

Proposals of Bulgaria
for
CIVL Plenary
2016 – Lausanne, Switzerland

On a meeting of Paragliding XC Commission in Bulgarian National Aero Club (BNAC) in Sofia, 14th February 2015 was decided that we want the following changes in the rules:

1. Penalty for airspace violation to become 1% per meter instead of the current 2% per meter.
2. Leading points in tasks with nobody in goal to become equal to the percentage of the task distance flown.
3. Leading points in tasks with at least one pilot in goal to be double than the current amount.

Note: The proposals was late for the 2015 Plenary, so we propose the same again for 2016 Plenary.

Motivation:

1. Current penalty is too harsh for unpredictable situations where the pilots leave a normal thermal to hit even stronger thermal.
2. In the current scoring formula if nobody reaches the goal maximum Leading points are 18. This is discouraging for pilots to lead and take decisions in uncertain conditions. 18 points for leading (maximum) is very small reward for the risk leaders take.
3. In general we feel that the Leading points are underestimated. Combination of big Speed points weight and small Leading points weight encourages pilots not to lead, but to follow the leaders and get almost the same total amount of points. We want to increase the importance of leading and this way to separate more in the ranking the leaders and the followers.

Precise definitions of the proposals:

1. In Section 7B 2.29.2 second paragraph is now:

Where the pilot's track log is recorded closer than 20m from prohibited airspace, vertically or horizontally, a penalty of 2% of the pilot's task score per meter shall be deducted, resulting in a zero score 30m within the restricted zone. The entire flight from launch to landing will be considered for such violations, regardless of the task being active, the course started or finished.

Our proposal is the paragraph to be changed like this:

Where the pilot's track log is recorded closer than 20m from prohibited airspace, vertically or horizontally, a penalty of 1% of the pilot's task score per meter shall be deducted, resulting in a zero score 80m within the restricted zone. The entire flight from launch to landing will be considered for such violations, regardless of the task being active, the course started or finished.

2. and 3. In CIVL GAP document point 10 for Leading weight now is defined:

$$\text{LeadingWeight} = (1 - \text{DistanceWeight}) * 1.4 / 8$$

Our proposal is this definition to be changed like this:

If GoalRatio = 0
LeadingWeight = 0.1 * (BestDistance / TaskDistance)
else
LeadingWeight = (1 - DistanceWeight) * 1.4 / 4

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