



CIVL Section 7 Sub-committee Chairman's report

FAI officials at Category 1 events this year have made a number of recommendations for S7 changes and these can be found in their reports. I will leave it to the competition and technical sub-committees to discuss these and recommend them to the 2007 plenary.

My own recommendations are that the following changes be made. The first line shows the S7 reference and subject, the recommended change follows in standard typeface and then the justification for the change in italic typeface.

S7A and B, 2.3.4 Competition Sites

Add "and flying area" to header. Add second sentence "Where airspace restrictions would limit competition flying and the bid organisers anticipate relaxation of these restrictions for the Category 1 event, a letter from the relevant Civil Aviation Authority confirming this must be submitted with the detailed bid.

Needed to avoid problems with airspace restrictions.

S7A, B and C, 2.5.1 Local Regulations.

Number last paragraph as 2.5.2. Also delete "be sent out from FAI to all FAI members" and replace with "be published by CIVL on its website and announced on the CIVL delegate mailing list after approval and"
To bring S7 into line with current practice while maintaining deadlines.

Measurement of Distance (insert as 2.5.4 in all subsections)

All distance measurements in Local Regulations and task briefings for Category 1 events shall be given in metric units. Using a mixture of metric and imperial is messy and confusing, both in rules and at briefings e.g. in Florida the MD used 0.25 mile/402 metres for turn point and goal cylinders when the conversion is actually 402.325 metres.

S7A and B, 2.6.2.4 (2.6.2.2 in S7C) International jury and stewards.

Move this entire paragraph into 2.8 Stewards and Jury and rename as "Funding of Jury and Stewards". Also add "The organiser is also responsible for these costs for the steward at the practice competition".

Paragraph moved to consolidate subject matter. Addition is for clarification of existing requirement.

S7A, B and C, 2.11 Pilot qualifications

Change paragraph title to "Eligibility to compete"

More appropriate

Number first sub-paragraph and renumber all subsequent ones.

For consistency in format.

Add new sub-paragraph "No member of an NAC's organising team during a first category event may also be a competitor in that event.

To avoid the perception of partiality

S7B, 2.11 Pilot qualifications

Second bullet point – insert "FAI Sanctioned" before "paragliding"

For consistency and ease of checking results.

S7A, 2.11.1 Additional Requirements

Insert "hang gliding" after "Category 1" in first bullet point and Category 2 in second bullet point. Delete words "after 1 January 2003" from first bullet point.

To clarify requirement and remove unnecessary date.

S7A, 2.12.2 Guidelines for approval

After "Women's Worlds" insert "and Class 2".

Necessary addition due to lack of Category 2 events in Class 2.

S7A, 2.20.10.4 Scoring a stopped task

In second line insert "in flight" after "has been consulted".

To clarify rule.

S7A, 2.20.8 Cloud flying

Delete last sentence and insert "Proven cases of cloud flying will result in a penalty being applied. This will be a zero score for the day for the first offence and exclusion from the remainder of the competition for any subsequent offence."

To provide firm and consistent enforcement for this offence.

S7A, 2.30 & B, 2.29 Flight Boundaries

Number and head first paragraph 2.30.1 National Borders, number and head second paragraph 2.30.2 Controlled Airspace.

For clarity.

Insert further sub-paragraphs:

2.30.2.1 The penalty for exceeding altitude limits that have either been specified at task briefing or published in airspace charts 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.

2.30.2.2 The penalty for entering restricted or closed airspace horizontally by less than 300m shall be a warning for the first offence by a pilot. For infringements greater than this the pilot shall receive a warning and be scored as if he had landed at the point of entry. For subsequent infringements greater than 300m a pilot shall be scored zero for the day. Rules needed to standardise penalties for these offences and which take into account the variation in GPS tracklog recording accuracy.

S7B, 2.31.2 - Types to be used

Delete all after "(chapter 14)"

All details for aerobatics now in separate annex.

S7B, 2.31.4 Team Scoring

Delete both bullet points and insert "14.3.1" at end of sentence.

All details for aerobatics now in separate annex.

S7A, B and C, 3.2.1

Delete second and third sentences and replace with "If the event is to be held in the territory of another NAC then the organiser must also obtain authorisation from that NAC. Proof of this authorisation must be submitted to FAI/CIVL with the application form."

Existing wording has allowed abuse of the current system.

S7A and B, 3.2.3 – second bullet point.

Delete words in parenthesis and replace with (7.2)

Existing wording may be misunderstood as the amount an organiser is required to pay.

S7A, 5.1 – Competitions with a cut.

Delete detail and refer organisers to Practical Guidelines for Organisers of FAI/CIVL Competitions.

In accordance with decision of 2006 Plenary.

S7A, 5.2 Competitions with normalisation.

Delete in entirety.

In accordance with decision of 2006 Plenary.

S7A, 5.2 List of Approved Penalties (also insert in 7C, Chapter 6)

New paragraph:

"The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Regulation. The severity of the penalties may range from a minimum of a warning to disqualification as appropriate for the offence. Except where otherwise stated in this document or in the Local Regulations for the event, the penalties imposed by the Championship Director shall be at his discretion and may be one of the following:

Warning.

Operational disadvantage.

Deduction of points. This may be a finite number of points or a percentage of the winner's score. A finite number may be up to the entire score of a pilot for that day.

For PA only, an addition of points up to the maximum for the round.

Alteration of placing order.

Disqualification.

5.2.1 Application of Penalties

The Championship Director shall be consistent in the application of penalties but may increase these penalties for repetition of the same offence by one or more competitor.

To provide rules for the application of penalties consistent with GS 5.2 and provide guidance to Championship Directors.

S7D, 5.2.1 Measurement of Distance

After "WGS84" in line 2 insert "and the earth model shall be the WGS84 Ellipsoid"

To clarify calculation method and requirements.

S7A, B & C, Chapter 6 Checklists for Competition Organisers.

Delete last 4 words of introductory paragraph and replace with "issued to organisers of 1st Category events."

To correct factual error.

S7A and B, 7.2 Second Category Events.
Remove reference to Swiss Francs
The requirement is now to pay in Euros.

S7D, Chapter 9 DISTANCE CALCULATION
After "Datum" in line 2 insert "and the WGS84 Ellipsoid"
To clarify calculation method and requirements.

S7A and B, 9.4 - Maximum Wind Speed.
Include this in LR template
As stated in S7A, 2.20.11 and S7B, 2.20.9

S7A, 9.4 Sample
At paragraph 8.1, delete all in the first line after "to the" and insert "Race scoring programme, version using the scoring formula."
For clarification

S7A, 9.4 - Item 5, Waypoints.
Delete "of" in first sentence, replace with "or".
To correct typographical error.

S7A, B and C, Chapter 9 - Sample Local Regulations.
Include paragraph detailing the nature of penalties that may be imposed by the Meet Director.
This is required by GS 5.2.1

S7B & C, Annex A to Chapter 9, Certified Glider Affidavit
Change heading to "Certified Glider Statement".
For simplicity of language and consistency with S7A

S7A, B & C, Annex A to Chapter 9, Certified Glider Statement.
At bottom of page insert "If your glider is not a certified model or is not in certified configuration DO NOT SIGN THIS STATEMENT but instead comply with Section 7A, 2.13.2.3 (2.13.1.3 for 7B and 2.12.2.4 for 7C)
For clarity.

S7A, B & C, Chapter 12, Participant Incident Policy
First paragraph, after "representatives" in second line add ",officials or other competitors".
To provide a protocol for dealing with incidents involving competitor to competitor behaviour.

S7A, B & C, 12.3.1 Punishment
In line commencing "The Competition Director" add at end "or other competitor." and in last line insert ", Judge" after "Jury".
The first part is to include provision for punishing a competitor responsible for an incident of violence toward another competitor and the second is to include Judges in the list of officials who may be censured for inappropriate conduct.

S7A 13.3 Ballast.
Include "in Class 5" in the third sentence so that it reads "The weight limit in Class 5 for all equipment (without glider), clothes and ballast is to be 25 Kg."
Erratum: This requirement was only passed for Class 5 by the 2005 Plenary but included for other classes in error.

S7A, B & C, 15.2 Procedure
At the end of the last paragraph add "together with the protest".
So that other team leaders and competitors can better understand the logic of jury decisions

S7A, 17.1.1 - Category 1 Events
Change heading to read "First Category Events" and delete second sentence.
Heading change for consistency. Second sentence removed in accordance with 2006 decision to remove all references to photographic evidence.

S7A and B, 17.4.2 Essential Data
Delete the first bullet point and replace with "A tracklog point within the stipulated sector, plus the allowable sector additions for possible GPS error."
To remove reference to FAI sectors.
Insert "tracklog" between "consecutive" and "points" in the second bullet point.
For clarity.
Note: there is a separate Plenary decision to specify the allowable sector additions for GPS error in S7A and B.

S7A and B, 17.4.3 Start Data

Delete "or goal line" in first line of paragraph.
To correct error.

S7A and B, 17.5 General Verification Rules

Add new paragraph after 17.5.7 Time Based Disputes:
Airspace Infringements & cloud flying

Where infringement of airspace is considered possible it is the responsibility of the pilot to produce tracklog or barogram evidence that this did not occur.

Necessary to facilitate identification of airspace infringements, cloud flying and other altitude related offences.

S7A & B, 17.6.1 GPS Equipment

Add to end of paragraph "From 1st May 2008 all pilots must as a minimum fly with one GPS unit capable of recording altitude as part of the tracklog".

Necessary to facilitate identification of airspace infringements, cloud flying and other altitude related offences.

S7A Glossary.

Remove reference to WHGS

This organisation no longer exists.

S7 – Paragliding Aerobatics Annex.

3.1 - The coefficients in the official manoeuvres list should be changed in line with those in the Official Manoeuvres Board at Annex 3 (page 27).

Two different figures given in the same document.

3.3 – Delete 20% in the calculation of the final landing score and insert 10% for the two categories solo and synchro.
To correct an error in the draft document as requested by Aerobatics SSC.

4 February 2007

John Aldridge
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