the SSA Contest Committee before entry can be accepted.

6.12.5.5 [Sailplanes are assigned a handicap in accordance with Appendix D of these rules; the maximum handicap shall be 0.95. Handicaps are not adjusted for weight or minor aerodynamic modifications including winglets, turbulation and fairings.](#)

Appendix D

1. Except for the models listed in (2) and the situation described in (3), gliders are assigned a handicap from the SSA Handicap table.
2. Use the handicap values below for these models:
 - Discus (all versions) 0.935
 - Discus 2 (all versions) 0.915
 - ASW-24 0.935
3. When an SSA Handicap table value greater than 0.950 is listed, the value 0.950 will apply.
4. **Do not make adjustments for flying weight or modifications.**

4. For Sports, FAI-Handicapped and Standard Classes Min Distances are now Handicapped Distances

All handicapped classes (Sports, FAI Handicapped, Standard) now use Handicapped Distance as the criteria for measuring performance including whether the contestant earns a non-zero score for the day and whether there are enough contestants to achieve a valid day. Note that for unhandicapped classes the handicap is simply considered to be equal to 1.0 for all gliders in the class.

- 10.3.1.4 Minimum Task - The minimum [Handicapped Distance](#) of a task for which a finish will be awarded is the Standard Minimum Task Distance (SMTD).
- 11.1.3 A valid competition day is a day on which every regular entrant is given a fair opportunity to compete, and at least 25% of Contestants achieve a [Handicapped Distance](#) not less than the Standard Minimum Task Distance (Rule 10.3.1.1.1)
- 11.2.3.5 Scored Distance is zero if:
- The pilot has no valid start time (Rule 10.8).
 - The pilot lands at the home field (or the pilot of a motorized sailplane used the power unit after starting and before landing) and [Handicapped Distance](#) (Rule 11.4.3) is less than half the Standard Minimum Task Distance.

5. Standard Class Regional Standard Minimum Task Distance Reduced

As Standard Class is now a handicapped class, this keeps minimum actual distance newer gliders will have to fly approximately the same as for the unhandicapped classes.

- [R]10.3.1.1.1 Standard Minimum Task Distance: 50 miles ([except Standard Class - 40 miles](#))

6. Maximum Flight Log Recording Interval Reduced to 4 Seconds

The prevents a competitor from using a log for scoring with a long recording interval as a strategy to avoid a penalty (e.g. an airspace violation only evident with a short recording interval).

- 6.7.4.1 All Flight Recorders used for Flight Documentation must:
- 6.7.4.1.1 Provide horizontal position referenced to the |WGS-84@ geographic datum.
- ~~6.7.4.1.2 Be capable of an interval between fixes of 15 seconds or less.~~
- [6.7.4.1.2 Be configured to use a fix interval of four \(4\) seconds or less.](#)

7. A Two Place Glider with the Same Two Pilots may be a Team Entry in FAI Classes

The recognizes the defacto team flying of two pilots in a two place glider. The same two pilots must be aboard the two place glider for all contest flights.

5.2 Entrants

5.2.2 Types of entrants

5.2.2.1 All entrants are either regular entrants or guests.

~~5.2.2.2 A single pilot entry includes only one pilot in command.~~

~~5.2.2.3 A team entry is one for which two to four pilots plan to act as pilot-in-command (either in a single place or a multiplace sailplane). Team entries are not allowed.~~

~~5.2.2.4 Not Applicable~~

5.2.2.2 A Junior entrant is one whose 25th birthday occurs in the current or a future calendar year.

5.2.2.3 A single-pilot entry includes only one pilot-in-command.

5.2.2.4 A **group** team entry is one for which two to four pilots plan to act as pilot-in-command (either in a single-place or a multiplace sailplane). **Group team entries are not allowed at FAI National Contests.**

5.2.2.5 **A multiplace team entry is one for which two pilots will fly together in a multiplace sailplane, taking turns as pilot in command. Each must meet entry requirements and be aboard for all contest flights.**

5.2.2.6 **For either type of team entry**, one pilot must pay the full entry fee; others on the same team must each pay the SSA sanction fee. Team entries shall be indicated on scoresheets using the last name of each pilot, joined with an ampersand.

5.2.2.7 The type of entry must be declared at registration and may not change after the first contest launch.

5.3.2 An applicant's Preference Number is the Pilot Ranking Score of Rule 5.3.1. In the case of a team entry, the least favorable Pilot Ranking Score of any team member is used, but a team ranking score earned jointly by all team members will be used if more favorable.

8. National Contests May Specify a Reserve Day

When a National contest is bid for less than ten contest days, organizers may specify a reserve day when applying for sanction, to be used only if needed to achieve three or four contest days.

[N]4.2 The period of competition shall be nine or ten consecutive days. **For a 9-day contest, organizers may specify (on the Application for Sanction form) that the 10th day is provisional. A specified provisional day must be used (and is only used) if only 2 or 3 valid competition days have been achieved at the end of the originally scheduled 9 days.**

[S]4.2 The period of competition will be at least seven, but not more than ten consecutive days (dates as announced). **For contests scheduled for 7, 8 or 9 days, organizers may specify (on the Application for Sanction form) that one additional day is provisional. A specified provisional day must be used (and is only used) if only 2 or 3 valid competition days have been achieved at the end of the originally scheduled 7, 8 or 9 days.**

9. **Motorglider Min Interval before a Valid Task Start after Engine Shutdown is 15 Minutes**

Reduced from twenty minutes after start to fifteen minutes after shutdown.

- 10.6.3.4.2 Pilots in the air may start their engine within three (3) miles of the home airfield and not below 1000' AGL, then follow the self-launch procedures of {Rule 10.6.3.2}. A pilot who makes use of this option is not eligible for a start time until ~~twenty (20) minutes after engine start~~ fifteen (15) minutes after engine shutdown.

10. **Safety: Critical Assembly Check Procedures and Guidance**

Aligns rules with current procedures and provides guidance for the Mandatory Safety Briefing.

- 10.2.1 A mandatory pilots' contest briefing will be held prior to the first competition launch. A pilot not in attendance must be briefed by the CD prior to that pilot's first competition flight. The purpose of this briefing is to discuss competition rules, Start/Finish procedures, airport operations and contest safety. ~~At this meeting pilots will indicate partners for their Critical Assembly Check.~~

- [A]10.2.1 A Critical Assembly Checklist is a short list of checks mandatory for safe flight. It is developed from manufacturer's recommendations and the service history of an aircraft model. A partner is recommended (though not required) as an independent check that all listed items are correct.

The SSA recommends:

- That each pilot or owner develop a Critical Assembly Checklist for each aircraft
- That each pilot perform a Critical Assembly Check each day
- That each pilot arrange an independent verification of the Critical Assembly Check by another person
- That a conspicuous mark be applied to the left wing-root area indicating that the Critical Assembly Check has been completed and verified. This can be a mark made on the wing-root tape, or a separate piece of colored tape.
- That the presence of the confirming mark be a requirement for towline hookup

All aspects of aircraft safety including correct assembly and its verification are always the pilot's responsibility; these recommendations in no way diminish this.

Contest Organizers can, at their option, announce (at the pre-contest mandatory safety briefing) a requirement for the confirming mark at the left wing root and refuse to provide a launch until it is present.

11. **Safety: Motorglider Ground Start Procedures Guidance**

There was an incident where a glider's tail was damaged by a motorglider losing control in the grid.

- [A]10.6.3.2 Experience shows that starting a motorglider engine on the ground has considerable inherent hazard. This should be done with particular care not to endanger people or aircraft, either with exhaust / prop blast or with inadvertent motion of the glider

12. Contest Fees – Additional Organizer Flexibility

Organizers are given the flexibility to specify a minimum number of charged tows less than the full contest.

5.4.2.1.3 The entry fee may be set as a base amount of up to the maximum variable entry fee plus a specified number of non-refundable aerotows, at \$55 each.

5.4.2.1.4 These amounts may be increased to cover pre-existing local per-pilot fees that apply to all pilots (not solely pilots entered in a competition) who fly at the contest site, up to a maximum of \$25. Organizers must fully explain such local fees on the Application for Sanction form.

13. Deletion: Worst Day Score Adjustment

This has not been used and is being deleted for simplification. It remains available by waiver request.

[RX]11.4.7 ~~Worst Day Score Adjustment~~
~~If this is declared to be in effect, an adjustment is calculated and added to the cumulative score of each entrant.~~

[RX]11.4.7.1 ~~Worst Day Score Differential~~
~~For each entrant, WDSD is the greatest difference on any contest day between the entrant's score (before application of a Contest penalty) and the highest score achieved by any regular entrant in the class on that day.~~

[RX]11.4.7.2 ~~A Worst Day Score Adjustment is added to each entrant's cumulative score, as follows:~~

[RXi]11.4.7.2.1 ~~After one official day: WDSA = zero~~

[RXi]11.4.7.2.2 ~~After 2 official days: WDSA = 0.25 * WDSD~~

[RXi]11.4.7.2.3 ~~After 3 official days: WDSA = 0.5 * WDSD~~

[RXi]11.4.7.2.4 ~~After 4 official days: WDSA = 0.75 * WDSD~~

[RXi]11.4.7.2.5 ~~After 5 or more official days: WDSA = WDSD~~

14. Deletion: Latest Start Time Option

This has not been used and is being deleted for simplification. It remains available by waiver request.

[R]10.8.5.7 ~~At the CD's option, a task may include a Latest Start Time@ (LST). The intention to use this shall be announced on the task sheet; the actual time shall be announced when the task opening time is set. If announced, each pilot task that includes a valid start time later than the LST is evaluated as if the start happened at the LST.~~

[R]10.8.5.7.1 ~~The intent to use the provisions of this rule, in which form (tight vs. loose LST interval, every day or only on some days), and in which classes, should be announced by the contest organization before the preferential entry deadline. A class formed after the preferential entry deadline may use LST if all pilots registered in that class concur.~~

15. Clarification: Control Fix Selection at Turnpoint

Clarifies that the scoring control point when a turnpoint is entered must always lie within the defined turnpoint radius. A point outside the turnpoint radius is only available if the turnpoint was not achieved.

- 10.5.3.2 ~~Proper~~ **Penalty-free** control at a turnpoint requires at least one fix whose distance to the turnpoint is not greater than the turnpoint radius.
- 11.2.2.3.1 ~~Valid turnpoints are turnpoints that meet the requirements of Rule 5.6.1 and Rule 10.5.3~~
- 11.2.2.3.2 ~~At each valid turnpoint the Scorer determines the fix that in combination with other control fixes gives the pilot the greatest scored distance. Each such control fix is used as the terminating point of one task leg and the originating point of the subsequent leg.~~
- 11.2.2.3.3 ~~If a flight is being evaluated based on a Task Claim form that includes an invalid turnpoint, the Task Claim is considered to have ended at the last valid turnpoint.~~
- 11.2.2.3.1 **Task turnpoints are valid when they meet the control requirements of Rule 10.5.3.**
- 11.2.2.3.2 **For each such valid turnpoint, the Scorer determines a control fix. When the requirements of Rule 10.5.3.2 are met, this is the fix within the turnpoint cylinder that in combination with other control fixes gives the pilot the greatest scored distance; otherwise, the fix closest to the turnpoint is used as the control fix.**
- 11.2.2.3.3 **Each control fix is used as the terminating point of one task leg and the originating point of the subsequent leg.**
- 11.2.2.3.4 **If a flight is being evaluated based on a Task Claim form that includes an invalid turnpoint, the Task Claim is considered to have ended at the last valid turnpoint.**

16. Clarification: Pilots Must Request Handicaps

Clarifies that it is always the pilot's responsibility to request a handicap.

- 11.4.1.2 For a handicapped competition class (**except the Standard Class – see Rule 6.12.5.5**), each sailplane is assigned a Handicap Factor from the SSA Handicap List. ~~(A Handicap Factor for a sailplane not listed can be obtained by contacting the SSA Contest Committee at least 30 days prior to the scheduled competition.)~~ **(An entrant planning to fly a sailplane not listed must obtain a Handicap Factor by contacting the SSA Contest Committee at least 30 days prior to the scheduled competition.)** Sailplanes that compete in a configuration different from that on which the listed handicap was based receive handicap adjustments, as follows:

17. Clarification: Status of Scores

Clarifies that in contests with multiple classes, the status of scores for one class is independent of others.

- 11.9 Status of Scores
- 11.9.1 The initial status of a **class** competition day is Preliminary; scores published under this status are typically incomplete and subject to considerable change.
- 11.9.2 Once flight documentation for all **class** entrants is received by the Scorer, the status of a competition day becomes Unofficial. Scores are subject to change due to analysis of flight documentation, imposition of penalties, resolution of protests, etc.
- 11.9.3 Official status
- 11.9.3.1 A **class** contest day acquires its Official status 24 hours after the latest of:
- All flight documentation is analyzed and published in accordance with Rule 10.5.1.5.
 - Final unofficial scores are published
 - Protests are resolved
 - 09:00 the day following the contest day
- 11.9.3.2 A **class** day that meets the requirements of Rule 11.1.3 has the Official status of Valid; otherwise it is a No-Contest day. The CD should announce the status when the day becomes Official.
- 11.9.3.3 Other than to correct errors caused by incorrect scoring, no changes to scores are allowed after a **class** day's official status is declared. If changes to scores are authorized by the CD, then the status of the day reverts to Unofficial.
- 11.9.4 Contest status - The results of a **class** competition become Official 48 hours after the final official status of every scheduled competition day has been declared. No score changes of any kind are allowed after a contest is declared Official.

18. Clarification: Start Time Reporting is always at the Pilot's Option

Wordsmithing for clarity.

- 10.8.8 Start time reporting is optional **and always at the discretion of the pilot**. If made, such reports shall be transmitted on the contest radio frequency and be accurate within two minutes. Deliberate misreporting of start times can be penalized as Unsportsmanlike Conduct

19. Errata: Emailing of Flight Logs to Scorer is at the Scorer's Discretion

Removes obsolete restrictions on how flight logs may be submitted.

- 10.10.2.1.2 ~~In the unusual case where it is impractical for a pilot to return to the contest site, the pilot may arrange with the Scorer to submit flight documentation by e-mail. This arrangement requires direct telephone communication between the pilot and the scorer, and is allowed no more than once during a contest. The Scorer must receive the Flight Documentation no later than 09:00 of the next day, or a penalty shall apply (Rule 12.2.5.5).~~

Flight documentation may be submitted to the Scorer in person on standard media acceptable to the scorer (which shall always include IGC files on SD cards and USB-connected memory devices). Documentation may also be submitted remotely by any means (e.g. email) acceptable to the Scorer. For a flight that ended in an outlanding, the Scorer must receive Flight Documentation no later than 09:00 of the next day, or a penalty shall apply (Rule 12.2.5.5).

20. Errata: Team Entry Seeding

The process for dealing with team entries was missing from the Regional FAI rules. Fixed by Item 7 (Rule 5.3.2)

See Item 7, Rule 5.3.2

21. Errata: Requesting Review of Handicap During a Contest

This should be done via a protest, not via a Task Claim Form.

- 11.2.2.7.1 After initial submission of flight documentation, a pilot may elect to submit a subsequent Task Claim form to the Scorer. A pilot may do this to claim control fixes different from those determined by the Scorer, to correct a prior task claim, ~~to ask for review of a handicap,~~ or in general to obtain a more accurate score

22. Errata: Task Claim Form Submission

Wordsmithing

- 11.2.2.2 If the flight documentation includes a Task Claim form under the provisions of Rule 10.5.1.3, task evaluation is based on this form, which may not be altered once submitted. ~~(but~~ But a subsequent Task Claim can be submitted under the provisions of Rule 11.2.2.7).

23. Clarification: Required and Restricted Equipment

<i>Clarifies equipment requirements and restrictions</i>	
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- 6.5 Required Equipment
 ...
6.5.3 An aircraft-band VHF radio.
- 6.6 Restricted Equipment
 ...
 6.6.3 Carrying any two-way communication device is prohibited, with the following exceptions, each of which must be a standard, commercially available model ~~that is not used to provide any in-flight capabilities beyond those referenced below:~~
- 6.6.3.1 An aircraft-band radio (Rule 6.5.3)
- 6.6.3.2 An aircraft transponder
- 6.6.3.3 A wireless telephone (~~which is not to be used during flight~~ not to be used for in-flight two-way communications)
- 6.6.3.4 A ~~air-to-ground~~ position ~~reporting device~~ tracker (Rule 6.5.1.2)
- 6.6.3.5 An anti-collision device. ~~{Rule 6.6.3} does not forbid the use of a standard GPS output data stream or GPS log produced by the device.~~
- 6.6.4 Other than an aircraft-band VHF radio, any device that allows in-flight access to weather data is prohibited.
- 6.6.5 Violations of any provisions of this Rule are considered Unsportsmanlike Conduct. (Penalty described in Rule 12.2.5.3.)
- 6.11 ~~Electronic Communication Equipment~~ Deleted 2016
- ~~6.11.1 Each entrant is expected to have a properly functioning aircraft-band VHF radio capable of transmitting and receiving on 123.3 MHz and 123.5 MHz.~~
- ~~6.11.2 Electronic navigation receivers must conform to the restrictions of {Rule 6.6}.~~
- ~~6.11.3 Wireless telephony is restricted to emergency and ground use only.~~