

# SSA RULES COMMITTEE

## 2010 COMPETITION RULES - DRAFT CHANGES

Version 1 – 17-Dec-09

This document contains draft text of rules recommended by the SSA Rules Committee for implementation in 2010 and one proposed change for 2011.

### Table of Contents

1.	National Contest Period Flexibility.....	2
2.	Super-Regional Contest Period Flexibility.....	2
3.	Limiting New Entries after Preferential Deadline is Past.....	2
4.	Regional Contest Entry Fees.....	2
5.	Using OLC to Satisfy Entry Experience Requirement.....	2
6.	Emergency Location Devices.....	3
7.	Easing Flight Recorder Rules.....	3
8.	Increasing Grid Time Flexibility .....	3
9.	MAT Final Turnpoint Distance Lengthened.....	4
10.	Using Launch/Arrival Frequency other than 123.3.....	4
11.	Maximum Start Height Guidance .....	4
12.	Safety Finish Height Requirements.....	5
13.	National Contest Period Flexibility.....	5
14.	Additional Uses for the Task Claim Form.....	5
15.	2 Day Regional Contest Weighting for Seeding.....	5
16.	Reduction in FDI Penalty.....	5
17.	2011 Proposed Change for National Contest Weighting for Seeding.....	6

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

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

## 1. National Contest Period Flexibility

*National contests can now be scheduled for 9 or 10 days, start on any day of the week and have 1 or 2 practice days. This is an effort both to give flexibility to the organizing entity and draw more competitors.*

- [N] 4.1 The period of the contest shall include the official practice period and the period of competition, as specified by contest organizers on the Application for Sanction form.
- [N] 4.2 The period of competition shall be nine or ten consecutive days.
- [N] 4.3 The official practice period shall be one or two days immediately preceding the period of competition. All contest support functions (Start/Finish, Scoring, sailplane weighing, retrieve office, etc.) shall be operational during this period.

## 2. Super-Regional Contest Period Flexibility

*A Super Regional can now be up to 10 days, allowing it to coincide with a National contest at the same time.*

- [R] 4.2 Period of competition – shall be specified by contest organizers on the Application for Sanction form, in accordance with the following:
- [R] 4.2.1 For a Super-Regional contest (Rule 5.1.2), from five to ten consecutive days
- [R] 4.2.2 For other Regional contests, five, six, or seven days, in not more than three periods

## 3. Limiting New Entries after Preferential Deadline is Past

*Organizers have expressed difficulty in accommodating last minute registrations in terms of having enough towplanes etc. This change allows an organizer to set a date past which entries will not be accepted*

- [N] 5.2.1.2 Maximum
- [N] 5.2.1.2.1 The total number of sailplanes is limited to 65, unless a smaller maximum number is designated by contest organizers on the Application for Sanction form and approved by the SSA Contest Committee Chairman. This is a maximum for all classes in all contests being held at one site simultaneously.
- [N] 5.2.1.2.2 No sooner than the close of Preferential Entry and no later than 30 days prior to the scheduled start of competition, contest organizers may request of the SSA Contest Committee Chairman authorization for a maximum number of sailplanes smaller than that of 5.2.1.2.1. This number shall not be smaller than the number of entries already received at the time the announcement is made.

[Note that existing 5.2.1.2.2 becomes 5.2.1.2.3]

## 4. Regional Contest Entry Fees

*This change simply accommodates the optional extension of Super Regionals to up to 10 days.*

- [R] 5.4.2.1.1 The maximum fixed fee for each entry shall be \$190 plus \$40 per scheduled contest day.

## 5. Using OLC to Satisfy Entry Experience Requirement

*Documented OLC flights can now be used to satisfy contest experience requirements.*

- [R] 5.5.1.1.4 Provide evidence of a valid flight submitted to and accepted by the Aerokurier On-Line Contest, scored at a distance of at least 300 km.
- [RX] 5.5.1.1.4 Provide evidence of a valid flight submitted to and accepted by the Aerokurier On-Line Contest, scored at a distance of at least 100 km.

## 6. Emergency Location Devices

*Allows organizers to specify devices such as SPOT as an alternative to an ELT, with the ELT always satisfying the requirement.*

- [N] 6.5.2 Emergency Location Devices are electronic devices that may be used to assist in locating downed sailplanes. Each must be a standard production model produced in quantity by a reputable manufacturer.
- [N] 6.5.2.1 The following categories of location devices are recognized:
- [N] 6.5.2.1.1 Type 1: Emergency Locator Transmitter (ELT) – an impact-activated beacon conforming to FAA TSO C91, C91a or C126.
- [N] 6.5.2.1.2 Type 2: Position tracker – a device that without pilot action transmits regular reports of an aircraft's in-flight position in such a way that these reports are readily available to contest officials in near real time.
- [N] 6.5.2.2 When announced on the Application For Sanction form, a device in one of these categories (as specified by contest organizers) shall be required in every sailplane. When Type 2 devices are specified, a Type 1 device shall be considered an acceptable substitute.
- [N] 6.5.2.3 Notwithstanding other provisions within these Rules, Emergency Location Devices shall not be considered proscribed 2-way communication devices.

## 7. Easing Flight Recorder Rules

*The requirement for intact physical security seals on flight recorders has been dropped. Intact file security is still required unless the download is done by the scorer. The "sub-standard" logger classification has been dropped.*

- [N] 6.7.2.4 Security Check - a software check supplied by the Flight Recorder manufacturer that verifies that a Flight Log has not been altered since it was produced by the Flight Recorder.
- [N] 6.7.5.2 – delete
- [N] 6.7.6 Data Transfer and Security
- [N] 6.7.6.1 A Flight Log may be transferred directly from a Flight Recorder to the scoring computer under the direct supervision of the Scorer.
- [N] 6.7.6.2 A Flight Log may be submitted to the Scorer via any data medium or transmission scheme suitable to the Scorer. Logs submitted in this way must pass a Security Check.
- [N] 6.7.6.3 The Scorer has the right to request a re-transfer of a Flight Log directly from a Flight Recorder to verify security or to replace missing or damaged data. Such request shall be made no later than 9:00 on the day following the flight. A pilot who in response to such a request fails to produce a valid Flight Log is scored as if no Flight Log was submitted.
- [N] 10.5.4.2 – delete

## 8. Increasing Grid Time Flexibility

*Times are now recommended rather than required. This allows flexibility, which may be required on some days*

- [N] 10.1.2 Grid Time - the time at which all sailplanes shall be on the launch grid, as specified by the CD each day. This time should be at least one hour after the close of a daily pilots' meeting, and 25 minutes before the expected time of the first launch.

## 9. MAT Final Turnpoint Distance Lengthened

*The distance from a final required turnpoint to the finish is increased from 5 to 10 sm..*

- [N] 10.3.2.2.5 The CD may designate a final turnpoint that all pilots must use immediately prior to a finish. This final turnpoint shall be no further than 10 miles from the finish (gate or cylinder center).

## 10. Using Launch/Arrival Frequency other than 123.3

*Enables organizers to utilize a frequency other than 123.3 (e.g. CTAF) for takeoffs and landings when required by local procedures.*

- [N] 10.7.2.2 The contest frequency is used for official contest functions including task announcements, task opening, starts, finishes, etc.
- [N] 10.7.2.3 All towplanes and sailplanes shall use one frequency for launches and while a sailplane is on tow; likewise, a single frequency shall be used for finishes, patterns and landings.
- [N] 10.7.2.4 Normally, the contest frequency is used for both launches and landings. But the CD may announce an alternate launch/landing radio procedure using a different frequency.

[Note: Increment the numbers of current paragraphs 10.7.2.3 – 10.7.2.7]

- [N] 10.9.1.2 Communications
- [N] 10.9.1.2.2 Pilots are encouraged to make additional radio calls when these would increase safety, but to avoid unnecessary radio chatter.
- [N] 10.9.1.2.3 When an alternate frequency is in use for landings (Rule 10.7.2.4), the “four miles” transmission of 10.9.1.2.1 shall be made on both the contest frequency and the landing frequency; all subsequent transmissions shall be made on the landing frequency.
- 10.9.2.6.1 – delete [redundant due to 10.9.1.2.1]
- 10.9.3.3 – delete [redundant due to 10.9.1.2.1]

**11. Maximum Start Height Guidance and Specification as MSL**

*CD's are now given specific guidance on setting the Maximum Start Height. It must be specified as MSL.*

- [N] 10.8.5.1 Maximum Start Height (MSH)
- [N] 10.8.5.1.1 Each task shall include a Maximum Start Height above the home field. This height shall not be less than 3500' AGL nor more than 10000' AGL.
- [N] 10.8.5.1.2 When feasible, Maximum Start Height should be set at least 500' below expected cloudbase or the top of dry lift.
- [N] 10.8.5.1.3 Maximum Start Height shall be specified and labeled as MSL.

**12. Finish Cylinder Floor to be Specified as MSL**

*Standardizing on MSL*

- [N] 10.9.2.2 A task shall include a Minimum Finish Height above the home field, set by the CD at least high enough that pilots who finish at or above that height can return to the home field for a normal pattern and landing. The Minimum Finish Height shall be specified and labeled as MSL.

**13. Safety Finish Height Now Referenced to Finish Cylinder Floor**

*The height of a claimed safety finish must take the minimum finish height into account.*

- [N] 10.9.5.3 When the Safety finish is active, a pilot may, by submitting a Task Claim form (Rule 10.5.1.3.1), claim a finish by obtaining one fix within the Safety finish cylinder, provided the altitude of this fix is such that:
  - [N] 10.9.5.3.1 - when a Finish Cylinder is in use, the slope to the nearest part of the Finish Cylinder at the minimum finish height is not less than 200 feet per mile.
  - [N] 10.9.5.3.2 - when a Finish Gate is in use, the slope to the finish point is not less than 200 feet per mile.
  - [RX ]10.9.5.3.2 – not applicable.

**14. Additional Uses for the Task Claim Form**

*After initially turning in flight documentation, contestants who wish to change a scored start time/fix, turnpoint fix or finish time/fix must document it to the scorer with a landing card. Claimed changes to a Sports Class handicap should also be submitted to the scorer on a landing card.*

- [S] 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.

**15. 2 Day Regional Contest Weighting for Seeding**

*The devaluation of a 2 day regional was unintentionally dropped 2 years ago and has been reinstated.*

- [R] 11.11.1 For a contest with three or more valid competition days (as defined in Rule 11.1.3), the Contest Weighting Factor is 92.0. For a contest with two valid competition days, the Contest Weighting Factor is 88.0.

**16. Reduction in FDI Penalty**

*The penalty is reduced from 50 to 25.*

[N] 12.1.4.7 Flight Documentation Interval exceeded (Rule 10.10.1.1): penalty = 25.

**17. 2011 Proposed Change for National Contest Weighting for Seeding**

*For contest year 2011, it is proposed that a national contest with only 3 valid contest days be a valid contest, and that it have a weighting factor for seeding of 95.*

[N] 4.4 For an official National Championship, at least three valid competition days (as defined in Rule 11.1.3) are required.

[N] 11.11.1 For a contest with four or more valid competition days (as defined in Rule 11.1.3), the Contest Weighting Factor is 100.0. For a contest with three valid competition days, the Contest Weighting Factor is 95.0.