

CIVL Plenary 2021 proposal

From Bulgarian NAC

Summary of the proposal

Sometimes for safety reasons we must ensure that pilots are high in some areas. To give Meet Directors instrument for this – **we propose introduction of Lower Limits of Turnpoints in the task.**

Current status of the rules

Now all turnpoints (Take-off, SSS, intermediate TPs, ESS and the Goal) could be made at any altitude as long as the pilot is still flying.

Ten years ago we introduced a separation distance between ESS and the Goal to make sure the pilots will have plenty of altitude at ESS to reach the Goal. But now it's not uncommon to see a pilot making ESS very close to the ground and then climbing in a thermal to be able to glide to the Goal. Sometimes this "safety instrument" doesn't work.

Motivation for change

1. Improving safety is the main motivation.
2. Making tasks more interesting to fly and to watch by livetracking.
3. Continue the technological development in the direction of accurate altitude estimation.

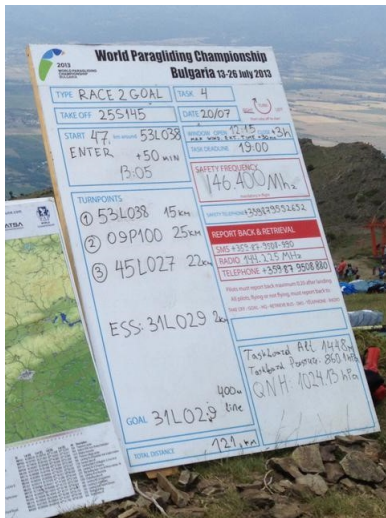
Intended changes in the rules (subject to additional proposal for Plenary 2022)

1. In Section 7F points 6.2 and 6.3 to be amended with:
Additionally may be defined Lower Limit for the control zone. Lower Limit is in meters above Mean Sea Level. If Lower Limit is defined – it must be written on the task board as horizontal line just below the control zone name/coordinates and just below the line – the altitude and "m" symbol.
2. In Section 7F points 8.2 and 8.3 to be amended with:
If for a given control zone is defined Lower Limit – all checks whether a pilot reached the control zone must also ensure scoring altitude(s) are higher than the defined Lower Limit **with absolute tolerance of 10 meters.**

Proposed action

CIVL Bureau to organize a Working Group with the task to choose/negotiate testing competitions during 2021 season.

Below is an example about how Lower Limits should be written on task boards.



No Lower Limit defined



ESS has defined Lower Limit of 500 m

Consequences of the proposed changes

If this proposal is accepted – the following will happen:

- There will be no more need to separate ESS and the Goal by some distance – the same effect for the safety will be achieved by just setting LL for ESS.
- Meet Director will have to write on the task board all LLs he/she defined.
- Competition scorer will have to write for each TP with defined LL one additional number when preparing daily task for scoring.
- Small changes in FS will be necessary to allow defining of LL for some of the task TPs and to check the limits when scoring individual tracklogs.
- Instrument manufacturers will have to implement in their firmware the option for setting cylinder LL and change cylinder validation during flight accordingly.

Date: 7 December 2020

Amended: 13 January 2021 (text in yellow)

Amended: 2 February 2021 (text in orange)

Amended: 5 February 2021 (text in lime)

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