CIVL 2014 PLENARY – ANNEX 18A
PARAGLIDING COMMITTEE'S PROPOSALS

1 – Definition of CIVL Competition Class gliders

Aim:
The 2013 Plenary implemented that "from 1st of January 2015, paragliders permitted to fly in FAI 1st Category championships must follow the regulation defined in the CIVL-EN Competition Class Requirements document."
The CIVL Paragliding Committee worked hard to implement the Plenary decision on the new CIVL EN Competition Class for paragliders and define realistic requirements adapted to the fast evolution of paragliders design. A 216 words declaration has become a 22 pages practical 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 change the name from CIVL EN Competition Class (CECC) to CIVL Competition Class (CCC).
Chapter 11 to be updated accordingly.

Change of requirements:
As per the "Definition of CIVL Competition Class 2015 Paragliders" document (Annex 19b and c).

2 – Scoring Category 1 events

Proposal done jointly with the Software Working Group.
Aim:
Simplify.

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.

Former 5.5 "Cut and normalisation" is deleted.

Chapter 5 now read:

5.1 General
Scoring rules are assembled in the "CIVL GAP 2014 – Centralized Cross-Country Competition Scoring System for Hang-Gliding and Paragliding" document.

5.2 Compensation Scores
Former 5.4. No change.

5.3 Competition validity

A competition will be deemed valid for the purposes of awarding Championship titles if the sum of the daily winners scores are equal to or more than 1500 points, as determined by the authorised scoring formulas.

5.4 Penalties
5.4.1
Former 5.7.1. No change.

5.4.2
Former 5.7.2. No change.

5.4.3
Former 5.7.3. No change except for the new Violation of airspace restriction penalty (see under).

5.5 The World Pilot Ranking System (WPRS)
Former 5.8. No change.

3 – Continental WPRS

Aim:
To facilitate selection of pilots per continents if needed.

5.8
Add at the end of current text:
Separate rankings per continents can be produced.

4 – 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.

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 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.

5- Airspace restrictions

Aim
Fight airspace infringements.

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.

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.

Comment
The PG-C believes a graduated penalty is better. If there is an advantage to be gained by coming close to a boundary, many competitors will do so, and some will misjudge and go over the boundary. We see this constantly in unintentional cloud flying before the start. Having a graduated penalty discourages cutting it too close.
A wrinkle about altitude-based airspace boundaries is that they are defined by barometric pressure altitude, either calibrated to the pressure at a local airport or to a standard atmosphere for Flight Levels. We are not using that, but GPS altitude instead. There has been discussion about whether that's the best solution but that's another can of worms (see the article linked below). Luckily in the warmer than standard (15C at sea level) conditions we often have for XC, the GPS altitude reads higher than the pressure one, so cutting off the boundary at the GPS altitude gives some margin. It is in many cases more than 50m. That is why not penalizing pilots 100% for going <50m past the GPS altitude is not necessarily condoning busting airspace. http://www.xcmag.com/2011/07/gps-versus-barometric-altitude-the-definitive-…

6- Helmet

Aim:
Allow pilots access to the most current technology, best selection and value in helmets by including standards that are broadly equivalent. Recent research has shown that a significant proportion of the brain damage from impacts is from rotational forces, from which currently allowed helmets offer no protection. Technologies such as M.I.P.S. are available today in snow sports helmets.
To offer the certified level of protection, helmets must be replaced regularly. The availability of lower cost helmets in a greater selection of sizes and models will encourage pilots do this. Having a helmet that fits well and securely is critical. Expanding the selection of helmets available will make that possible for many more pilots.

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.

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.

7 – Pilot Experience Declaration

Aim:
Make aware pilots of their skill level.
It was thought that a minimum skill level including SIV training could be made mandatory. The Paragliding Committee has found no reasonable solution to implement such a requirement.

Annex to Chapter 12:

Instead of:
… 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:
… 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.
NACs should make sure that the pilot they register have reached a satisfactory level of skills for the glider they are flying.

New text for the "basic 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.