CIVL 2017 PLENARY - ANNEX 24B
HANG GLIDING COMMITTEE PROPOSAL – PUSH RULE

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The current rule re the "Push System" reads as follows:

3.3.6 Take-off 'Push' System At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing". Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within 30 seconds or be scored zero for the task. A pilot who wishes to "push" must be ready to take off immediately when he pushes and may not leave the launch line subsequently. No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task. In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class. Note: The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.

Proposal to change the rule such that a "push" applies to all launch lanes". Proposed new section 3.3.6 would read:

3.3.6 Take-off 'Push' System At sites where the pilots are required to queue to take-off, the Meet Director may use the push system. This allows any pilot to push a line of competitors by announcing to the take-off official 'Pilot number X is pushing". Immediately, all pilots ahead of the one pushing have 30 seconds (see note) in which to decide to take-off and then a further 30 seconds to complete the take-off. A pilot who declines to take-off during his decision period must immediately go to the end of the queue. A pilot who fails to take-off within the completion period will be scored zero for the task. When the pushing pilot arrives at the take-off point he is not permitted any decision time, but must take-off within

30 seconds or be scored zero for the task. A pilot who wishes to "push" must be ready to take off immediately when he pushes and may not leave the launch line subsequently. No pilot may move into the start lane while a "push" is under way in that lane nor may any pilot initiate another "push" in that lane until the current one has been completed. When an ordered launch is used, a pilot who decides not to take off in his turn may not subsequently "push" in that task. ***In competitions were multiple sequential* launch lanes are used and there is an ordered launch, a "push" applies to all launch lanes as if it was a single launch lane.*** *In competitions where more than one class is using a launch point or lane in the same time frame, a lane may be designated the priority lane for a given class. The push system would operate in that lane for the class given priority. Pilots not in that class will be pushed but will not be allowed to push the priority class. Note: The Meet Director may specify different time periods to suit local site conditions, but these must not be changed during the period of the competition.*

**** Sequential launch lanes means that pilots are allowed to launch sequentially from the lanes, e.g. first a pilot from Lane 1 launches, then a pilot from Lane 2, then a pilot from Lane 3, then another pilot from Lane 1, etc., in that order.***

It is important to add the language in bold because the point of a "push" is to move pilots off the hill, and it happens most commonly in situations where pilots believe soaring conditions aren't necessarily great and while launch conditions may be perfectly good and safe, pilots just don't want to get in the air just yet. In this situation, if the push applies only to the individual lane where the pusher is - let's say Lane 2, and a pilot doesn't want to launch in Lane 3, and launches are happening sequentially over multiple lanes, the stalling pilot in Lane 3 will hold up all launch lanes unless a pilot behind him in Lane 3 also decides to push. So, a push in any single lane won't solve the problem a push is intended to solve.

The reason this change ought to apply only to cases where there is an ordered launch is that if the launch isn't ordered, presumable a pilot could move to any other lane and not be stuck behind a stalling pilot.

Also, the change should not apply in situations where the launch lanes are completely independent – meaning that they are not sequential – e.g. a site with 3 launch lanes that pilots may launch from simultaneously, without alternating between the lanes. So, the order need not be Lane 1, Lane 2, Lane 3, then Lane 1, Lane 2, etc. In a non-sequential launch lane situation, pilots can launch at any time without regard for whether other lanes have also had an opportunity to launch.