

São Paulo, 1st of November 2018

To: CIVL President Mr Stephanie Malboss
From: Thomas Milko – Brazil CIVL Delegate

RE: PROPOSALS FOR CIVL MEETING IN JANUARY 2019

Dear Sir,

Please find below suggestions for changes of Section 7 of the FAI Sporting code.

1. For Records there is no limit for flights after sunset, leading some pilots to land well into darkness with all the obvious hazards. We propose to establish a limit as this is important to promote fairness for records, so pilots do not fly at dangerous dark time of the early night and setting a record in a riskier (+illegal) way.

For records flown in Brazil Local NAC established a Sunset + 20”min Twilight official deadline time for landing, regardless of the latitude where the flight is taken. This should be a CIVL rule to make it homogenous through all the countries. Perhaps in countries with very high latitude more time can be allowed.

There are no old wordings at our rules.

Insert at Section 7D Records 1.5.4. Uncompleted Flight add: Landing occurs 20” after sunset .

2. Declared records have a considerable possibility of being tampered. There is a latent feeling that in some very long distant flights, a later declaration can be filled inserting the declared point(s).

Solution is to adopt an electronic declaration form which could be inserted at the flight recorder, like it’s already done for sailplanes for more than a decade. Alternatively, teams can inform of their intentions via email to the local NAC, so there is a “time stamp” before the flight, with all the relevant details. We already included this rule at the Brazilian NAC for local pilots.

Insert at Section 7D Records 3.3.1 Advance notice – another paragraph: Declared records shall be informed to the local NAC via email or have an electronic declaration form extracted from IGC approved flight recorder.

3. XC Competition Individual and Gate Time Tasks do not promote equal opportunity to all pilots. When giving leading points in this type of task the

person who is first in the queue to takeoff has a competitive advantage for leading points. Pilots who start in the first gate have similar advantage.

Remove leading points from these tasks, being even more radical, have only gate starts with minimum intervals of 15 minutes, this prevents competitors doing the “wait who starts first” typical of non Leading Points tasks.

CIVL GAP Annex to Section 7A

6.4.4 Elapsed time

(Existing) An elapsed time start is defined by a single “start gate”, given as a daytime. Pilots are free to start any time after this start gate.

(Proposal) An elapsed time start is defined by a multiple “start gates”, with an ideal interval of 20 minutes (minimum 15min) given as a daytime. Pilots are free to start at any gate.

4. Allow the possibility to change from race of goal task to individual gate time task by the Meet Director in case of unfavorable takeoff conditions like strong wind or back wind. In critical wind conditions tasks are cancelled as meet director has no flexibility to change the task after one pilot has departed. This proposal could save a taskable day. Changed task to be announced in the radio, and if a flying pilot has a malfunctioning radio he/she can still start at the “official time”, which will be gate #1. No leading points will be given though.

At item 6.1.1 for hang-gliders there is already a similar rule: In exceptional circumstances, with regard to restricted launch areas and poor flying conditions, to ensure the task is fair for 2/3rds of the pilots, a task may be run without leading/departure points. This is to be declared at the task briefing a provision for no leading points in case of bad weather

Sincerely,

Thomas Milko
Brazil – CIVL Delegate