

**CIVL HG Subcommittee Meeting Agenda  
for 19<sup>th</sup> & 20<sup>th</sup> February 2009, Hall in Tirol, Austria**

***NB. Sections I, II, III and IV (excluding Aus2 proposal) are common to both HG and PG***

**Section I: Issues referred by CIVL Bureau**

1. Flying Stewards: Review ruling on whether FAI Stewards should be allowed to fly during the task (consider difference between ‘flying the task’, ‘flying while task is underway’ (ie directly to the goalfield) and ‘task’ wording i.e. while start gates are open, until last pilot has left the hill, until last pilot has checked in. Recommendations to Plenary.

2. Continental competitions: Should there be some flexibility in the year they can be held? Currently in years alternate to World Championships. Should this be strictly adhered to? (CIVL IRs must be followed – no change to rule that bids should be received 60 days before the CIVL meeting two years ahead of the competition).

3. Safety & Training: A revised incident reporting form, circulated by the S&T Subcommittee (and included in the Agenda pack) should be reviewed and suggested modifications or amendments relevant to HG should be noted and returned to the S&T SSC. It is proposed to make the form mandatory for Cat 1s and recommended (later mandatory) for Cat 2 events.

4. S7A, B & C to specify the issues that will attract financial penalties for non-performance in 1<sup>st</sup> Category events. These must be measurable and provable.  
*Reason: FAI recommendations.*

5. S7A, B & C and OA to include provision for an extra visit by the steward at a specified time before the event, at the organiser’s expense, when it is necessary to confirm that recommendations have been followed.  
*Reason: arising from Serbian PG Euros experience.*

**Section II: Rule change proposals from Sporting Code Subcommittee**

**6. S7A, 1.6.7.7 Start Line** – add “or the boundary of the start cylinder specified for the task.”

*Reason: this type of start is already in common use – see 1.6.7.9 Start Sectors.*

**7. S7A, 2.4.2 The Total Period** – amend heading to read “**Duration of Championship**”, replace existing wording with “The total period of the championship shall not exceed 14 days, including the opening and closing ceremonies. Competitors are subject to all rules relating to championship flying throughout this period, whether flying a task or not.”

*Reason: FAI advice to ensure the Competition and Safety Directors can exercise control throughout this period.*

**8. S7A, 2.4.3 Minimum Representation** - Clarify validation of Women's continental competition when part of overall open class Cat 1 meet.

*Reason: follow up from Griefenburg Europeans.*

**8. S7A, New paragraph 2.17.3 – All Flying Banned**

Both the Competition Director and the Safety Director have the power to ban flying from the site if a task or day is cancelled due to dangerous conditions.

*Reason: FAI recommendation to aid safety.*

**9. S7A, New paragraph 2.17.6 – Pilot Competence**

Both the Competition Director and the Safety Director have the power to exclude from the championship pilots who do not demonstrate the necessary skills for safe launching, flight or landing.

*Reason: FAI recommendation to aid safety.*

**10. S7A, 2.17.7 Collision Avoidance**

Clarify this as there are no “International rules of the air”.

*Reason: request to FAI > can you send me a copy of the "International rules of the air" mentioned in the SECTION 7C Chapter 2.19.7 "Collision avoidance").*

**11. S7A, 2.27 Outlandings – in second paragraph delete all after “and if”**

*Reason: method no longer used as a means of flight verification. HG SC to comment.*

**12. S7A, 2.28.2.1 – Altitude Limits**

Delete “that have either been specified at task briefing or” from the first line and add at the end “For infringement of altitude limits that have been specified in the Local Regulations or during the task briefing the penalty shall be specified in the Local Regulations.

*Reason: to allow the competition director greater flexibility in dealing with these types of altitude limits.*

**13. S7A, 3.2.2 Host Nation Team**

After “top nation” in the second line insert “except that they may not enter males as substitutes for females with places allocated under the X+2 rule (3.2.5)”.

*Reason: fairness to other nations.*

**14. S7A, 4.4 Results**

Insert “any available” in front of “unofficial results” in 4th line.

*Reason: these results are not always available.*

Insert new paragraph “All results should have the CIVL ID number for each pilot recorded. The following formats are acceptable for input to the WPRS:

FSDB file from FS

The full RACE database

An Excel format (.xls or .csv) file with the results in the following order:

Name (First name followed by family name) Nation (IOC abbreviated codes)

Total (score) FAI\_licence (number) CIVL\_Pilot\_ID

PDF files are not acceptable.”

*Reason: these are the only formats that can be input to the WPRS database without manual reformatting by the CIVL Competition Coordinator.*

**15. S7A, 5.5.2 Calculation of Scores**

Should say that any rounding up is done after the application of penalties.

*Reason: scores should not be rounded twice.*

## **16. S7A, 5.5.4 Pilots Who Do Not Fly**

Replace existing wording with:

### **5.5.4.1 DNF**

A pilot who is present at the launch site for the task but decides not to fly shall score zero and shall be indicated as DNF on the score sheet.

### **5.5.4.2 DSQ**

A pilot who is disqualified is to score zero and be indicated as DSQ on the score sheet for that task and all subsequent tasks.

### **5.5.4.3 ABS**

A pilot who withdraws due to illness or accident shall be marked as ABS (absent) for all subsequent tasks and no longer be counted in the group or class for the purposes of scoring for each task that he or she remains unfit to fly. A pilot who withdraws due to an equipment problem may also be marked as ABS subject to approval by the Safety Director; any such pilot is to continue to be shown as ABS for subsequent tasks until the Safety Director has approved repaired or replacement equipment.

## **17. S7A, 7.1.3 Method and Timing of Payment [sanction fees]**

In third paragraph delete wording after “announced” and insert “in the CIVL approved local regulations for the event”

*Reason: current wording does not reflect what actually happens; LRs are often approved by the Bureau to meet deadlines specified in other S7A rules.*

At end of third paragraph add “Any unpaid sanction fees, FAI officials’ expenses and any performance financial penalties may be deducted from these entry fees.”

*Reason: to include the reason this measure was introduced and to provide for the introduction of performance penalties.*

**18. Chapter 13** - Move remaining paragraphs (about goals) into Chapter 2, perhaps under HEADER 2 "Goals in Soaring Competition".

*Reason: tidying up.*

**19. S7A & B, Chapt 16** - include statement that track logs become the property of the FAI and may be published.

*Reason: often requested in the interests of openness – refer to HG SC.*

In second line of second paragraph delete “must” and insert “should”.

*Reason: this is rarely considered necessary so should not be mandatory.*

## **Section III: Discussion/Recommendations requested by Sporting Code SSC**

### **20. S7A & B 3.4.2 Eligibility to Compete**

Both sections require that a pilot should have placed at a certain level in the 3 years before the meet. They might not have flown a comp since. Is this a sensible qualification? *Recommendations from SSC to Sporting Code SSC please.*

### **21. S7A - 2.28.2.1 – Altitude limits**

Consider splitting airspace and ‘briefed’ altitude limits - with less draconian penalties for infringements of the latter.

Note: point below from Greifenburg Steward Report, plus Annex, sets the same principle to reduce risk of cloud flying (at the start).

Especially consider how altitude limits can be policed effectively and fairly with differing 3D GPS units. (Also relevant to Australia Proposal/discussion 3: Cloud flying)

#### **Section IV: Plenary Proposals**

22. Australia Discussion/Proposal 3: Cloud Flying penalties – zero = too harsh

23. Netherlands Proposal 1: Protest Guidelines to avoid cancelling a task

24. Netherlands Proposal 2: WXC as a World/Continental Championship

25. Austria Proposal: Reduced costs of Cat 1 Competitions

26. Spain Proposal: Review Cat 2 application: permission from host country

27. Australia Proposal 2: Scoring of Stopped Tasks – S7A Ch 5.5.8.

*Additional reference: Steward recommendations from Monte Cucco & Laragne: Greifenburg: Paragraph 5.5.8 Scoring of stopped task. This paragraph states that when a task is stopped, but not cancelled and a minimum of 2 hours has elapsed since the first valid start taken by a competing pilot, the task will be scored.*

*Suggest to change this paragraph to a more flexible rule where the meet director can decide about the time that has to have elapsed since the first start. Weather conditions and/or expected weather conditions and therefore the length of tasks can make it necessary to make this time shorter than the stated 2 hours.*

*Laragne: Suggest to change paragraph 5.5.8 and change the time that must have elapsed since the first valid start taken by a competing pilot, from 2 hours to a more flexible possibility like “to be decided by the meet director and at least 1 hour”. We have experienced that during short tasks, 2 hours is too much.*

*Discuss in conjunction with point xx from Sporting Code SSC below.*

#### **Section V: Items from Jury/Steward Reports not covered elsewhere**

##### **From Greifenburg Steward Report**

28. During the championship a rule was set that makes it possible for the meet director to specify a height limit for crossing the start line, to improve safety (avoids cloud flying) and fairness. CIVL should consider whether to implement this or a similar rule in the Sporting Code. (See Annex attached)

##### **From Monte Cucco HG Worlds Steward Report:**

29. Paragraph 2.17.11 Maximum Wind Speed. This paragraph states that the organiser shall include in the LRs a reasonable wind speed in which a task may be flown. Suggest to change this rule to a reasonable wind speed in which launching can be carried out. It will be difficult and not really useful to make ruling about the wind speeds in long tasks.

#### **Section VI: HG-specific Rule Changes proposed by Sporting Code SSC**

30. S7A, 1.6.12.5 Crossing the Finish Line – delete words in parenthesis.

*Reason: additional wording no longer necessary.*

31. S7A, 2.3.6 Practice Event – add new paragraph:

Organisers of all practice events (including Pre-WAG) are to apply for Category 2 status for these events (Chapter 4).

*Reason: to clarify responsibility.*

**32. S7A, 2.22.2 Multiple Class Events** – in line 3 delete “with the same tasks and launch points”

*Reason: experience has shown it is often sensible to avoid this. HG SC to comment.*

**33. S7A, 2.24.5 Other Launch System Proposal** – in first line delete “start” and insert “launch”.

*Reason: current wording is at variance with paragraph heading; start systems are covered in other paragraphs.*

**34. S7A, 2.24.6 Take-off "Push" system**

Add additional sentence to first paragraph “No pilot may move into a start lane while a “push” is under way in that lane nor may any pilot initiate another “push” in that lane until the current one has been completed”.

*Reason: I believe these two rules were always part of the push system as far back as I remember. It doesn't make sense for a pilot who is sitting on the ramp to be able to push. It also doesn't make sense for a pilot to be able to push another line in which he can't launch. Dennis Pagen*

**35. S7A, 2.26.1 Failed Take-off** – in second line after “but” insert “if a ground start has been specified”.

*Reason: not relevant with air starts.*

**36. S7A Chapter 3 Maximum Entry** – in second line after “6” insert “except that where 3.2.5 applies it may be 8”.

*Reason: to avoid reducing team sizes more than may be necessary.*

**37. S7A, Chapter 3 Entry to 1<sup>st</sup> Category Events**

Amend to include the following for events where entry is limited by site considerations:

a. The qualification criteria are defined in the Local Regulations. The criteria are adjustable according to the standard of the competition (a 1<sup>st</sup> Category World event can be very different to an Asian one) and take into account the site capacity and the number of pilots wanted. This is done by adjusting the qualification level e.g. top 500, 1000, 2000, etc of the WPRS or 60, 80, 100 km goal flight in Cat 2 competition).

b. LRs must specify the maximum number of pilots per nation, the maximum number of pilots per team specified in S7A is 6 (or 6+2).

c. The allocation of places starts with: X (+2 female if appropriate) to all nations; X to be decided by the Bureau after discussion with organiser and steward. If places are still available at a deadline given in LRs these are offered in the nation WPRS order to those nations who have already entered X. If that round is completed and places are still available another round commences until the maximum entry is reached. If any round of allocation is incomplete then the pilots entered in that round are not considered to be part of the national team. If any nation gets places for more than the 6 (or 6+2) maximum team size then those additional pilots are also considered as individual entries.

d. Where a reallocation process is part of the entry rules the date for pilot qualification to be complete is to be the same as the date for commencing reallocation.

**38. S7A, 3.4.2 Eligibility to Compete**

Add further bullet point: Or Placed in the top 2/3rds of pilots in a women's world championship during the 3 years prior to the Category 1 championship.

*Reason: Current rules give no credit for competing in this type of Cat 1 event.*

**39. S7A, 3.4.8 Procedure for Checking**

Delete "will" in first line and replace with "is to".

*Reason: to place an obligation on those nominated to check.*

**40. S7A, 5.5.8 Scoring of Stopped Tasks**

Add to end of paragraph "Score back time 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."

*Reason: steward's recommendation after Monte Cucco Worlds:*

*Paragraph 5.5.8 Scoring of stopped task. Some considerations and suggestions for changes to make the rule clear:*

*- Make clear in the rule in S7A that the "score back" time applies for all the pilots. In this championship there was some doubt if the rule would also apply for pilots that had landed on goal before the task was stopped. For the steward it is clear that this rule also applies for pilots in goal and a result can be that some pilots that reached goal will be "scored back" and therefore be scored as not having reached goal.*

*- The rule states that the task will also be scored if at least one pilot is in goal. The interpretation of the steward of this rule is that the task should still be scored, even if the pilot at goal is subsequently scored-back and will appear not to have reached goal. Suggest to make this clear in S7A. See 36 below.*

*- In future "multi class" events the CIVL officials and scorers will have to be aware that if, because of dangerous weather conditions, the tasks are stopped, classes that already completed the stopped task (all competitors in that class on the ground at the time the task was stopped) will not be "scored back".*

**41. S7A, 5.6.2 Number of Scores to Count** – delete all wording after "score is" in first line of second paragraph and insert "three".

*Reason: the max number of team pilots is now specified as 6 so this is still 50% of the team entered in open entry i.e. non-gender based entry. To leave it at 50% of maximum numbers when the +2 female entry is allowed in addition to open entry e.g. in continental champs, changes the basis for scoring when only a very few teams have the extra pilots.*

**42. S7A, 11.1 Procedure** – After the first sentence insert "For 1<sup>st</sup> Category and practice events the senior CIVL official present is responsible for providing this report."

*Reason: responsibility is not currently specified.*

**43. S7A, 12.2.5 Rescue Parachutes** – move explanatory notes under 12.2.2.

*Reason: these notes are relevant to the paragraph headed Wire Attachment Points.*

- 44. S7A, 12.2.6 Competing Gliders** – Change header to higher level **12.3 Airworthiness of Competing Gliders** and renumber the 3 subparagraphs.  
*Reason: current higher level (12.2) heading of Structural Limits is inappropriate to these 3 subparagraphs.*
- 45. S7A, 12.5 Penalties** – include as subparagraph under **12.4 Ballast**.  
*Reason: incorrect placement in the 2008 edition implies the penalty specified is for infringement of any hang gliding safety standard when it was only approved for ballast infringements.*
- 46. S7A, Chapt 9 Annexes to LRs** proposed by Heather Mull – FAI approval sought.
- 47. S7A, 16.2.4 Registration of GPS Units** - delete first 3 words of paragraph and replace with “The Local Regulations may require all competitors to lodge”.  
*Reason: this is rarely done so should not be mandatory.*
- 48. S7A, 16.3.1 Size of Sectors** – add at end of paragraph “or at task briefing”.  
*Reason: this is normal procedure and provides more flexibility then specifying this in LRs.*
- 49. S7A, 16.3.2 Accuracy of GPS Sectors** - replace error margin of 0.5% with finite margin. Software WG advice needed.  
*Reason: with large start or goal cylinders this margin of error is not required.*
- 50. S7A, 16.5.7.3 Early Start** - specify that the time penalty will be applied by shifting the pilot’s track log time by the amount of the penalty. This is to ensure that, firstly the pilot loses any lead bonus, secondly that in the event of a stopped task the pilot is not allowed to fly for a longer time than those pilots who started at the correct time.  
*Reason: response to steward requests:*  
*Monte Cucco: Paragraph 16.5.7.3, Early Start does not make clear how giving the penalty should be carried out. Part of the scoring and penalty giving will have to be that the start time of the pilot that started too early will have to be corrected and set to, or after, the official start time. If that is not done, the scoring program will not check correctly the track log of the pilot that started too early.*  
*The scorer and the steward in this championship suggest to solve this as follows: The track log of the pilot who started too early should be shifted forward by ten times the amount by which the pilot started before the official start time, providing this is not longer than 5 minutes. That will create that the pilot started at or after the official start time and the “penalty time” will be added.*
- 51. S7A, 16.5.8 Airspace Infringements** – change header to “Altitude Infringements” and insert “or briefed altitude limits” after “airspace or cloud”.  
*Reason: to include briefed restrictions.*
- 52. S7A, 16.6.1 GPS Equipment** – delete “from 1<sup>st</sup> May 2009” from line 4.  
*Reason: not necessary to include a date in 2009 edition.*

**Section VII: Competition bids**

53. Review 4 bids for 2011 World HG Championships from:

Italy, Australia, Turkey & Germany.

No bids received for European HG class 2 & 5 and Women's class 1 championships.  
Consider options.

**Section VIII: Other issues for SC Discussion/recommendation**

54. Review of pitch stability – sprog setting measurements. Feedback from SSC and Stewards' Reports. Progress & Actions?

**Reminder:**

SSC Written Report to Plenary should include (brief) review of activity during the year, as well as Minutes from this SSC Meeting.

SSC Verbal Report should focus on proposals & decisions not covered in other reports (ie Sporting Code, Safety & Training), highlighting issues that require a vote of approval, plus comments/recommendations on Plenary proposals and Championship bids. NO NEED to read out whole report at Plenary.

**ADDENDUM No 1 TO LOCAL REGULATIONS FOR 16th FAI EUROPEAN  
HANG GLIDING CHAMPIONSHIP 2008, Greifenberg**

**Altitude Limits at the Start of a Task**

At any Task Briefing the Meet Director may specify an GPS altitude limit for crossing the start line into the speed section of the task i.e. either entering or exiting the start cylinder, depending upon the type of start used for that task. Penalties for infringements of these limits shall be an exception to S7A rule 2.28.2.1 and shall be:

$$Penalty = \frac{T \times H^2 \times (0.001 \times Task\ Winner's\ Score)}{100}$$

- T = Temporary factor of  $1/2$
- H = Pilot's height above start limit

The maximum penalty that may be applied is equivalent to 50% of the task winner's score.

Any pilot who does not supply a 3D track log for this section of the task will receive the maximum penalty for start height infringement.

13th June 2008