



CIVL 2022 PLENARY – ANNEX 33H
SLOVENIA – PROPOSAL FOR S7A

1. Recommendation

Current rule

6.3 Specific Penalties

Violation of restricted airspace.

As an aid to competitors and when reasonably possible with the scoring system, pilots that fly closer than 100m vertically or horizontally to prohibited airspace will be listed in the scores for each task without penalty. More than 30 m vertically or horizontally within the restricted airspace: zero for the day. Vertical Airspace Infringement Penalties: Between XX and zero metres outside the prohibited airspace: linear penalty from zero to YY percent of pilots' points. Between zero to 30 metres inside the prohibited airspace: linear penalty from YY to 100 percent of pilots' points. The values of XX and YY are defined in the local regulations.

Recommendation

6.3 Specific Penalties

Violation of restricted airspace.

Definition of official airspace as described in S7A – 4.6.2.

Pilots that fly closer than 30m vertically or horizontally to the official airspace will get:

1st offence: warning.

2nd offence: 10 points, doubled for every subsequent offence.

More than 50 m vertically or horizontally inside the official airspace: zero for the day.

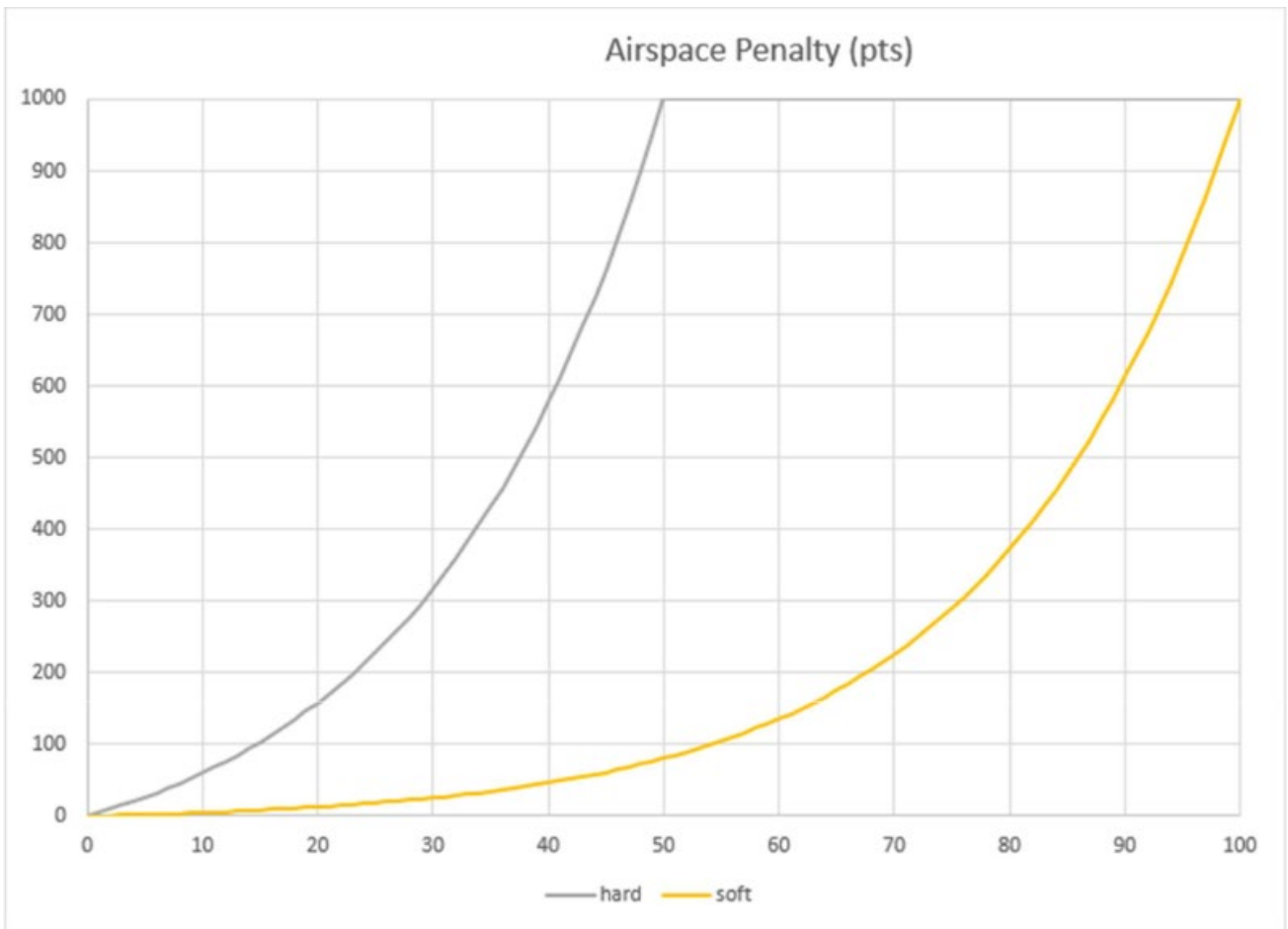
For less than 50 m inside the official airspace penalties will apply according to the formula:

$$Pts_{penalty} = 1000 * \min\left(1, \frac{1 - 1.05^{depth}}{1 - 1.05^f}\right)$$

- $f = 50$:
- The penalty reaches 1000 points when $depth \geq 50m$.

Pilot who gets a penalty for an airspace infringement will automatically get 1st offence for flying closer than 30m to the official airspace as well. A pilot can get two penalties at the same time for the same airspace infringement. Multiple infringements during one flight are treated separately and a pilot can get multiple penalties for each time infringement occur even if that is during thermaling the same thermal.

There is no cylinder tolerance for the airspace infringement as describes in S7F – 8.1., even when airspace is a cylinder.



Comment: Airspace penalties should be as similar to what PWC is using but adding a warning to the pilots who also come very close to official airspace. Adding only a warning to the pilots who come closer than 30m to the official airspace, to encourage pilots not to do it again, but would give them a small penalty for every subsequent offence. On the other hand we should have fixed penalties in S7 and not rely on local regulations to define XX and YY.
