



CIVL 2013 PLENARY – ANNEX 25 SECTION 7 REPORT

John Aldridge

Summary of subcommittee activity since the last Plenary:

S7A (HG).

The 2012 edition has been published and I have only noticed one error caused by conversion to a pdf file. I have reviewed most of the current edition and some updating is required but do not see the need for any big changes. I am not aware of any problems arising at recent championships.

S7B (PG).

I had hoped to receive an update of the Pilot Experience Proforma in time for the 2012 publication but that has not happened.

S7C (PA).

There were few changes for 2012 and I think the fairly static competition rules can continue with only minor tweaks – unless the SC have some ideas about a change in competition format.

S7D (R&B).

This was the first part of Section 7 that was prepared for publication of a 2012 edition – yet it has not been published yet.

Aerobatic Annex (HG).

This is incomplete but it has not been used for several years. Responsibility for completing it rests with the Co-chairman of the Aerobatic SC.

Aerobatic Annex (PG).

The President will have seen that getting to publication with this was a big problem. Hopefully this will improve next year but it is not critical as there are no further Category 1 events for aerobatics in the competition schedule.

Overall.

One problem for 2012 was that the formatting of some sections had been screwed up a little because the previous SC Chairman was using OpenOffice rather than MS Word last year. Hopefully publication will be a smoother process in future but similar problems may arise with some individuals using software other than MS Word to prepare documents.

Issues raised, discussed, actioned and resolved:

Three items were raised by the Safety Chairman. These will be referred to the relevant individual SCs – HG and PG.

A couple of issues have been raised by the FAI regarding S7D. These are really “housekeeping” matters and will be dealt with when the next edition is published.

The Software WG has also raised problems which may affect more than one SC in the future.

Issues still ongoing to be resolved

Suggested/anticipated actions & timescales:

The publication of S7D. Without guidance I feel only able to publish a version which does not include the FAI Proficiency Badges for Paragliding Accuracy.

Issues or concerns requiring Plenary or Bureau guidance/response:

S7A.

After the 2012 Plenary I was informed that one matter arising from the HG SC report at that Plenary was unintentional and should be reconsidered; however it now appears to have been accepted by the Bureau i.e. the addition of Sport Class in 2.2.22. The current wording implies that there should be an FAI Champion in this sub-class, subject to there being sufficient competitors.

The last time I looked (year 2010) there were four times as many paraglider pilots compared with hang glider ones in our database yet we have had a disproportionate number of Class 1 events for hang glider pilots. There have been six Category 1 events (Aerobatics, Speed Gliding, Class 1, Class 2, Class 5 [a sub-class of Class 2] and Women) in the recent past, we also have the theoretical possibility of Class 4 and we are now adding Sport Class as well. OK, Aerobatics and Speed Gliding are not currently competed for but compare them with paragliding where we have just Aerobatics (not currently in the Cat 1 calendar), XC and Accuracy, which are both active and where pilots can also compete in several Continental championships as well in both PA and XC PG.

It is also worth noting that I have been both a steward and part of the jury at most of the mixed class Cat 1 events so far and recognise the additional difficulties that having separate classes flying in separate world championships can cause. Will yet another class add further to these difficulties? We have also had problems with getting sufficient competitors for smaller events such as Class 2.

S7D (R&B).

This was the first part of S7 to be completed and it has still not been published due to the previous chairman's lack of response. Whether it will be published before the coming Plenary is also doubtful as the new SC chairman has not yet confirmed that he approves the document.

The main issue that needs to be clarified is the addition of Gold, Silver, Bronze & Diamond badges for paragliding accuracy. Adding the number of DCs required for these is easy but unless they are named as something other than Paragliding (used to be Eagle) badges we will have two quite different ways of qualifying for the same badges. Is this what the Plenary intended.

Issues of potential interest/relevance to other Sub-Committees:

All competition SCs except PA: the Software Working Group has pointed out that only S7D (Records & Badges) stipulates the type of earth model to be used when calculating measurements and that with modern task setting it is important that this should also be defined for S7A and S7B. It follows that pilots should use instruments that measure distance in this way and the SW WG recommends stipulating this for Cat 1 events commencing 1 May 2014. Calculations for altitude also require defining in the various section of the Sporting Code and should be dealt with in similar fashion. It would also appear inefficient for these

calculations to be decided in isolation by both the HG SC and the PG SC and then discussed again by all in the Plenary when a joint agreement or decision is necessary.

S7A (HG).

The HG SC should review the 20 points qualification criteria for Cat 1 comps as, in many cases, this seems to be even lower than the previous requirement for a top 2/3 placing. The original proposal to the 2010 plenary was for 30 points and it may be worth moving it up from 20 points.

The Safety SC has also pointed out an anomaly in S7A which will need to be referred to the HG SC for discussion.

S7B (PG).

I am not familiar with current CIVL thinking on the competition class/serial class issue. At the moment Chapter 12 makes references to this class although (for 2012) they were not permitted in Cat 1 events. The PG SC still needs to update the Pilot Experience Proforma and may also need to go through the rules in Chapt 12 to remove references to competition class gliders.

Other matters regarding the SC:

This is a subcommittee in its own right but there is little communication between members and there has not been for at least 10 years. Members are really only interested in their own section of the Sporting Code and I have not felt inclined to ask everyone to comment on parts relevant to other SCs – and I doubt that I would get much response. It looks like there are changes proposed for IRs which may address this.

The future.

From a Sporting Code perspective, I do not see any long-term issues except those mentioned above. Any changes to PG championship classes are a matter for future plenary sessions. I am a little more concerned with the addition, if only accidentally, of a further class in hang glider championships. If a form of Serial Class for Paragliding should be authorised, I hope the rules will be looked at very closely ahead of their being used for the first time and at least be tested in the practice championship.

Jury/Steward reports.

A number of these reports make recommendations for changes to the Sporting Code and these are included in the Annexes to this document for consideration by the various competition subcommittees.

Proposals:

S7A – Hang Gliding

1.5.1.1 Hang glider classes – insert numbering of all four notes from 1 to 4.

Reason: for easier reference in a long paragraph.

2.3.1 Eligibility to Bid – insert “hang gliding” in the second line between “national” and “championship”

Reason: There are different requirements between PG and HG competition sites.

2.3.2 Preliminary Bids – delete “must be received” and replace with “can be accepted”.

Reason: preliminary bids are received rarely but this does not invalidate a later bid.

2.3.2 Preliminary Bids – add “but receipt of a preliminary bid will not preclude other NACs from submitting a full bid in accordance with 2.3.3.”

Reason: brief preliminary bids should not restrict others from submitting subsequent bids in full.

2.3.4 Competition Sites and Flying Area – after “competition flying” in the second line insert “this must be stated in the bid” and insert “where” after “and” in that line.

Reason: CIVL has been received late information about restrictions that should have been anticipated.

2.4.6.2 Cut in numbers

Delete this paragraph.

Reason: Chapter 5 makes it clear that any cut in numbers during a Category 1 championship is no longer permitted.

2.6.2.1 Safety Director – delete “pre-meet” in line 3 and replace with “practice event”.

Reason: for clarity and to meet preferred FAI terminology.

2.8.6 Funding of Jury and Stewards – rectify error in numbering of sub-paragraphs.

Reason: housekeeping.

2.17.6 Pilot competence – correct spelling of “from” at the beginning of the second line.

Reason: housekeeping.

2.17.8 Ballast – amend paragraph reference in line 3 to 12.7.

Reason: housekeeping.

2.23.3 The Organisers – change heading to “Alternative Tasks”. Delete the first sentence of this rule and insert “The Organisers may propose additional types of task at the time of making their bid for the championship providing they can show that they have satisfactory experience of the new task(s) in national championships.

Reason: Current wording is incomplete.

Chapter 9, Annex B

In paragraph 1 delete “200_” in the second line and replace with “201_”.

In paragraph 2 delete “and its Commission de,” and replace with “and its Hang gliding and Paragliding Commission,”

Reason: The Annex has to be filled in several places currently and this should be reduced where possible.

12.5 Pitch Stability – delete the second sentence and replace with the following. “All competing pilots are to co-operate with the officials. In the explanatory note (the third sentence) delete “will” and insert the words “may also”.

Reason: to ensure pilots understand that this is mandatory when required and to indicate that the data may also be used in other ways.

12.7.2 Penalties – change paragraph numbering to 12.8.

Reason: to correct an unauthorised change in numbering.

15.5.4 Scoring a Stopped Task – delete “pilots” in Line 1 and correct the paragraph reference to “5.4.8”

Reason: housekeeping.

19.2 Background – change the paragraph reference in Line 2 to read “Refer to 1.5.1.1 Note 4”

Reason: housekeeping.

Review definitions of measurements.

Distance measurement. Definition of sphere to be used in calculating distance in 1st Category events. Requirement for use of at least GPS unit which uses this method of calculation with effect from 1 May 2014.

Altitude measurement. Definition of calculation method to be used for measurement of altitude in 1st Category events.

The definitions should be included in Chapter 5 and the requirement for the GPS unit to be in 15.1.3. The relevant Subcommittees should also consider whether 15.1.4

S7B – Paragliding

1.6.7.2 Take off place - Need to define in the local rules the number of launch point on any takeoff.

PG SC should discuss this before making a S7B rule.

2.4.6 Practice Event – this should be attended by at least 50 pilots to check the ability of the organiser for the main event.

PG SC should decide if this should be a S7B rule or just a guideline.

2.5.3 Minimum Representation – this restricts female awards in category 1 competitions to have 8 competing females in a competition. It is suggested to be reviewed for female awards to be awarded with less than 8 female pilots competing in general category 1 competition.

For discussion and decision by the PG SC before changing S7B

2.18.4 Helmet and Parachute – add “A second reserve parachute is mandatory for FAI Category 1 paragliding events from 1st May 2014. All pilots are required to carry the current mandatory reserve parachute plus one more. The second reserve parachute must be deployable with the opposite hand compared to the main reserve or, even better, with both hands.”

Reason: Bureau proposal already notified to NACs.

5.4.1 Assisting injured pilots – this paragraph on pilot assisting another pilot seems restricted to the assisting pilot to land. Assistance can be given in different ways like position, relaying messages, directing rescue teams, without landing. It might be considered to reword this paragraph in line with S7A(Hang gliding) so it is not restricted to pilots who land. S7A states: “..At any point if a pilot lands or limits his flight to help another pilot..”

PG SC to discuss.

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S7C – Paragliding Accuracy

Chapter 5 - Set a standard of electronic measurement device testing.
Suggestions are given in the Steward report but should be discussed by the PA SC.

Chapter 9, Annex B

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In paragraph 2 delete “and its Commission de,” and replace with “and its Hang gliding and Paragliding Commission,”

Reason: The Annex has to be filled in several places currently and this should be reduced where possible.

New Class

1. To set a minimum age level for Category 1 Competitions participants.
2. Paragliding Accuracy Young League should be considered as a separate category. Proposed Young League should be 12-16yrs and Adult League – 16yrs upward
Note: this implies that young pilots of 12-16 years should compete for FAI medals etc. It also gives an overlapping year for 16 year olds.

S7D – Records & Badges

"Preliminary Notification of ..." (the last page of S7D) should be amended in line with the Task Declaration Form and Rule 3.2.3 which gives available categories as (G, F, M i.e. General, Feminine and Multiplace).

In the preliminary notification delete categories M, F, T and replace with G, F, M.
Reason: correction. In the past this has been misunderstood, particularly when "M" has been interpreted as Multiplace by the NAC.

Chapter 9 - Review method of Distance measurement. Definition of GPS capability for 2014.
Are these needed in this Section? Consider whether S7D rules should conform to any decided to S7A and S7B.

Review method of Altitude measurement.
Is there a need for a rule giving a definition in S7D.