

CIVL Proposal from the Austrian NAC
for the CIVL plenary 2nd to 5th of February 2017

All points concerning class 1, hang gliding!

- 1.) FAI triangle World Record Flights:
should be also possible to be started on the leg (already accepted 2008 flown by Walter Geppert, class 5).
- 2.) Cat 1 event validity: to make it more justified with a higher valuation than a Cat 2 event the minimum numbers of tasks and points should be raised up:
 - a) min. points 3.000.
 - b) min. tasks: four.
- 3.) Leading Bonus at Cat 1 and Cat 2 events:
parameters for leading bonus should be raised up and treated like at PG events since 2016 where a pilot not in goal also gets appropriate leading bonus.
- 4.) Cloud flying at Cat 1 and Cat 2 events:
should be prevented and managed by a 'Cloud Flying Committee' consisting of three pilots of three different nations selected by FAI stewards. These pilots can be also seen as eye witnesses and reporting pilots to FAI stewards to make cloud flying more sensible to pilots and more easy to manage in terms of penalties. (Already done and performed at the HG ECs 2016 in Mazedonia).
- 5.) a) Goal parameters:
should be changed due to the fact that a pilot not in goal by a few meters just loses 20% of arrival points which is way too less in fairness to pilots who are in goal. Beside that the pilot view meters before the goal line did not complete the task by not crossing the line but gets arrival points!? In any other sport this is not executed nor accepted and should be changed to a fair way!
 - b) Parameters should be changed by e.g. changing the radius of goal and end-of-speed-section by a bigger difference like goal $r = 200\text{m}$ and E-O-S = 2.000m.
 - c) We also suggest to change goal from a circle to a semicircle with its diagonal line 90° towards the last leg. Like this pilots don't race to one point (center of circle) but to a 400m long line over the goal field. The result is a safer approach during close final glides and an arrival directly over the goal field > safety. The landing approach can be watched by the goal crew, the ambulance (not 400m away behind trees!) and the pilot+goalies can judge the landing approach better (main landing field with wind sock)!
- 6.) Altitude measurements concerning airspace:
there are just two possibilities to check if a pilot has entered airspace:
 - a) altitude numbers taken as QNH shown as Max. Alt. on the vario instrument calibrated on take off altitude.

b) Flight Level Altitudes (FL) shown on ICAO maps are international standards for airspace altitudes. These numbers can be also used and shown on certain vario models for a clear procedure to handle with airspace. Instrument models with FL altitudes should be clarified by the CIVL / FAI same as GPS models which are allowed for 3D tracklog recording.

7.) Penalty management when pilots enter airspace:
the current extra altitude of 30m should be raised up to 100m due to safety reasons to give pilots more time and a better chance to exit airspace again. Over 100m pilots get zero points for the day. Inside 100m the penalty varies pending how long the pilot stays inside this buffer zone.
Parameters and technical possibilities should be discussed with the computer guys of the GAP or the new scoring system coming up.

8.) Functions and job positions of people who are running Cat 1 events:
positions like competition organizer, meet- and safety director, scorer, live tracking coordinator, etc. cannot be changed and swapped during the same meet. E.g. being meet director in the first week and then team leader for the second week. These functions should remain as declared during the event.

9.) Cat 1 events in combination with women class 1:
If there is a championship together with women the tasks between men and women should be run as seperated tasks like already done between class 1 & 5 with rigid wings! Therefore women would fly by themselves a different task also to prevent radio help by male team pilots flying in front. Tasks for men would not be influenced in length and quality due to a much slower average speed of female pilots.

On behalf of the Austrian NAC

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CIVL Delegate

