



<b>CIVL 2017 PLENARY – ANNEX 23F</b> <b>BUREAU PROPOSAL – REST DAY</b>
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## **SECTION 7A XC**

### **3.9. REST DAY**

After six consecutive flying days with competition flights, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

*Discussion:* Current definition refers to ‘competition flights’ and the definition given in CIVL GAP. We need a better definition that refers to ‘flying days’ as opposed to ‘rest days’. A flying day may be defined differently according to the championship sites.

***Proposal: Replace by...***

After six consecutive flying days, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders.

‘Flying days’ are defined in the Local Regulations.

***In the Template Local Regulations, the Bureau will add a few possible definitions of what could be a flying day. For instance...***

—A flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off regardless of whether any pilot starts a task.

(Can be used in situations where take-off is a significant distance from HQ, hotels, etc., such as Brasilia).

—A flying day is defined as a day when a team leader briefing is held, pilots travel to the take-off, a task is set and at least one pilot takes-off to start the task.

or

—A flying day is defined as a day when the launch window has been opened

(Can be used in situations where the take-off is very close to HQ and travelling to the take-off doesn’t take very long – e.g. Krushevo.)

Organizers will be asked carefully consider the conditions of the competition, the nature of the site and craft a suitable definition of a ‘flying day’, using the examples above, if appropriate.

The Local Regulations are defined with in collaboration with the Steward and are approved by the Bureau and by the Plenary.