



CIVL 2014 PLENARY PARAGLIDING FINAL PROPOSALS

CIVL Paragliding Committee is...

Luc Armant (France)
Hamish Barker (Australia)
Raymond Caux (France)
Josh Cohn (USA)
Goran Dimiskovski (F.Y.R Macedonia)
Joerg Ewald (Switzerland)
Brett Hazlett (Canada),
Stéphane Malbos (France)
Dider Mathurin (France)
Isabella Messenger (Germany)
Eduardo Sanchez-Granel (Argentina)
Martin Scheel (Switzerland)
Torsten Siegel (Germany)
Adrian Thomas (UK)

This is the result of a year of work for the PG-C. 2462 messages were exchanged on Basecamp. More discussion were done outside Basecamp, by e-mail or skype.

1 – Continental WPRS

Aim:

To facilitate selection of pilots per continents if needed.

Section 7

5.8

Add at the end of current text:

Separate rankings per continents can be produced.

2 – Eligibility to compete

Aim:

Adjust the level of selection for European championships. World championships select the WPRS top 400 World pilots. Europeans should select the top 400 European pilots.

Instead of:

3.4.2.1

For World and European Championships

In the 24 months before the ranking reference date, which is 3 calendar months before the Championship starts, a pilot has to have either:

Ranked in the top 400 in the WPRS for paragliding.

Or

Scored a minimum of 45 WPRS points in any single FAI sanctioned event.

3.4.2.2

For other Continental Championships

In the 24 calendar months before the ranking reference date, which is 3 calendar months before the Championship starts, a pilot has to have:

Ranked in the top 1500 in the WPRS

Or

Scored a minimum of 20 WPRS points in any single FAI sanctioned event

3.4.2.3

If a Competition Organiser wishes to set stricter criteria they must be declared with the bid for the event.

Section 7

New text:

3.4.2

In the 24 months before the ranking reference date, which is 3 calendar months before the Championship starts, a pilot has to have either:

- For World Championships, ranked in the top 400 in the World WPRS for paragliding or scored a minimum of 45 WPRS points in any single FAI sanctioned event.
- For European Championships, **ranked in the top 400 in the European WPRS** for paragliding or scored a minimum of 45 WPRS points in any single FAI sanctioned event.
- For other Continental Championships, ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

If a Competition Organiser wishes to set stricter criteria they must be declared with the bid for the event.

3 – Airspace restrictions

Aim

Fight airspace infringements.

The Open meeting suggested that PG and HG adopt the same rule.

The PG-C disagree.

The proposed rule is widely in use already in high level PG competitions.

So the rule will be different for HG.

Instead of :

2.29.2

The Competition Organiser or the Meet Director shall specify in the Local Regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps.

The penalty for violation of published airspace restrictions shall be a warning for the first infringement of less than 100m by a pilot. For infringements greater than this or for subsequent infringements the pilot shall score zero for the day. For infringements of airspace boundaries that have been specified in the Local Regulations or during the task briefing the penalty shall be specified in the Local Regulations.

Section 7

New text:

2.29.2

The organisers shall specify in the local regulations or at briefing, controlled airspace or other areas where flight by competing gliders is prohibited or restricted. Such areas shall be precisely marked on published maps and provided as openair.txt format files for display on instruments and scoring check.

Where the pilot's track log is recorded closer than 20m from prohibited airspace, vertically or horizontally, a penalty of 2% of the pilot's task score per meter shall be deducted, resulting in a zero 30m within the restricted zone.

The entire flight from launch to landing will be considered for such violations, regardless of the task being active, the course started or finished.

4 – Helmet

Aim:

Allow pilots access to the most current technology, best selection and value in helmets by including standards that are broadly equivalent.

Instead of:

12.2.2

All pilots competing in 1st Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

Section 7

New text:

12.2.2

All pilots competing in 1st Category events must wear a helmet certified to either EN966 (HPG), ASTM 2040 (Snow Sports) or SNELL rs98 (Snow Sports) at all times while flying.

The rule is different for HG.

5 – Pilot Experience Declaration

Aim:

Make aware pilots of their skill level.

Section 7

Annex to Chapter 12:

S7 says...

... In 2013 and 2014, this information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof). This data will not be made public, but may be used in case of incidents.

New text added:

NACs should make sure that the pilot they register have reached the 'basic' level of skills listed below, for the glider they are flying.

New text for the skills:

The basic skills necessary to fly in a Cat 1 competition are the ability to:

- Take off and land safely.
- Fly in a crowded environment, with respect for the rules and other pilots.
- Navigate a safe path through the air, avoiding areas of turbulence and rotor.
- Handle the wing correctly in the air to avoid spins and stalls.
- Feel the wing and use correct inputs to avoid collapses, even in extreme turbulence.

Once the minimum level of competence has been reached, the pilot must further improve his safety by having acquired the below skills:

- Controlled management and recovery from asymmetric and symmetric collapses: managing correct collapse proportions and recovering without cascading events.
- Developed collapses: ability to cope with auto rotational G forces and disorientation, and show good recovery.
- Dealing with riser twists: untwisting.
- Controlled entrance and recovery from full stall; symmetric full stall entrance whilst keeping the span (without the tips touching); controlled full descent without rotation and clean recovery by building the span completely before flight.
- Effective recovery from tip cravats.
- Appreciation of spin point; show the ability to reach the point of spin and react immediately.

Regular SIV trainings are recommended.

6 – Prototypes – Controlling gliders at the European & Pan American Championships.

There is a contradiction in the following clauses:

2.17.2 says:

"Each glider shall be flown within the limitations of its certificate of airworthiness"

11.1.2 says:

"Modifications to a glider that take the glider outside of its certification are not permitted"

11.1.1.3 says:

"A certified glider that has been modified or changed in its configuration in comparison with the tested model is considered as a prototype"

and, as only EN gliders are permitted to fly, prototypes are excluded.

NEW PROPOSAL TO BE ADDED TO THE AGENDA:

Section 7

Delete clause 11.1.1.3

Insert new clause:

11.1.1.3 :

In 2014: EN926-Certified Paragliders: Demonstrated by a paraglider certification / homologation certificate from a CIVL-recognised test organisation, incorporated into the glider. Pilots will be required to sign the Certified Glider Certificate provided as an Annex to the Sample Local Regulations. The organisers have the right to refuse any glider not of acceptable standard or configuration.

Declaration

The Local Regulations of the 2014 European and PanAmerican championships will state that glider controls will be carried out.

Guidelines will be published on what to measure, how and with what tolerances. These will be in accordance with CCC measurements and tolerances.

CIVL will send someone to do the measurement, on CIVL budget.

7 – CIVL Competition Class requirements document

Change of name:

It has been underlined that the term EN was a copyright and that CECC is not yet EN certified. Hence, it is proposed to:

Section 7

Change the name from CIVL EN Competition Class (CECC) to CIVL Competition Class (CCC). Chapter 11 to be updated accordingly.

Change of timing:

Revised definitions of the requirements may be proposed to the 2015 Plenary after the Roldanillo World Championships.

At all times, CIVL Bureau has the power to adjust the requirements. The PG-Committee will be consulted before such adjustments are made.

Change of requirements:

The PG-C studied all suggestions from the Open meeting. Some were agreed upon, some not. The final proposal from the PG-C is

As per the "Definition of CIVL Competition Class 2015 Paragliders" document.

8 – Proposal for change to stopped task rule

We propose to adapt the current PG rule and altitude bonus for stopped task in HG, with the exceptions of a 5:1 ratio for height and no stopped task rule for interval start.

The reasoning is to make it fairer to pilots whenever a task is stopped, thus making it easier for the safety director to stop a task.

Existing rule;

5.4.8 Scoring of Stopped Task

A task which is stopped shall be scored if a minimum of one and a half hours have elapsed since the time the first valid start was taken by a competing pilot, or at least one pilot who has taken a valid start has achieved goal. In the Women's World Championship the minimum time for a task to be scored is one hour. Pilots will be scored up to the point in time when the task was stopped, less a specified "score back" time; this "score back" time is to be equal to the time between start gates or a minimum of 15 minutes in the case of single start gate task. This will be applied to all pilots, whether in goal or en route to goal but this will not cause a task not to be scored if a pilot has landed in goal before the task was stopped.

Proposed new rule;

5.4.8 Scoring of Stopped Task

A task which is stopped shall be scored if a minimum of one and a half hours have elapsed since the time the first valid start was taken by a competing pilot, or at least one pilot who has taken a valid start has achieved goal. In the Women's World Championship the minimum time for a task to be scored is one hour. Pilots will be scored up to the point in time when the task was stopped, less a specified "score back" time; this "score back" time is to be equal to the time between start gates or a minimum of 15 minutes in the case of single start gate task. This will be applied to all pilots, whether in goal or en route to goal but this will not cause a task not to be scored if a pilot has landed in goal before the task was stopped.

Pilots will get additional distance to the GPS position of five times their altitude above goal height at stop time.