



**PROPOSALS FOR AMENDMENTS**

**TO THE**

**FAI SPORTING CODE, SECTION 7C,**

**PARAGLIDING ACCURACY,**

**VERSION 1 MAY 2018**

**PRESENTED BY THE NAC FOR ESTONIA**

**December 2019**



Amendment proposal ELF 01-18	
CURRENT TEXT	AMENDED TEXT
<p><b>1.1.4.6 Target Area</b></p> <p>The area surrounding and including the target. It should be clearly delineated with defined access restriction. Within the target area will be wind indicators, judging table, video tripod(s), ambulance, spectator area, etc.</p>	<p>1.1.4.6 Target Area</p> <p>The area surrounding and including the target. It should be clearly delineated with defined access restriction. <b><i>The only equipment present within the target area shall be wind indicators, video tripod(s), the Automatic Measuring Device and its associated components. The judging table, ambulance, spectator area, etc., shall be placed outside the target area.</i></b></p>
<p><b>Rationale:</b> the target area should contain only equipment strictly necessary to the judging work, in the interest of pilots' safety and in order to facilitate the safe deflation of the wing upon landing. Note: the definition requires coordination with current point paragraph 4.4.</p>	

Amendment proposal ELF 02-18	
CURRENT TEXT	AMENDED TEXT
<p><b>2.3 National Team size</b></p> <p>If the event is not mixed (i.e. only men or only women), the team size is defined in the Local Regulations.</p> <p>If the event is mixed:</p> <p>In World Championships, the team size is 4 with minimum of one pilot from each sex. See also 2.1.1.</p> <p>In Continental Championships, the team size is defined in the Local Regulations.</p>	<p>2.3 National Team size</p> <p>If the event is not mixed (i.e. only men or only women), the team size is defined in the Local Regulations.</p> <p>If the event is mixed:</p> <p>In World Championships, the <b><i>[minimum and] maximum</i></b> team size is <b><i>defined by the local regulations</i></b> with minimum of one pilot from each sex. See also 2.1.1.</p> <p>In Continental Championships, the team size is defined in the Local Regulations</p>
<p><b>Rationale:</b> allow for more elasticity in the format of the event, while preserving the mixed nature of the team composition.</p> <p><i>reference: Local Regulations Ver 1.0, 10th FAI WORLD PARAGLIDING ACCURACY CHAMPIONSHIP 15th – 25th May 2019, Vršac, Serbia: "The maximum number of pilots constituting a national team is 7 total and 5 of one gender."</i></p>	



Amendment proposal ELF 03-18	
CURRENT TEXT	AMENDED TEXT
<p><b>3.5 Re-launches</b></p> <p>A competitor may only request a re-launch following a disputed flight by applying to the Event Judge at the target before signing for his score.</p> <p>The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges).</p> <p>The Event Judge may postpone a decision on a re-launch request for up to 15 minutes to be able to consult the judging team and (if Chief Judge decides so) video evidence.</p> <p>At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.</p> <p>Re-launches shall take place as soon as possible during the current round or the subsequent round.</p> <p>If a re-launch is not awarded and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot. Refer to Complaints and Protests at 7.</p> <p>A re-launch may be awarded only for the following reasons:</p>	<p>3.5 Re-launches</p> <p>A competitor may only request a re-launch following a disputed flight by applying to the Event Judge <del>at the target before signing for his score</del> <b>within 10 minutes from the landing time, as recorded by the Recorder/Scorer</b>. Once the time is elapsed, re-launches will not be granted.</p> <p><del>The competitor must register his request for re-launch with the Recorder before communicating with any other person (with the exception of the Chief and Event Judges).</del></p> <p>The Event Judge <del>may postpone</del> <b>takes</b> a decision on a re-launch request <b>within 15 minutes</b> to be able to consult the judging team and <del>(if Chief Judge decides so)</del> <b>any available evidence, including video</b>.</p> <p>At the time a re-launch is awarded the competitor's score for the disputed flight will be cancelled.</p> <p>Re-launches shall take place as soon as possible during the current round or the subsequent round.</p> <p>If a re-launch is not awarded, <b>the pilot may lodge a complaint following the provisions of paragraph 7</b>. <del>and the pilot refuses to sign for the score this will be deemed to be a complaint and the time at which the complaint arose will be recorded and notified to the pilot. Refer to Complaints and Protests at 7.</del></p> <p>A re-launch may be awarded only for the following reasons:</p>
<p><b>Rationale:</b> The competitor may not be aware of all circumstances that concern his landing and quick as well as reasonable consulting should not be excluded. Current approach is a bit too paternalistic towards the competitors. Also, setting a time limit for protests facilitates smooth organisation of the rounds and their completing. 9.7.2, 5.4.6 requires adjustment</p>	



Amendment proposal ELF 04-18	
CURRENT TEXT	AMENDED TEXT
<p><b>3.5.3 Judges Disagree</b> The judges are unable to agree an accurate score for any reason.</p> <p><b>3.5.4 Safety Reasons</b> The competitor changes his flight plans for safety, does not then attempt to land on the target and makes a clear signal that he is flying away.</p> <p><b>3.5.5 Distraction</b> If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes a clear signal that he is flying away.</p>	<p><b>3.5.3 <i>Accurate scoring is not possible</i></b> The judges are unable to <b>determine</b> an accurate score for any reason, <b>including if they observe a failure of the Automatic Measuring Device.</b></p> <p><b>3.5.4 Safety Reasons</b> The competitor changes his flight plans for safety, does not then attempt to land on the target and makes <b>an immediate and</b> clear signal that he is flying away.</p> <p><b>3.5.5 Distraction</b> If there is any significant external distraction which demonstrably affects the competitor's target approach and the pilot does not attempt to land on the target and makes <b>an immediate and</b> clear signal that he is flying away.</p>
<p><b>Rationale:</b> for 3.5.3, the amendment suggests a more neutral language rather than anticipating an undesirable situation of disagreement among Judges. The failure of the AMD should be explicitly listed, to avoid the difficulty of performing an accurate manual/arrow measurement when a pilot touches the pad but no result is recorded. This would also fill the interpretation gap determined by paragraph 5.4.2, whereby Judges may decide to score manually, but no provision exists for the case when Judges decide not to do so.</p> <p>For 3.5.4 and .5, the addition of the word 'immediate' negates the interpretation of pilot action if he continues the approach after the safety situation or the distraction materialise, especially when these occur in the last seconds of the flight.</p>	

Amendment proposal ELF 05-18	
CURRENT TEXT	AMENDED TEXT
<p><b>3.6 Video Evidence</b> The Competition Organiser shall arrange a video recording of landings on the target with a fixed or tracking camera. The video recording can be used as an additional source of evidence only if:</p> <ul style="list-style-type: none"> <li>- The Chief Judge decides to review it on receipt of a complaint or a request from the Event Judge, or</li> <li>- The Jury decides to review it when dealing with a protest.</li> </ul>	<p><b>3.6 Video Evidence</b> The Competition Organiser shall arrange a video recording of landings on the target with a fixed or tracking camera. <b>For Category 1 events the system shall include three fixed cameras covering equal sectors of a circle, providing high definition images, capable of frame-by-frame review and reverse play. A qualified judge is responsible for online monitoring of the video recording and stays in communication with the Event Judge to provide immediate advice.</b></p>
<p><b>Rationale:</b> progress in technology should be fully exploited in the interest of the competitors. For instance, The Estonian Air Sports Federation already deployed such system for its Category 2 events, with appreciation from competitors and Judges, substantially reducing time length and improving decision on requests for re-flight and protests.</p>	



Amendment proposal ELF 06-18	
CURRENT TEXT	AMENDED TEXT
<p><b>3.6.2 Jury Decision</b></p> <p>The Jury may choose to accept video evidence as an aid to decision making</p>	<p>3.6.2 Jury Decision</p> <p>The Jury <b>shall</b> accept all available video evidence as an aid to decision making.</p>
<p><b>Rationale:</b> ensuring the highest possible standards of fairness and accuracy, taking advantage of technology.</p>	

Amendment proposal ELF 07-18	
CURRENT TEXT	AMENDED TEXT
<p><b>4.3 Automatic Measuring Device</b></p> <p>The centre of the target must be an automatic device with a 'dead centre' disc of 2cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15cm from the edge of 'dead centre' disc in increments of 1cm.</p> <p>The device must be set on a solid base plate. It must be fixed and kept as flat as possible at the level of the target. The same diameter of the dead centre disc must be used throughout the whole competition.</p> <p>The Chief Judge shall approve the automatic measuring device.</p>	<p>4.3 Automatic Measuring Device</p> <p>The centre of the target must be an automatic device with a 'dead centre' disc of 2cm in diameter in a contrasting colour. The automatic measuring device must be capable of measuring to a minimum distance of 15cm from the edge of 'dead centre' disc in increments of 1cm.</p> <p>The device must <del>be set on a solid base plate. It must</del> be fixed and kept as flat as possible at the level of the target. The same diameter of the dead centre disc must be used throughout the whole competition.</p> <p>The Chief Judge shall <del>approve</del> <b>ensure that the automatic measuring device is tested immediately before the start of each round, and whenever the accuracy of its functioning is questioned by the Judges.</b></p>
<p><b>Rationale:</b> depending on the nature of the target area, the base plate requirement is not always necessary and may constitute a danger to the pilots. Considering that the AMD are conceived for use in parachuting accuracy while resting on an inflatable target, there should be no issue as regards its reliability.</p> <p>The testing of the AMD before each round ensures the highest standards of fairness and accuracy in the scoring.</p>	

Amendment proposal ELF 08-18	
CURRENT TEXT	AMENDED TEXT
<p><b>4.4 The Target</b></p> <p>The target shall be a flat area</p>	<p>4.4 The Target</p> <p>The target shall be a flat area <b>level to the horizon.</b></p>
<p><b>Rationale:</b> a flat area is not necessarily level to the horizon (e.g. flat surface on sloping terrain), which is instead desirable for the pilot's safety.</p>	



Amendment proposal ELF 09-18	
CURRENT TEXT	AMENDED TEXT
<p><b>4.4.2 Construction</b></p> <p>The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken.</p> <p>The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 25mm).</p> <p>If a raft landing is used the edges should be as low as possible above the water level and they should be padded.</p>	<p>4.4.2 Construction</p> <p>The target should be of such material (grass, sand, carpet etc.) that allows judges to define a pilot's landing point. The target must be at the same height as the landing field where it is situated i.e. not elevated or sunken.</p> <p>The target and target area should be flat and free from long grass, vegetation and flora that may interfere with marking a landing point. Grass should be mown to a low level (nominally 25mm).</p> <p>If a raft landing is used the edges should be as low as possible above the water level and they should be padded.</p> <p><b><i>The Meet Director ensures that the target is construed and maintained as safely as reasonably possible for the pilots, with particular regard to slippery surfaces.</i></b></p>
<p><b>Rationale:</b> safety consideration for pilots, in particular in winter conditions. Possible falls due to slippery surface may be reasons for relaunches.</p>	

Amendment proposal ELF 10-18	
CURRENT TEXT	AMENDED TEXT
<p><b>4.7 2nd Category Events</b></p> <p>The above sub-chapters are mandatory in 2nd Category Events:</p> <p>[...]</p> <p>4.3 Note: an Automatic Measuring Device with 3 cm dead centre may be use in 2nd Category Eventcompetitions until December 31st 2018.</p> <p>[...]</p>	<p>4.7 2nd Category Events</p> <p>The above sub-chapters are mandatory in 2nd Category Events:</p> <p>[...]</p> <p>4.3 Note: an Automatic Measuring Device with 3 cm dead centre may be use in 2nd Category <b><i>Events/Competitions</i></b> until <del>December 31st 2018.</del></p> <p>[...]</p>
<p><b>Rationale:</b> As some countries still are in possession of those older style pads, it is practical –and cheaper- to allow their continued use in 2<sup>nd</sup> category events. Anyway, in those events that 1 cm does not make very great difference, not in the local results nor in the CIVL ranking.</p>	



Amendment proposal ELF 11-18	
CURRENT TEXT	AMENDED TEXT
<p><b>5.4.2 Automatic Measuring Device</b> [...]</p>	<p>5.4.2 Automatic Measuring Device [...]</p> <p>A spare AMD shall be available to allow replacement of non functional or damaged main device:</p> <ul style="list-style-type: none"> <li>- For Category 1 events: a full set (pad, scoring display, battery, cables and connectors, reset button and any other ancillary component)</li> <li>- For Category 2 events: a spare set.</li> </ul>
<p><b>Rationale:</b> to minimise disruption in case of equipment failure, avoiding manual scoring by Judges.</p>	

General issue ELF 12-18	
CURRENT TEXT	ISSUE
<p>6.2 Application of Penalties The Meet Director...</p>	<p>The application of penalties by the MD, and especially those for dangerous or aggressive flying, can reliably and credibly be imposed only if he/she is a current and qualified pilot, especially in consideration of keeping current with the equipment (e.g. stall points and dynamics change considerably as paragliding design evolves).</p> <p>It is suggested to apply FAI Safety Proficiency Standards for Paragliding for the qualification of the following officials, being more directly involved in the supervision and safety of flying activities:</p> <ul style="list-style-type: none"> <li>- Meet Director, SafePro Para minimum Stage 4 with A-Landing Accuracy rating</li> <li>- Safety Director, same rating as above</li> <li>- Event Judge, same rating as above</li> <li>- Launch Marshal, same rating as above</li> </ul>
<p><b>Rationale:</b> some references to the role of the Meet Director can be found –exclusively for Category 1 events- in Common Section 7, paragraph 4.3. The exact duties and responsibilities of the Meet Director are however not clearly defined in Section 7C, while several of the MD attributions can be found throughout the document. The same for the Safety Director.</p> <p>It would be advisable to transpose the listed roles of Common Section 7, i.e. Meet Director, Safety Director, Safety Committee, Team Leader, from Section 7 into Section 7C, further specifying roles and responsibilities for each with details relevant to Accuracy, and establishing differences between Cat 1 and 2 events. At the same time, other organisational roles are currently included in Section 7C for three non-Judge event officials, i.e. the Launch Marshal, Recorded/Scorer; Wind Speed Monitor in section 9.7. All these roles could be collected and organically described in one new paragraph in 7C, specifying qualifications, role and responsibility, as well as interfacing with the Judging Team.</p> <p>This proposal aims at clarifying roles and responsibilities of all event officials, in the interest of competitors and of event safety.</p>	



General issue ELF 13-18	
CURRENT TEXT	ISSUE
<p><b>9 Judging Code</b> ... in continuous development ... a new version published...</p> <p><b>9.1 Requirements</b></p> <p><b>9.3 Team</b></p>	<p>Section 7c and the Judging Code are in essence different documents, with different authority for approval, too. Therefore, they should be separated, as done previously. Or, otherwise, all this part of the S7C should be totally under the jurisdiction of normal S7C amending procedures.</p> <p>Chief Judge and Event Judge are paragliding pilots, former or active, with the same flying skills that are required from competitors, and who are current with evolution of flying equipment. See also proposal n. 12.</p> <p>In line with proposal 05, it is suggested to consider the introduction of a Video Evidence Judge, delegated to the continuous and real-time monitoring of the video system.</p>
<b>Rationale:</b> to improve the effectiveness of judging work	



Eesti Lennuspordi  
Föderatsioon  
Estonian Air Sports Federation



[www.lennusport.org](http://www.lennusport.org)  
[lennusport@lennusport.org](mailto:lennusport@lennusport.org)

To: Mr Stéphane MALBOS, the CIVL Bureau President,  
FAI - Fédération Aéronautique Internationale  
By email: [Civl-president@fai.org](mailto:Civl-president@fai.org)

Copy: Ms Elena FILONOVA, CIVL Administrator and  
Competition Coordinator, FAI - Fédération Aéronautique  
Internationale  
By email: [Civl-administrator@fai.org](mailto:Civl-administrator@fai.org)

Copy: Mr Jaano RASSA, the President, Estonian Air Sports  
Federation, CIVL Delegate  
By email: [jaano@lennusport.org](mailto:jaano@lennusport.org)

Tallinn, 3 December 2018

**Subject: proposals for amendments to the FAI Sporting Code, Section 7C**

Dear President,

On behalf of the Estonian Air Sports Federation, I have the pleasure of submitting you the proposals for the amendment of the FAI Sporting code, section 7c, Paragliding accuracy, in its version 1 May 2018, in preparation for the CIVL plenary of 2019.

The proposals are the result of an in-depth consultation with the ELF pilots active at the national and International level in Paragliding accuracy, and especially of the Estonian top pilots in the world ranking. Besides the contribution of our Pilots, the proposals reflect the feedback and experience of the officials, Judges and organisers of the Accuracy events in Estonia. The experience gathered by the ELF in using video evidence is reflected in our proposals: we –and the competitors– consider the developments in this technology so valuable, that their employment could ideally support the rapid expansion of the PG Accuracy sport and the challenges that it poses.

The proposals include 11 amendments to the current text; in addition, we included two general issues which would require a more comprehensive review of the whole Section 7C.

We hope that our proposals shall be received as a contribution to further evolve the role and work of the CIVL, its Officials and Judges, in the overall interest of the further development of the accuracy discipline and especially of its competitors.

Eesti Lennuspordi  
Föderatsioon  
Estonian Air Sports Federation



[www.lennusport.org](http://www.lennusport.org)  
[lennusport@lennusport.org](mailto:lennusport@lennusport.org)

In conclusion, please be informed that I plan to attend the CIVL plenary Meeting in Lausanne next year, where I am looking forward to meeting you and further reinforcing and developing the relationship between the CIVL and the Estonian Air Sports Federation. It goes without saying that the ELF considers this relationship as very important, and I trust it will be possible to bring it to the standards of cordiality and co-operation it deserves, in the interest of its pilots.

Until that time, please consider me at your disposal for further discussing and clarifying our proposals.

Yours sincerely,

Matteo Bonfanti

Alternate delegate for Estonia to the  
FAI Hang Gliding & Paragliding  
Commission

[matteo\\_bonfanti@yahoo.it](mailto:matteo_bonfanti@yahoo.it)  
00372 58 241228

ANNEX: proposals of the Estonian Air Sports Federation for the amendment of the FAI Sporting Code,  
Section 7C