



CIVL 2024 PLENARY – ANNEXE 38 AA
PROPOSAL USA - PGA – TEAM PRIORITY

Proposal:

This is a proposal from the USA (United States Hang-gliding and Paragliding Association – USHPA) to amend the FAI Sporting Code, Common Section 7, to clarify priority of Nation Teams over Individual competitors in Category 1 events; Section 7C Accuracy to focus the knock-out system in Cat 1 competitions on teams over individual podiums; revert recent changes in the allocation process in S7C which restrict the ability of event organizers to fill the available leftover or cancelled spots with qualified walk-ins; and clarify the low altitude rule for re-launches.

1. Team Priority in Category 1 events: The principal difference between a Cat 1 and a CAT 2 event is that for CAT 1s, pilots represent their NAC (and the NACs represent their nations) and to enter and participate must have their NAC approval. As a result, individual applications not validated by the NAC or its official representative are disregarded. Of those pilots approved by the NACs, based on the team composition outlined in the local rules of the particular event, a national team is selected by the NAC to score for each nation. Based on team configuration outlined in LRs for the event and the allocations issued each nation, individual pilots that are not eligible to score for the national team are eligible to compete for the individual category's championships (General, Female, Junior, Masters, etc.).

Since by definition CAT 1 competitions are not open to participation by any individual pilot, but only by those the NAC deems most qualified to represent the NACs and their nations; and the principal selection and slots allocated to the NACs are to configure national teams; it follows that in category 1 competitions, the main event should be the competition between nations' teams, to determine the Champion Nations.

However, as currently stated, that intent is not explicit in the Sporting Code, and more frequent than not, individual podiums have taken center stage over nations in recent CAT 1 competitions.

Desired changes: This proposal adds clarification of priority to National Teams over Individual podiums by changing the stated order of these in Section 7 Commons, and, by changing the knock-out system in S7C – Accuracy to focus on teams, instead of individual podiums.

Section 7 – Class O

Common

Hang Gliders and Paragliders Classes 1 to 5 2023 Edition Effective 1st May 2023

Current rule:

2.1. World and Continental Championships

First Category events are World Championships, Continental Championships and World Air Games. The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the World, Continental or World Air Games Champions, individuals and teams, and to reinforce friendship among pilots of all nations.

Recommendation:

2.1. World and Continental Championships

First Category events are World Championships, Continental Championships and World Air Games. The purpose of the Championships is to provide safe, fair and satisfying contest flying in order to determine the World, Continental or World Air Games **nation team champions, the individual category champions**, and to reinforce friendship among pilots of all nations.

Current rule:

2.5.13. Medals and Diplomas

Gold, Silver and Bronze medals shall be awarded to:

- Pilots placed first, second and third (full size medals).
- National team leaders placed first, second and third (full size medals).
- National team members placed first, second and third up to a maximum (small medals).

Recommendation:

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Gold, Silver and Bronze medals shall be awarded to:

- National team leaders placed first, second and third (full size medals).
- National team members placed first, second and third up to a maximum (small medals).
- Pilots placed first, second and third (full size medals).

Diplomas shall be awarded to pilots placed first to tenth.

When a valid Women's Championship is run, and medals are awarded to women, diplomas are also awarded to women placed first to tenth.

The organizer is responsible for transportation and any customs costs.

The competition organizer may award further trophies and/or prizes.

**Section 7C – Class O Paragliding Accuracy
Paragliders Class 3
2023 Edition Effective 1st May 2023**

Current rule:

5.4.3.2 Knock out

In the first 6 round all the pilots fly the competition. Best 60 pilots will continue to fly in 7th and 8th round. Best 40 pilots will fly 9th and 10th round, and 20 best pilots will fly 11th and 12th round in reverse order.

Pilots who will not continue the competition, will be marked as DNQ (did not qualify) or DNF (did not fly) in the scoring.

In a Category 2 event the number of pilots knocked out can be adjusted and described in Local Rules.

Recommendation:

5.4.3.2 Knock out – A knock-out system may be implemented in Category 1 events, and in Category 2 competitions of 60 or more competitors, to allow for the potential completion of the maximum number of rounds (12 maximum). Category 1 knock-out will focus on teams, while category 2 knock-out will focus on individual pilots.

In the first 6 rounds of a Category 1 event, all the pilots fly the competition. Best 15 (if 4 members) / 8 (if 7 members) teams will continue to fly in the 7th and 8th rounds. Best 10 (if 4 members) / 6 (if 7 members) teams will fly the 9th and 10th rounds, and best 5 (if 4 members) / 4 (if 7 members) teams will fly the 11th and 12th rounds.

Pilots who will not continue the competition, will be marked as DNQ (did not qualify) or DNF (did not fly) in the scoring.

In Category 2 events where the knock-out system is used, all pilots fly 6 rounds before the knock-out starts, and the number of pilots knocked out can be adjusted and described in Local Rules.

Current rule:

5.4.3 Individual Scores

The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

5.4.3.1 Junior competition ranking

The junior competition ranking is generated by exclusively listing junior pilots, with the score they achieved in the overall competition ranking.

Note: Junior rankings are calculated by aggregating the individual results of pilots of maximum 26 years of age. The age is determined by the calendar year in which the pilot has his birthday."

Recommendation:

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The score of an individual shall be the aggregate of all the scores achieved by that competitor. When five or more valid rounds are completed, the worst one individual score is dropped. Every officially registered competitor should fly at least once during the competition to remain a valid, scoring competitor.

In CAT1 competitions where a team focused knock-out system is used, ranking for all categories other than Teams will be determined by aggregating the individual results of pilots at the last valid competition round (Round 6) before the start of team knock-outs.

5.4.3.1 Competition ranking for podium categories other than Individual and Teams

The female, junior, and master competition ranking is generated by exclusively listing female, junior, and master pilots, with the score they achieved in the overall competition ranking.

Note: Junior rankings are calculated by aggregating the individual results of pilots of maximum 26 years of age. The age is determined by the calendar year in which the pilot has his birthday. Master rankings are calculated by aggregating the individual results of pilots of minimum 50 years of age. The age is determined by the actual birthday of the pilot.

Current rule:

5.4.4 Team Scores

In World Championships, the nation's team score for each round will be calculated as the aggregate score of the best three pilots in the nation's team. If any nation has fewer than three competitors, then for each round a maximum score will be awarded to the team for each of the scores for which there is no competitor.

In Continental championships, the nation's team score for each round shall be the aggregate score of the best Y pilots in the nation's team, where Y is specified in the Local Regulations (2.3.). Y is nominally $(X+1)/2$ rounded up to the nearest whole number and X is the maximum number of pilots in a team.

There is no dropping of the worst score in team scoring.

In championship competitions only first 6 rounds will count towards the team final score.

Recommendation:

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There is no dropping of the worst score in team scoring.

~~In championship competitions only first 6 rounds will count towards the team final score.~~

2. Allocation Procedures: An amendment to S7C paragraph 2.4 introduced on 1MAY2023 hinders the ability of organizers to exhaust available last minute unpaid, cancelled, etc. places, which can have deleterious effects on financial revenue and organizer's ability to pay for resources already contracted based on the maximum number of expected participants (t-shirts, transport, lodging, conference rooms, etc.).

Current rule:

2.4 Allocation

Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again. The allocation process takes part between three and two months before the start of the event. The local regulations shall state the precise deadlines.

After the two-month deadline, available spots may be allocated following the general principle of allocation until 14 days before the start of the event.

Between the 14-day deadline and the first pilots' briefing of the first task/round/run, only a missing pilot from a nation can be replaced by another one from the same nation.

The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts. NACs are recommended to qualify more pilots than needed in case a late substitute is required.

In mixed championships, the places reserved for women are allocated first, then the places for men.

The places allocated to women cannot be filled by men.

Recommendation:

2.4 Allocation

Initial WPRS Allocation by nation ranking: Places are allocated to nations, one by one, in order from the top nation in the WPRS nation ranking down to the last ranked nation; if any places are still available, the process starts at the top again **until all available places have been allocated.** **To secure and confirm places gained in the initial allocation, nations/pilots must pay their entry fee by the first payment deadline stated in the Local Rules.**

Final WPRS Allocation by nation ranking: Any unpaid or cancelled places will revert to the general pool and will be allocated, one by one, in order from the **next** nation in the WPRS nation ranking from where the initial allocation ended, down to the last ranked nation; if any places are still available, the process starts at the top again until all available places have been allocated.

To secure and confirm places gained in the final allocation, nations/pilots must pay their entry fee by the second payment deadline stated in the Local Rules.

The allocation process takes part between three and two months before the start of the event. The local regulations shall state the precise deadlines.

After the final WPRS allocation payment deadline, any unpaid or cancelled spots may be offered to qualified pilots (registered by registration deadline and on the approved list by NACs) according to priority procedure stated in the Local Rules (registration order, WPRS ranking, etc.). Any place still available (cancelled, unpaid, etc.) 14 days prior, up to the first pilots' briefing before the first round, can be issued by the organizer to any qualified (registered by registration deadline and on the approved list by NACs) walk-in pilot.

~~Between the 14-day deadline and the first pilots' briefing of the first task/round/run, only a missing pilot from a nation can be replaced by another one from the same nation.~~

The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts. In case of unanticipated late cancelations by pilots (illness, force-majeure, etc.) NACs are allowed to substitute their confirmed (paid) places up to the first pilots' briefing before the first round with other qualified pilots. Thus, NACs are recommended to qualify more pilots than needed in case a late substitute is required.

In mixed championships, the places reserved for women are allocated first, then the places for men.

The places allocated to women cannot be filled by men.

3. Low altitude for final approach: Addition of clarification language to ambiguous section of the paragraph 3.5.7 rule on Low altitude for final approach.

Current rule:

3.5.7 Low altitude for final approach

If the pilot is in low altitude to have fair chance to make the proper final approach, he can make the signal and land outside the target and he is awarded by re-launch.

Low altitude:

- Pilot is unable to reach area facing the target against wind direction
- Pilot is unable to make even small S maneuvers in the area described above

If the pilot is not flying straight to the area described above or losing the altitude out of this area judges are not award the re-launch.

Recommendation:

3.5.7 Low altitude for final approach

If the pilot is in low altitude to have fair chance to make the proper final approach, he can make the signal and land outside the target and he is awarded a re-launch.

Low altitude:

- Pilot is unable to reach area facing the target against wind direction
- Pilot is unable to make even small S maneuvers in the area described above

For a re-launch to be awarded for low altitude reasons, the pilot must have flown straight from launch to target, not made any altitude losing maneuvers prior to reaching the target area for a final approach, and still find himself unable to reach the target with sufficient height. This rare situation can result from heavy sink combined with head wind due to thermal activity, or when the altitude and distance between launch and landing are the minimum required to allow for a considered final approach to target. The other possible scenario is where two pilots reach the target at about the same altitude (first one floats and second one hits sink), the pilot who launched first has landing priority, and the second pilot respects the landing order and waits his turn, but by the time his turn to go to target comes, is already too low to make a considered final approach. For a re-launch to be awarded in this case, the pilot must signal low altitude and not attempt to head to the target.