

CIVL Section 7 Sub-committee Chairman's report

FAI officials at Category 1 events this year have made a number of recommendations for S7 changes and these can be found in their reports. I will leave it to the competition and technical sub-committees to discuss these and recommend them to the 2007 plenary.

My own recommendations are that the following changes be made. The first line shows the S7 reference and subject, the recommended change follows in standard typeface and then the justification for the change in italic typeface.

Definition of Competitor (insert into S7A, 1.6)

An eligible pilot who competes in the minimum number of tasks specified for the event.

This is intended to clarify the numbers required to validate a Category 2 event and arises from arguments about the validity of a Cat 2 meet in Florida in 2006.

S7A, B and C, 2.5.1 Local Regulations.

Number last paragraph as 2.5.2. Also delete "be sent out from FAI to all FAI members" and replace with "be published by the organiser on the official competition website after approval by CIVL and"

To bring S7 into line with current practice while maintaining deadlines.

Measurement of Distance (insert as 2.5.4 in all subsections)

All distance measurements in Local Regulations and task briefings for Category 1 events shall be given in metric units.

Using a mixture of metric and imperial is messy and confusing, both in rules and at briefings e.g. in Florida the MD used 0.25 mile/402 metres for turn point and goal cylinders when the conversion is actually 402.325 metres.

S7A and B, 2.6.2.4 (2.6.2.2 in S7C) International jury and stewards.

Move this entire paragraph into 2.8 Stewards and Jury and rename as "Funding of Jury and Stewards". Also add "The organiser is also responsible for these costs for the steward at the practice competition".

Paragraph moved to consolidate subject matter. Addition is for clarification of existing requirement.

S7A, B and C, 2.11 Pilot qualifications

Change paragraph title to "Eligibility to compete"

More appropriate

Number first sub-paragraph and renumber all subsequent ones.

For consistency in format.

Add new sub-paragraph "No member of an NAC's organising team at a first category event may also be a competitor in that event.

To avoid the perception of partiality

S7B, 2.11 – Pilot qualifications

Second bullet point – insert "FAI Sanctioned" before "paragliding"

For consistency and ease of checking results.

S7A, 2.11.1 – Additional Requirements

Insert "hang gliding" after "Category 1" in first bullet point and Category 2 in second bullet point. Delete words "after 1 January 2003" from first bullet point.
To clarify requirement and remove unnecessary date.

S7A, 2.12.2 - Guidelines for approval

After "Women's Worlds" insert "and Class 2".

Necessary addition due to lack of Category 2 events in Class 2.

S7A, 2.20.10.4 - Scoring a stopped task

In second line insert "in flight" after "has been consulted".

To clarify rule.

S7B, 2.31.2 - Types to be used

Delete all after "(chapter 14)"

All details for aerobatics now in separate annex.

S7B, 2.31.4 Team Scoring

Delete both bullet points and insert "14.3.1" at end of sentence.

All details for aerobatics now in separate annex.

S7A, B and C, 3.2.1

Delete second and third sentences and replace with "If the event is to be held in the territory of another NAC then the organiser must also obtain authorisation from that NAC. Proof of this authorisation must be submitted to FAI/CIVL with the application form."

Existing wording has allowed abuse of the current system.

S7A and B, 3.2.3 – second bullet point.

Delete words in parenthesis and replace with (7.2)

Existing wording may be misunderstood as the amount an organiser is required to pay.

S7A and C, 3.4 and S7B, 3.1.6 World Pilot Ranking Scheme

At end of the sentence add "providing these are received by the CIVL co-ordinator within one calendar month of the last scheduled task day of the competition".

To avoid uncertainty over the validity of published rankings.

S7A, 5.1 – Competitions with a cut.

Delete detail and refer organisers to Practical Guidelines for Organisers of FAI/CIVL Competitions.

In accordance with decision of 2006 Plenary.

S7A, 5.2 Competitions with normalisation.

Delete in entirety.

In accordance with decision of 2006 Plenary.

S7A, B & C, Chapter 6 Checklists for Competition Organisers.

Delete last 4 words of introductory paragraph and replace with "issued to organisers of 1st Category events."

To correct factual error.

S7A and B, 7.2 Second Category Events.

Remove reference to Swiss Francs

The requirement is now to pay in Euros.

S7A and B, 9.4 - Maximum Wind Speed.

Include this in LR template

As stated in S7A, 2.20.11 and S7B, 2.20.9

S7A, 9.4 - Item 5, Waypoints.

Delete "of" in first sentence, replace with "or".

To correct typographical error.

S7A, B and C, Chapter 9 - Sample Local Regulations.

Include paragraph detailing the nature of penalties that may be imposed by the Meet Director.

This is required by GS 5.2.1

S7B & C, Annex A to Chapter 9, Certified Glider Affidavit

Change heading to "Certified Glider Statement".

For simplicity of language and consistency with S7A

S7A, B & C, Annex A to Chapter 9, Certified Glider Statement.

At bottom of page insert "If your glider is not a certified model or is not in certified configuration DO NOT SIGN THIS STATEMENT but instead comply with Section 7A, 2.13.2.3 (2.13.1.3 for 7B and 2.12.2.4 for 7C)

For clarity.

S7A 13.3 Ballast.

Include "in Class 5" in the third sentence so that it reads "The weight limit in Class 5 for all equipment (without glider), clothes and ballast is to be 25 Kg."

Erratum: This requirement was only passed for Class 5 by the 2005 Plenary but included for other classes in error.

S7A, 17.1.1 - Category 1 Events

Change heading to read "First Category Events" and delete second sentence.

Heading change for consistency. Second sentence removed in accordance with 2006 decision to remove all references to photographic evidence.

S7A and B, 17.4.2 Essential Data

Delete the first bullet point and replace with "A tracklog point within the stipulated sector, plus the allowable sector additions for possible GPS error where such an addition has been specified in the Local Regulations. The dimensions of sectors may be stipulated either in the Local Regulations or in the task briefing."

For clarity and to remove reference to FAI sectors.

Insert "tracklog" between "consecutive" and "points" in the second bullet point.

For clarity.

S7A and B, 17.4.3 Start Data

Delete "or goal line" in first line of paragraph.

To correct error.

S7A Glossary.

Remove reference to WHGS

This organisation no longer exists.

S7 – Paragliding Aerobatics Annex.

3.1 - The coefficients in the official manoeuvres list should be changed in line with those in the Official Manoeuvres Board at Annex 3 (page 27).

Two different figures given in the same document.

3.3 – Delete 20% in the calculation of the final landing score and insert 10% for the two categories solo and synchro.

To correct an error in the draft document as requested by Aerobatics SSC.

The following amendments to Internal Regulations are also recommended:

6.2. Chairmen – delete “appointed annually by the CIVL President” and insert “Elected annually by the Plenary”.

To correct a discrepancy between IRs and the FAI Bye-Laws.

6.3. Members

Reword paragraph to read: "Delegates, alternate delegates and specialists nominated by their NAC are eligible to become members of subcommittees and working groups. CIVL members may, after consulting with the chairman of the Subcommittee, nominate their specialists or themselves to join the Subcommittee of their own wish subject to the chairman decision on numbers. The chairman may restrict the number of members to 7 + himself."

To bring Internal Regulations into line with established practice.

Annex 2: TOR for CIVL Subcommittees.

Delete "Landing" at beginning of fourth line of introductory paragraph. Also delete "World Hang Gliding Series" at end of that paragraph and replace with "Aerobatics".

To bring document into line with current structure.

November 2006

John Aldridge
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