

Bulgaria proposals to CIVL

December 14th 2012, Sofia

Note: in this document "PMA proposal X" refers to particular proposal indexed with capital letter in the document published at

<http://www.fai.org/component/phocadownload/category/?download=6016:pmajointproposaltocivilfinal06nov>

1. Adopt PMA proposal A as it is.
2. Adopt PMA proposal B as it is.
3. Adopt PMA proposal C as it is.
4. Adopt PMA proposal D with following amendment:
In the original text change the calculated aspect ratio limit from 7.0 to 7.5.

Reasoning:

- It has been proven that gliders with true aspect ratio more than 7.5 can pass EN certification and be flown worldwide without problems.
- Limiting the aspect ratio to 7.0 for 3 years more will be big step back in paraglider development.
- Limiting the aspect ratio to 7.0 will prevent many currently existing gliders to be flown in competitions and will contribute to more unwanted expenses for the pilots.

5. Adopt PMA proposal E as it is.
6. Adopt PMA proposal F with following amendment:

In the original text change the second paragraph as follows:

Original text from PMA proposal:

The PMA recommends the creation of a registration protocol for any new model or new size in the Competition Glider Class. The registration would require to give a glider to a test laboratory that will check the max speed, the flat A/R and the 23G line strength calculation rules before stocking the glider.

Proposed edit:

... creation of a registration protocol for any new model or new size in the Competition Glider Class. The registration would require giving a comprehensive documentation and the glider to a test laboratory that will check the max speed, the flat A/R and the 23G line strength calculation rules before returning the glider. The documentation must be as comprehensive as possible. The documentation must include << *list of necessary contents of the documentation decided on the working group meeting. Example: the length and the thickness of all lines; line plan; all canopy dimensions; positions of the attachment points and 3 profiles (at 10%, 30% and 50% of the flat span)* >>

Reasoning for the proposed edit:

- Stocking each model and size of a competition gliders will be huge cost for the small companies and will potentially reduce the glider choice for the pilots.
- Checking a glider for conformity is more reliable by measuring and comparing against documentation than comparing two gliders against each other.

7. Adopt PMA proposal G as it is.

8. Adopt PMA proposal I as it is.

9. Adopt PMA proposal J with following amendment:

Change the original text of the proposal as follows:

Original text from PMA proposal:

[The PMA recommends that] all wings flown in FAI cat. 1 competitions should be commercially available to all competitors - 'commercially available' can be defined as having been on the market for no less than one month before the competition starts.

Proposed edit:

All wings flown in FAI cat. 1 competitions should be both certified and commercially available to all competitors at least 90 days before the competition starts.

Reasoning for the proposed edit:

The selection deadline for pilots and teams for Cat. 1 comps is 60 days before the start of the comp. In a perfect world, at that time individual pilots and teams should already know what the situation among their members is, who will have a competitive glider, and accordingly - which team member candidates would have a better chance in the comp. At that time pilots should already know what gliders they could choose from and, accordingly, team leaders should already know what pilots would be best fit to represent their country. This means one thing: INFORMED DECISIONS for pilots and teams. To make the competition worthwhile for all of them and avoid the frustration from a glider being released in the last moment, when it is too late for others to change. That way, pilots would not only have the chance to choose the most performant gliders, but also, very importantly, the gliders that fit them well, and with which they can fly most comfortably and safely, instead of gambling with their glider choice at the last moment, not knowing what to expect.

The reason to add "certified" to the proposal is to avoid the possibility for manufacturers to claim their gliders are "commercially available", when in reality they could be still finishing the certification process and would not be ready to be shipping them to pilots.

In short:

- More informed decisions about pilot selection among pilots and teams.
- Less frustration when a new glider is released in the last moment, but only some pilots can have it because they don't have enough time to order and/or they already bought other gliders.
- More informed decisions among pilots about which glider would fit them best, therefore more comfort and safety.
- More time for pilots to train with their glider before the competition, therefore more safety.
- More fairness among manufacturers about the accuracy of the time when a glider becomes really "commercially available" (at that time its certification should be completed).

10. Adopt PMA proposal K as it is.

Regards

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