

SPORTING CODE SUBCOMMITTEE REPORT & PROPOSALS TO 2011 PLENARY

Activity during past year

At the 2010 Plenary Meeting no volunteer could be found to take over as chairman of this subcommittee and I agreed to continue until the 2010 editions of Section 7 were published. A volunteer has still not been found and I have not been monitoring the requirements for changes throughout the year. However in the past couple of weeks I have collated proposals arising from the various jury and steward reports received during the year and those suggested by Bureau members.

Agenda

This report also comprises the proposals for the Plenary Meeting of 25th February 2011 and those that have been changed by the relevant subcommittee since the SC report was published with the Plenary documents are shown in a different colour with details of those changes. For convenience proposals are shown separately in the following annexes:

- Annex A - Proposals for Section 7A Hang Gliding
- Annex B - Proposals for Section 7B Paragliding
- Annex C - Proposals for Section 7C Paragliding Accuracy
- Annex D - Proposals for Section 7D Records & Badges

Proposals for changes to S7C and the Aerobatic Annexes are contained in the Chairmans' reports from those subcommittees.

Recommendation

It is strongly recommended that the HG Subcommittee re-appoints CDSC members and tasks them with reviewing Section 7A, Chapter 19 before the next Class 2 & 5 World Championship.

25 February 2011

John Aldridge

Attendance

John Aldridge (CIVL President, Acting Chair)
Rob Aarts (FIN)
Oyvind Ellefsen (NOR)
Herbert Siess (AUT)
Scott Torkelsen (DEN)
Pete Coad (UK)

Hang Gliding Classes I, II, IV & V

S7A 1.5.1.1 Class 2

Add wording at end of sentence: “solely by the use of the pilot’s legs” and additional sentence: “Chapter 19 gives states the procedures for proving this ability.

Reason: to harmonise wording with GS definition and draw attention to proving rules.

S7A 1.5.1.1 Class 4

Insert “solely” before “by the use of the pilots legs” in the second line.

Reason: to harmonise wording with GS definition.

S7A 1.5.1.1 Class 5

Add “solely by the use of the pilot’s legs” at the end of the first sentence.

Reason: to harmonise wording with GS definition.

S7A 1.5.2 Start of a hang glider flight

Move entire paragraph into 1.6.

Reason: These are flight, rather than hang glider definitions.

S7A Notes to 1.5.1. Definitions of Hang gliders

Additional note “For class determination see Chapter 19”.

Reason: to draw attention to these rules.

S7A, 2.4.2 Event Period – after first sentence add “Provision must be made within this period for competitors to complete all mandatory elements of the championship”.

Reason: to clarify that competitors do not have to attend the championship venue for a longer period than specified.

S7A, 2.4.6.2 Extension of flying

Change heading to “Cut in numbers” and commence new sub-paragraph 2.4.6.3 Extension of Flying containing remaining wording after end of the first sentence.

Reason: To correct a long-standing editing error; the existing sub-paragraph contains two unconnected rules.

S7A, 2.4.10 The FAI Gold, Silver and Bronze Medals

Add “Chapter 14 gives protocols for award ceremonies”.

Reason: To draw attention to these rules.

S7A, 2.6.9 Competition Preparations

Delete rule in its entirety.

Reason: This has not been done for many years.

S7A, 2.7.1 Provision of Information

Delete “circulate” and insert “publish” at beginning of second line.

Reason: This is now done via championship websites.

S7A, 2.8.6.1 By the Organiser

At end of third bullet point add “Officials should sign to acknowledge receipt of this sum but do not have to provide purchase receipts to cover expenditure”.

Reason: The first few words are to clarify the procedure. The latter were in the original proposal but not transferred to S7.

S7A, 2.9.3 Accidents

Delete second sentence entirely.

Reason: The document referred to is only made available to organisers.

S7A, 2.10 Hang Gliders and Associated Equipment

Delete "From 1st September 2010 in second line.

Reason: This date has now passed and these words are now unnecessary.

S7A, 2.13 Registration and Scrutineering

Delete "and Scrutineering" from heading.

Reason: The rules referring to scrutineering have been moved elsewhere.

S7A, 2.13 Registration and Scrutineering

Move second paragraph to **2.10 Hang Gliders and Associated Equipment**.

Reason: This is a more appropriate grouping of rules concerning competing gliders.

S7A, 4.2.3 Application for Sanctioning

In first line delete "one month" and insert "30 days".

Reason: To comply with General Section requirements.

S7A, 4.2.4 International Participation

Renumber as **4.2.6**

S7A, 4.2.4 Reserve Dates (new paragraph)

An organiser may specify a second set of dates, the 'Reserve Dates' for the competition. These may be used if the organiser postpones the competition prior to the event taking place, or if it was not possible to start any tasks during the event (i.e. no pilots launched under competition conditions). The 'reserve dates' will be displayed on the FAI event calendar in addition to the primary Competition Dates. This is subject to the following conditions:

4.2.4.1 The organiser notifies the CIVL Competitions Coordinator as soon as the competition is postponed, and at the latest within 48hrs of the end date of the competition. (This is so the FAI calendar is updated to show that the Reserve Dates are now the actual Competition Dates)

4.2.4.2 Any pilot who is unable to attend the reserve dates is entitled to a full refund of any entry fee paid.

Reason: to give greater flexibility to organisers in arranging sanctioned competitions at times of the year when local conditions may be less than optimal.

S7A, 4.2.5 Re-scheduling (new paragraph)

If an event is cancelled and all the pilots are given the opportunity to get their money back, it may be re-scheduled provided that the minimum 30 days notice is given. The time period is measured from the start of the competition.

Reason: To provide flexibility for organisers in the event of unexpected bad weather.

S7A, 5.2 Scoring systems & 5.3 Scoring formula – delete **5.3** and replace **5.2.1** with following 3 paragraphs:

5.2.1 Competition Scoring

The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL (5.2.2) will be used for competition scoring. Soaring

competition is to be scored using an approved scoring program which implements the latest, CIVL approved, GAP formula. GAP documentation which describes the latest version of the GAP formula is available from the FAI office or from the CIVL website.

5.2.2 Approved Programs

The FS (Flight Scoring) program is approved by CIVL. It is available free of charge at: <http://fs.fai.org>

5.2.3 Scoring Formula

The program and scoring formula to be used will be stated in the Local Regulations. The GAP scoring parameters will be decided at the first team leaders meeting and published in writing by the organisers prior to the start of the first task.

Reason: Simplify wording and remove historic and unnecessary list of old formula.

S7A, 5.7.1 Use of Filters

Replace "The RACE" at the beginning of the first sentence with "Some".

Reason: RACE is no longer used for scoring 1st Category events.

S7A, Annex A to Chapter 9 – ENTRY FORM

Add at end of first complete sentence (above the boxes for details of competitors) "and will fly a hang glider of the correct class for the championship".

Reason: To remind NACs of their responsibility in this respect

Proposal;

12.2.3.2 Uncertified Gliders

Uncertified gliders will be allowed to fly in Cat. 1 competitions only if the pilot or manufacturer can produce pitch and load test results for the glider model and size. Pitch test results must specify the sprog and VG settings used during testing.

All structurally relevant components in the flown configuration (For example crossbar, uprights, leading edges, keel, speedbar, rigging cables) on the glider must have been statically loadtested to positive 6G / negative 3G as part of the certification tests by one of the certification organizations.

S7A, 14.2.1 Preparation

At the end of the first bullet point add "For team medal presentations the large FAI medal is for the NAC entering the team and will normally be presented to the Team Leader. The small FAI medals are for the individuals in the team. If there are more small medals supplied than there are official team members then the excess medals are to be returned to the FAI Jury President for disposal.

Reason: to clarify procedures.

14.2.2 Order of Presentation (new paragraph)

To avoid individual medal winners being called to the podium more than once for individual presentations (most will also be involved in team medal presentations) it is suggested that the order of presentation is:

- FAI Diplomas to competitors in reverse order i.e. first the pilot placed 10th, then 9th and so on through to the pilot placed 4th.
- Individual medals presented in reverse order i.e. Bronze then Silver then Gold together with their FAI Diplomas.

After a suitable time for photographs the individual winners leave the stage, or podium, and the team presentations are then made, again in reverse order with the team placed third being called first, followed by the silver medal winners and finally the champion team.

S7A, 14.2.2 Procedure

3rd Bullet point - delete references to FAI Diplomas in this section. Change number to **14.2.3**

Reason: Current wording has resulted in confusion at some events.

Add new sub-paragraphs:

14.2.4 FAI Diplomas

FAI Diplomas are presented to the top 10 competitors in the overall classification. This will result in those placed 1st, 2nd and 3rd receiving both a medal and a diploma.

14.2.5 Additional Persons

No additional persons should accompany individual medal or diploma winners into the presentation area. For team presentations the officially registered Team Leader may accompany his team.

S7A, CHAPTER 19 GUIDELINES FOR CLASS II & V DETERMINATION

Replace chapter title with “**CLASS DETERMINATION FOR HANG GLIDERS**”.

Reason: Class IV gliders are also mentioned in the text and this chapter should cover all necessary class determination matters.

Replace existing preamble with:

19.1 The Class Determination Subcommittee (CDSC)

The CDSC is a subcommittee of the CIVL Hang Gliding Committee and shall report to the Chairman of that committee. It shall consist of 3 members appointed by the Hang Gliding Committee. When no appointed members are active in CIVL the Chairman shall appoint such experts when required.

The role of the CDSC is to continue the process of ensuring that practical and effective procedures for the determination of class are in place and to make recommendations on the status of particular models of hang glider when requested or otherwise considered necessary. The following rules and guidelines are intended to provide procedures for manufacturers and the CDSC in determining the class of hang gliders.

Reason: Current wording has not been updated since before S7 was split. The CDSC is referred to under more than one title and text gives no direction on composition or where the CDSC fits into the CIVL organisation.

GLOSSARY

Add to explanation of **Homologation**: “Also the process of approving a particular model of glider for competition purposes.”

Paragliding (Class III)

S7B, 2.5.2 Duration of Championships – after first sentence add “Provision must be made within this period for competitors to complete all mandatory elements of the championship”.

Reason: to clarify that competitors do not have to attend the championship venue for a longer period than specified.

S7B, 2.5.5.2 Extension of flying

Change heading to “Cut in numbers” and commence new sub-paragraph 2.4.6.3 Extension of Flying containing remaining wording after end of the first sentence.

Reason: To correct a long-standing editing error; the existing sub-paragraph contains two unconnected rules.

S7B, 2.5.9 The FAI Gold, Silver and Bronze Medals

Add “Chapter 14 gives protocols for award ceremonies”.

Reason: To draw attention to these rules.

NEW

2.7.2.2 The Safety Director also has a responsibility to attend task advisory committee meetings, monitoring the setting of goals and routes. He should attend safety committee meetings and accept input from the Safety Committee. The Safety Director should collect incident reports and discuss the incidents with the Steward and present the conclusions at the pilot briefing and shall submit a consolidate and detailed report to CIVL within one calendar month of the end of the competition. He is also responsible for checking that all pilots have reported back.

S7B, 2.7.9 Competition Preparations

Delete rule in its entirety.

Reason: This has not been done for many years.

S7B, 2.8.1 Provision of Information

Delete “circulate” and insert “publish” at beginning of second line.

Reason: This is now done via championship websites.

S7B, 2.9.6.1 By the Organiser

At end of third bullet point add “Officials should sign to acknowledge receipt of this sum but do not have to provide purchase receipts to cover expenditure”.

Reason: The first few words are to clarify the procedure. The latter were in the original proposal but not transferred to S7.

NEW

2.28.1 Without A Physical Line

The virtual line is 200m long each side of the GPS goal coordinates and perpendicular to the previous turn-point. The virtual line can also be a cylinder around specified GPS coordinates. The pilot’s goal time is only taken from his GPS tracklog when he crosses the virtual line.

NEW

3.2.1 Team Size

Replace 30 days in line 5 with 60 days and replace 2 months with 3 months in line 6. Note: this is to apply from 1 Sep 2011

S7B, 3.4.2 Additional Requirements

Replace last sentence with: "Qualification criteria for both men and women will be published by CIVL with the entry requirements 8 months before the competition, taking into account the advice of the organiser and the CIVL steward at the test competition."

Reason: current rule requiring publication one year in advance has proved impractical.

S7B, 4.2.1 NAC Authority

Replace existing wording with "Only events which have the approval of the NAC of the organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC then the organiser must also obtain authorisation from that NAC. Written Proof of this authorisation must be submitted to FAI/CIVL with the application form.

Explanation: This wording was approved by the 2007 CIVL Plenary for S7A, B & C but was missed from S7B in error.

S7B, 4.2.3 Application for Sanctioning

In first line delete "one month" and insert "30 days".

Reason: To comply with General Section requirements.

S7B, 4.2.4 International Participation

Re-number as 4.2.6

S7B, 4.2.4 Reserve Dates (new paragraph)

An organiser may specify a second set of dates, the 'Reserve Dates' for the competition. These may be used if the organiser postpones the competition prior to the event taking place, or if it was not possible to start any tasks during the event (i.e. no pilots launched under competition conditions). The 'reserve dates' will be displayed on the FAI event calendar in addition to the primary Competition Dates. This is subject to the following conditions:

4.2.4.1 The organiser notifies the CIVL Competitions Coordinator as soon as the competition is postponed, and at the latest within 48hrs of the end date of the competition. (This is so the FAI calendar is updated to show that the Reserve Dates are now the actual Competition Dates)

4.2.4.2 Any pilot who is unable to attend the reserve dates is entitled to a refund of a minimum of 80% of any entry fee paid. The refund policy shall be stated in the entry regulations for the event.

Reason: to give greater flexibility to organisers in arranging sanctioned competitions at times of the year when local conditions may be less than optimal.

S7B, 4.2.5 Re-scheduling (new paragraph)

If an event is cancelled and all the pilots are given the opportunity to get their money back, it may be re-scheduled provided that the minimum 30 days notice is given. The time period is measured from the start of the competition.

Reason: To provide flexibility for organisers in the event of unexpected bad weather.

S7B, 5.2 Scoring Systems and Formula – delete paragraphs 5.2.1, 5.2.2 & 5.2.3 and replace with following:

5.2.1 Competition Scoring

The object of the scoring program is to reward pilots for their performances as fairly as possible. A scoring program that has been approved by CIVL (5.2.2) will be used for competition scoring. Soaring competition is to be scored using an approved scoring program which implements the latest, CIVL

approved, GAP formula. GAP documentation which describes the latest version of the GAP formula is available from the FAI office or from the CIVL website.

5.2.2 Approved Programs

The FS (Flight Scoring) program is approved by CIVL. It is available free of charge at: <http://fs.fai.org>

5.2.3 Scoring Formula

The program and scoring formula to be used will be stated in the Local Regulations. The GAP scoring parameters will be decided at the first team leaders meeting and published in writing by the organisers prior to the start of the first task.

Reason: Simplify wording and remove historic and unnecessary list of old formula.

S7B, Insert new paragraph 5.2.5 Use of Filters

Some scoring programmes permit the use of filters when calculating results. In Category 1 events where guest pilots are permitted e.g. continental championships, guest pilots may not be filtered out when calculating results as they will already have affected relative performances by their presence during the task and may also have affected the lead co-efficient in the flight verification programme.

Reason: This rule already exists in S7A and is just as relevant to PG where continental championships are regularly organised.

NEW

12.3.1 Harnesses

Replace current wording with: "Each pilot in Category 1 events must fly with a harness certified to EN1651 and a back protector certified to LTF09 or equivalent"

S7B, 14.2.1 Preparation

At the end of the first bullet point add "For team medal presentations the large FAI medal is for the NAC entering the team and will normally be presented to the Team Leader. The small FAI medals are for the individuals in the team. If there are more small medals supplied than there are official team members then the excess medals are to be returned to the FAI Jury President for disposal.

Reason: to clarify procedures.

S7B, 14.2.2 Order of Presentation (new paragraph)

To avoid individual medal winners being called to the podium more than once for individual presentations (most will also be involved in team medal presentations) it is suggested that the order of presentation is:

- FAI Diplomas to competitors in reverse order i.e. first the pilot placed 10th, then 9th and so on through to the pilot placed 4th.
- Individual medals presented in reverse order i.e. Bronze then Silver then Gold together with their FAI Diplomas.

After a suitable time for photographs the individual winners leave the stage, or podium, and the team presentations are then made, again in reverse order with the team placed third being called first, followed by the silver medal winners and finally the champion team.

S7B, 14.2.2 Procedure

3rd Bullet point - delete references to FAI Diplomas in this section. Change number to **14.2.3**

Reason: Current wording has resulted in confusion at some events.

Add new sub-paragraphs:

S7B, 14.2.4 FAI Diplomas

FAI Diplomas are presented to the top 10 competitors in the overall classification. This will result in those placed 1st, 2nd and 3rd receiving both a medal and a diploma.

S7B, 14.2.5 Additional Persons

No additional persons should accompany individual medal or diploma winners into the presentation area. For team presentations the officially registered Team Leader may accompany his team.

NEW

15.6.3 Landing Verification Form

Pilots will be required to correctly fill out a landing form with all relevant flight and landing information for every flight . Pilots are to sign the form to certify the authenticity of the information that they have provided. Failure to do so may lead to penalties being applied.

GLOSSARY

Add to explanation of **Homologation**: "Also the process of approving a particular model of glider for competition purposes."

For Paragliding Accuracy

S7C, 2.4.3 Duration of Championship – after first sentence add “Provision must be made within this period for competitors to complete all mandatory elements of the championship”.

Reason: to clarify that competitors do not have to attend the championship venue for a longer period than specified.

S7C, 2.4.8 Extension of flying

Change heading to “Cut in numbers” and commence new sub-paragraph 2.4.6.3 Extension of Flying containing remaining wording after end of the first sentence.

Reason: To correct a long-standing editing error; the existing sub-paragraph contains two unconnected rules.

S7C, 2.4.13 The FAI Gold, Silver and Bronze Medals

Add “Chapter 14 gives protocols for award ceremonies”.

Reason: To draw attention to these rules.

S7C, 2.6.7 Competition Preparations

Delete rule in its entirety.

Reason: This has not been done for many years.

S7C, 2.7.1 Provision of Information

Delete “circulate” and insert “publish” at beginning of second line.

Reason: This is now done via championship websites.

S7C, 2.8.5.1 By the Organiser

At end of third bullet point add “Officials should sign to acknowledge receipt of this sum but do not have to provide purchase receipts to cover expenditure”.

Reason: The first few words are to clarify the procedure. The latter were in the original proposal but not transferred to S7.

S7C, 2.9.3 Accidents

Delete second sentence entirely.

Reason: The document referred to is only made available to organisers.

S7C, 4.2.3 Application for Sanctioning

In first line delete “one month” and insert “30 days”.

Reason: To comply with General Section requirements.

S7C, 4.2.4 International Participation

Re-number as 4.2.6

S7C, 4.2.4 Reserve Dates (new paragraph)

An organiser may specify a second set of dates, the 'Reserve Dates' for the competition. These may be used if the organiser postpones the competition prior to the event taking place, or if it was not possible to start any tasks during the event (i.e. no pilots launched under competition conditions). The 'reserve dates' will be displayed on the FAI event calendar in addition to the primary Competition Dates. This is subject to the following conditions:

4.2.4.1 The organiser notifies the CIVL Competitions Coordinator as soon as the competition is postponed, and at the latest within 48hrs of the end date of the competition. (This is so the FAI

calendar is updated to show that the Reserve Dates are now the actual Competition Dates)
4.2.4.2 Any pilot who is unable to attend the reserve dates is entitled to a full refund of any entry fee paid.

Reason: to give greater flexibility to organisers in arranging sanctioned competitions at times of the year when local conditions may be less than optimal.

S7C, 4.2.5 Re-scheduling (new paragraph)

If an event is cancelled and all the pilots are given the opportunity to get their money back, it may be re-scheduled provided that the minimum 30 days notice is given. The time period is measured from the start of the competition.

Reason: To provide flexibility for organisers in the event of unexpected bad weather.

S7C, 15.2.1 Preparation

At the end of the first bullet point add "For team medal presentations the large FAI medal is for the NAC entering the team and will normally be presented to the Team Leader. The small FAI medals are for the individuals in the team. If there are more small medals supplied than there are official team members then the excess medals are to be returned to the FAI Jury President for disposal.

Reason: to clarify procedures.

S7C 15.2.2 Order of Presentation (new paragraph)

To avoid individual medal winners being called to the podium more than once for individual presentations (most will also be involved in team medal presentations) it is suggested that the order of presentation is:

- FAI Diplomas to competitors in reverse order i.e. first the pilot placed 10th, then 9th and so on through to the pilot placed 4th.
- Individual medals presented in reverse order i.e. Bronze then Silver then Gold together with their FAI Diplomas.

After a suitable time for photographs the individual winners leave the stage, or podium, and the team presentations are then made, again in reverse order with the team placed third being called first, followed by the silver medal winners and finally the champion team.

S7C, 15.2.2 Procedure

3rd Bullet point - delete references to FAI Diplomas in this section. Change number to **14.2.3**

Reason: Current wording has resulted in confusion at some events.

Add new sub-paragraphs:

S7C, 15.2.4 FAI Diplomas

FAI Diplomas are presented to the top 10 competitors in the overall classification. This will result in those placed 1st, 2nd and 3rd receiving both a medal and a diploma.

S7C, 15.2.5 Additional Persons

No additional persons should accompany individual medal or diploma winners into the presentation area. For team presentations the officially registered Team Leader may accompany his team.

GLOSSARY

Add to explanation of **Homologation**: "Also the process of approving a particular model of glider for competition purposes."

For Record & Badges

S7D, 1.4 Development of Sub-sections – delete completely.

Reason: Not relevant to this Sub-section.

3.3.1 Advance notice.

Add additional wording at end of paragraph “Where a declaration for a distance record has been made and the existing associated speed and/or free distance record is bettered in that flight, no separate declaration is required.