



CIVL 2014 PLENARY HG AND PG COMMITTEE FINAL JOINT PROPOSALS

1. Scoring Category 1 events

Proposal done jointly with the Software Working Group.

Aim:

Simplify.

Section 7

Chapter 5 is reorganized:

All rules are now included in new document called "CIVL GAP 2014 – Centralized Cross-Country Competition Scoring System for Hang-Gliding and Paragliding" (Annex 24b and c). Other chapters of Section 7 will be updated accordingly to the new document.

In case of imperfect updates and conflicts between Section 7 and the new document, the new document will be the reference.

2. GPS distance measurements – GPS altitude measurements Altitude correction with true altitude

As per the new document Final Proposal Software.

Clarification asked by the Open meeting has been added. More clarifications were also added.

3. Safety equipment

Aim:

The CIVL needs to make a political decision and statement as a base for rules about personal safety equipment for pilots. Ref. recent helmet debates.

Section 7 changes

Statement to be included in:

chapter 11 in PG

chapter 12 in HG.

CIVL recognize that some pilots will choose to trade performance, cost, comfort, convenience, etc. over safety in their choice of personal safety equipment. The results of accidents and injuries affect not just the pilots that may injure themselves due to lack of protection, but friends and family of pilots and the sport as a whole. History shows us that injuries could have been prevented with simple means of better personal protection. E.g. crushable foam in helmets.

CIVL also recognize the fact that pilots are personally responsible for their and others safety at all times, both in competition and free flying. No rules or equipment can prevent accidents when human factors are involved in decision making. However certain safety equipment can in some cases prevent severe injuries without incurring major negative factors for pilots. E.g. parachutes.

CIVL will therefore mandate use of some personal safety equipment, and will set minimum standards of that equipment where needed.

4. Cloud Flying.

New proposal to be added to the agenda

S7 modification

PG 2.18.13

HG 2.17.14

Modify the report back form to include the following.

It is proposed that a line is added to the pilot safety report form for both hang gliding and paragliding. This line requests the pilot indicates cloud base height that they determined at the start gate and at the end of the task.

The meet director or safety director can use this information to determine the cloud base throughout the day within a reasonable a margin of error.

When applying a cloud flying penalty the MD can use this information along with a leeway (announced at the first team leader briefing) to apply penalties. Track log positions and altitude allow a reliable determination of whether or not a pilot was cloud flying.