Required changes to Section 7B of the FAI Sporting Code to accommodate moving all topics relevant to scoring to the newly created central document "CIVL GAP - Centralized Cross-Country Competition Scoring System for Hang-Gliding and Paragliding".

1.6
Competition Flight Definition: Remove, is replaced by definitions in "CIVL GAP"

2.18.9.4:
Replace "See 5.3.6 for scoring of stopped tasks" with "stopped tasks are scored according to the current CIVL GAP system"

2.23.2
Type of Task: Remove, is replaced by definitions in "CIVL GAP"

2.23.3
Leading/departure points: Remove, is replaced by "CIVL GAP"

2.28
Goals in Soaring Competition: Remove 2.28.1, 2.28.2, 2.28.3, 2.28.4, are all replaced by "CIVL GAP"

5.2.1
Competition Scoring: Change text from
The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL (5.2.2) will be used for competition scoring. Soaring competition is to be scored using an approved scoring program which implements the latest, CIVL approved, GAP formula. GAP documentation which describes the latest version of the GAP formula is available from the FAI office or from the CIVL website.
To
The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL (5.2.2) which implements the latest, CIVL approved, GAP formula as defined by the most current edition of "CIVL GAP" must be used for competition scoring. The latest edition of "CIVL GAP", which describes the current version of the GAP formula, is available from the FAI office or from the CIVL website.

5.2.3
Scoring Formula: Rename to "Nominal Parameters", change text from
The program and scoring formula to be used will be stated in the Local Regulations. The nominal GAP scoring parameters will be published in writing by the organisers prior to the start of the first task. These parameters are: minimum distance, nominal distance, nominal time, and nominal goal. Nominal GAP parameters should not be changed after the start of the event.
To

The nominal scoring parameters, as defined by "CIVL GAP", must be published in writing by the organisers prior to the start of the first task. They must not be changed after the start of the first task.

5.2.4
Team Scoring: Remove, is replaced by "CIVL GAP"

5.3
Scoring: Remove all sub-sections with the exception of 5.3.4 (Pilots who do not fly the task) – all the others are replaced by "CIVL GAP"
5.5 Cut and Normalisation: Remove, is no longer relevant with the current definitions in "CIVL GAP"
5.6
Flight Verification: Remove, is replaced by "CIVL GAP"

8.4
Sample local regulations: Replace 10.1, 10.2 (both implicitly defined by "CIVL GAP"), 10.3 (defined in 5.2.5 Use of Filters), 10.4 (defined by "CIVL GAP"), 10.6 (defined by "CIVL GAP").

8.4
Sample local regulations: Change text for 10.7 from
Scoring will be done according to the scoring program, version .... using the ....scoring formula (5.2.3). GAP parameters will be discussed and decided at the first Team Leader briefing.
To
Scoring will be done by using the most recent version of the scoring program ………………., using the most recent version of the CIVL GAP scoring formula. Nominal parameters will be discussed and decided at the first Team Leader briefing.

14.3
Sectors: Rename to "GPS Data", remove sections 14.3.1, 14.3.2, 14.3.3, 14.3.5, 14.3.6,

14.3.8
(replaced by "CIVL GAP")

14.3.4
GPS Data: Rename to "Pilot's Tracklog Requirements"

14.4.4
Scoring a Stopped Task: Remove, is replaced by "CIVL GAP"

14.4.6
Best Evidence: Remove, is no longer relevant or practical (with the use of Leading Points, using two or more separate track logs to verify a pilots' flight yields unsatisfactory results)

14.4.7
Time based disputes: Remove, is no longer relevant or practical, since we now use Leading Points, not Departure Points.