



CIVL 2015 PLENARY – ANNEX 18 HANG GLIDING & PARAGLIDING COMMITTEE PROPOSALS
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WPRS

Comment

Adjust WPRS to reduce the compounded inaccuracy in the ranking due to the fact that Europe is the center of mass of our disciplines.

Proposal 1

Td (Time Devaluation): increase the time constant of 1096 days (three years) after which the result is devalued to 0%.

Proposal 2

Devaluate the importance of Pn (Pilot Number)

- Get a fixed number above which comp is fully "valid" (& Pn for lower)

Pn = MIN(square root("participants"/"median participants in competitions last 12 months"))

- Improve the formula used for Pn: use median instead of average and use Pn_max = 1

Proposal 3

Increase the importance of Pq (Pilot quality)

Rest day policy

S7 A for HG says in 2.21...

The director may declare a rest day after not less than four consecutive days of flying unless this is the last day of the competition except that no more than two rest days may be declared in any competition. The policy on rest days shall be declared before the first competition day.

S7 B for PG says in 2.22...

The Meet Director may declare a rest day after six consecutive days of flying unless this is the last day of the competitions. The policy on rest days shall be declared before the first competition day.

Comment

To stick closer to reality of competition without getting the pilots overtired. To give more flexibility to Meet Directors. To unite HG and PG rules.

Proposal

Replace existing texts by:

The Meet Director will declare a rest day so there is no more than 7 flying days in a row.

Official practice period

S7 A for HG in 2.4.4 and S7 B for PG in 2.5.4 say...

Of not less than two and not more than five days immediately preceding the opening of the Championship shall be made available to all competitors. On at least one day a task shall be set, flown and scored under competition conditions except that the scores shall not be counted in the Championship. All competition staff must be present for this task as the aim is

to fully test all aspects of the organisation as well as familiarising pilots with competition procedures.

Comment

S7 requires that a practice task be set but not necessarily flown. In some competition the practice task is flown and the best day might be lost, on some competition it is not flown at all due to bad weather. There is no logic here. The organisation should have been tested during the practice event. What is really necessary?

Proposal

Replace existing text by:

On the two days before the official start of the competition, the following should be made available to pilots: maps, WPT files, weather information, transport to take off, eventually retrieval, GPS download.

Extra fees might be asked for transportation to take off and retrieval.

A pilots' briefing will be organised at the beginning of the day.

Details will be specified in the local regulations.