



## CIVL2023 PLENARY – ANNEXE 330 CZECH REPUBLIC - PARAGLIDING ACCURACY v2

Comments on current SC7C

### **Target area** Purpose:

I don't know when it comes to SC but this is impossible in many places. The wording practically horizontal is potentially a problem on many landing sites where the target is in light slope. Also the 30m means what? The same surface } not possible at the beach landing, no obstacles, sometimes there are some obstacles closer than 30m.

### **Current rule**

#### 1.1.4.6 Target Area

The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc. The target area should be flat and practically horizontal for a minimum distance of 30m from the AMD.

### **Proposal:**

#### 1.1.4.6 Target Area

The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc.

**Change:** Removed last sentence.

**PGA meeting:** Accepted – combine with Slovenian proposal

### **Towing experience** Purpose:

As long term competing pilot I have none of the above. We have next point 2.2.2.

### **Winch towing:**

Pilots should be prepared to demonstrate they have sufficient tow launch experience and skills.

## Current rule

### 2.2.1

Qualification Winchtowing

g:

Pilots must have documentary proof of paraglider tow launch experience. Either:

- NAC licence or letter specifying tow rating, qualification or experience.
- Flight logbook or certificate signed by organisers of a FAI sanctioned tow launch competition.
- Certificate of completion of a tow training course.

Proposal:

### ~~2.2.1 Qualification~~

~~Winchtowing:~~

~~Pilots must have documentary proof of paraglider tow launch experience. Either:~~

- ~~• NAC licence or letter specifying tow rating, qualification or experience.~~
- ~~• Flight logbook or certificate signed by organisers of a FAI sanctioned tow launch competition.~~
- ~~• Certificate of completion of a tow training course.~~

Change: remove Wingtowing Qualification and let only Experience

**PGA meeting: Accepted**

**FAI 2+ competitions Purpose:**

At this moment we have competitions sanctioned as FAI 2 on really different level. From let's say club events to Pre-FAI 1 competitions. Only in few rules there are different requirements to organise (judges). But we are in bad situation where if we increase the requirements for all FAI 2 events it will be for many countries difficult to organise them according the SC7c. And we don't want to block the development of the sport. On the other hand there are high level competitions (PGA WC, PGA EC, etc.) where is the current requirements to organise too low. We know that FAI 3 level of competitions is impossible to put to rules so as we have different requirements to Pre-Cat 1 competitions we would like to add one level for these competitions with the same requirements as Pre-Cat 1 comp. The best should be complete rules table on the end of chapter to exactly explain on what comp level the rules above are valid.

**Proposal:**

Add table to show the different level of requirements

Rule	FAI cat 1	Pre-cat 1 FAI cat 2+	FAI cat 2
2.2.1 Qualifications	X	X	X
2.2.2 Experience	X	X	X
2.2.3. Exemptions	X	-	-
2.2.4. CIVL Screening Committee	X	-	-
2.5 Registration	X	X	X
3.6 Video Evidence	X	X	-
4.6 Wind Speed Recorder	X	X	-
5.4.4 Team Scores	X	X	-
8.1 Paragliders	X	X	X
8.3.1 Harnesses	X	X	-
8.3.2 Helmets	X	X	-
8.3.3 Reserve Parachute	X	X	-
8.3.4 Footwear	X	X	-
9.3 Team (Judging)	Chief Judge 1 Event Judge 1 Target Judges 3 Reserve Judges 3 Total 8	Chief Judge 1 Event Judge 1 (>50 participants) Target Judges 3 Reserve Judges 1 Total 5 or 6	Chief Judge 1 Event Judge 1 (>50 participants) Target Judges 2 Reserve Judges 1 Total 4 or 5

Withdrawn, send to prepare the structure for next plenary

### Insufficient height for final approach

At the competition on is a situation with pilots fly directly to the landing area but due to low towing height or thermal sink are too low to make proper final approach. In this moment is pilot in very bad situation because the current rule wording is too difficult to get re-launch because the decision is only on judges. When they say that the pilot have enough height for final approach you have no chance. But the pilot should make the decision to go to the final approach even he is too low or land outside and ask for re-launch. He risk everything. We propose to be described the procedure to get the re-launch.

#### **Current rule**

##### 3.5.6 Judges' Discretion

At the Judges' discretion on the grounds of a technical problem or abnormal conditions (e.g. dust devil type turbulence). This may be a failure with the equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check, or a massive sink such that a pilot is unable to reach the target or arrives with insufficient height to make a considered final approach. A re-launch may be authorised provided that the pilot does not attempt to fly to the target.

#### **Proposal:**

##### Judges' Discretion

At the Judges' discretion on the grounds of a technical problem or abnormal conditions (e.g. dust devil type turbulence). This may be a failure with the equipment (e.g. a broken steering line or a big tuck during the flight), which is not a result of the pilot's poor pre-flight check.

##### Low altitude for final approach

If the pilot is in low altitude to have fair chance to make the proper final approach he can make the signal and land outside the target and he is awarded by re-launch. Low altitude:

- Pilot is unable to reach area facing the target against wind direction
- Pilot is unable to make even small S manoeuvre in the area described above

If the pilot is not flying straight to the area described above or losing the altitude out of this area judges are not award the re-launch.

Change: New point in Relaunches chapter

**PGA meeting: Accepted**

## **Wind speed measuring**

The wind speed monitoring is not working well. We need on top competition visible wind speed display and positioning of the sensor out of obstacles. In the proposal for FAI 2+ competition is wind speed recorder mandatory also for FAI cat 2+ competition.

### **Current rule**

#### 4.6 Wind Speed Recorder

The wind will be recorded within 50m of the target with the measuring sensor positioned between 5m and 7m above ground level. In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instruments, which is located at a minimum of 5 m above ground level for the completion of the competition.

### **Proposal:**

#### 4.6 Wind Speed Recorder

The wind will be recorded as close as possible to the target with the measuring sensor positioned at minimum 5m above ground level. The sensor shouldn't be affected by obstacles (trees, buildings, etc.)

In the case of a malfunction of automatic wind measuring equipment, the judges may revert to the use of alternative electronic or mechanical instruments.

### **PGA meeting: Accepted – combined with Slovenian proposal**

## **Video evidence**

Video evidence on small FAI cat 2 events is too complicated and it is not necessary. Let it be recommended on FAI cat 2. If we define FAI cat 2+ the video evidence could be mandatory here.

### **Current rule**

#### 3.8 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

3.2.1

3.2.4

(all) Note: 3.3.5 Meet Director should consult with Launch Marshal and/or Chief Judge

(all) (all)

3.6 (less 3.6.4)

### **Proposal**

#### 3.8 2nd Category Events

The above sub-chapters are mandatory in 2nd Category Events:

3.2.1

3.2.4

(all) Note: 3.3.5 Meet Director should consult with Launch Marshal and/or Chief Judge

PGA meeting: Forgotten need to review at Plenary

### **AMD**

There is a lot of problem with AMD. We need more trust to AMD. It is black box, it is difficult to judge the wear of the disc. For FAI Cat 1 and proposed FAI cat 2+ we require 2 AMD sets to prevent delaying the competition. We also propose the necessary changes of the pad during the competition.

#### **Current rule**

##### **Automa 8c Measuring Device**

Scores up to a minimum of 15 cm are to be measured by an automa 8c measuring device (AMD). Pressure applied by the competitor to the automa 8c measuring device shall make it record the score. If an automa 8c measuring device is found to be defective or not reset or if insufficient pressure was applied and the first point of ground contact has been on it, judges may measure that pilot's score manually provided they are able to do so with consistency and certainty. It is recommended that the organiser provides a larger control mat on the target to show the pilot's first point of contact outside the automa 8c measuring device.

#### **Proposal**

##### **Automa 8c Measuring Device**

Scores up to a minimum of 15 cm are to be measured by an automa 8c measuring device (AMD). Pressure applied by the competitor to the automa 8c measuring device shall make it record the score. If an automa 8c measuring device is found to be defective or not reset or if insufficient pressure was applied and the first point of ground contact has been on it, judges may measure that pilot's score manually provided they are able to do so with consistency and certainty. It is recommended that the organiser provides a larger control mat on the target to show the pilot's first point of contact outside the automa 8c measuring device.

Backup AMD Organiser have to prepare back up AMD for the situation main AMD malfunction.

#### **Pad changes**

Organiser have to change the pad after every 500 pad landings or in case any pad problem. The changed pad can be used again after function check.

PGA meeting: Accepted – combined with Slovenian proposal