

## CIVL Paragliding Subcommittee Report

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### Summary of subcommittee activity since the last Plenary:

- “The Open Class Technical Work Group” (OCTWG) was formed as decided in the 2010 Plenary and started to work actively immediately after. Meetings were organized with participation of technical experts, team leaders, manufacturers & test pilots. The OCTWG produced a set of proposals for rule and procedure changes that in effect ban pure prototypes, aim to raise pilot awareness of skills required to fly open class gliders, and demand that pilots will have a possibility to get familiar with the glider that they use in (Cat 1) competitions. The OCTWG proposals, and their implications were discussed in the Subcommittee meeting before the 2011 Plenary, and were well received: a vast majority of those present were in favour of adopting the OCTWG recommendations and to implement these for the 2011 Cat 1 events.
- Scoring for stopped tasks was discussed by email and then in the pre-Plenary SC meeting resulting in a proposed rule change.
- The request from the organizers of the 2011 PG World Championships to raise entry fees was also raised on the Subcommittee and the discussion continued in the pre-Plenary meeting.
- Otherwise the activity within the Subcommittee throughout the year was virtually non-existent. This in sharp contrast to the very lively pre-Plenary meeting. Possible reasons include the size of the group and the lack of a clear agenda or goal. The OCTWG showed that with a clear goal much work can be achieved.
- Other activities (during the pre-Plenary meeting):
  - Suggested rule changes in Section 7B around safety to Sporting Code SC (see S7 SC report)
  - Reviewed proposals for editorial and other rule changes by S7 SC.
  - Discussed possible future directions with regard to glider safety and/or restrictions.

### Summary of recommendations/proposals/actions at last (pre-Plenary) meeting:

**SC Recommendation to change rule 17.1 in 7B** It was agreed, following the suggestion of the Combined Safety meeting, that new wording should be introduced to S7 to highlight flexibility of pilots attending Safety Briefing: S7b Ch17.1 last sentence needs to be more concise, and seems in conflict with MSB rule written elsewhere.

#### Existing wording:

It is suggested that this meeting be presented on two different evenings before the competition starts to allow for individual schedule variations. Furthermore, even though it is mandatory, a pilot with a very reasonable excuse may be exempted as long as he or she reads an outline of the course and signs an affidavit stating that all points are well understood. Examples of such an excuse are a delayed or cancelled airplane flight or the rescue of a fellow pilot on the day of the meeting.

#### New suggested wording:

- *The meeting could be scheduled at two different times before the competition starts, to allow some flexibility in individual schedules. In exceptional circumstances, the Safety Director may brief a pilot individually, providing it is before the opening of the first task window.*

### **SC Recommendation for rule changes for scoring:**

#### **New: Scoring with no pilot in goal**

*In case of no pilot in goal a task shall be scored with the Day Quality reduced to 80% of the calculated DQ for the task.*

#### **Rewritten: 2.18.9.5 Scoring of a stopped task**

- *When a task is stopped the stop time must also be announced.*
- *In case of no pilot in goal at stop time, it shall be scored with the Day Quality reduced to 70% of the calculated DQ for the task.*
- *The pilots will be scored from their GPS track log position of the stop time.*

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

• The Subcommittee **recommends** that the Plenary adopts the recommendations and **rule changes** as proposed by the Open Class Technical Working Group (including the amendment to include the “line bending test”).

• The Subcommittee **recommends** that the Plenary supports to take the OCTWG proposed rules into use at the 2011 Paragliding World Championship in Piedrahita. This requires a non-trivial amount of work to develop (simple) web services and (CIVL) procedures. Importantly manufacturers, who are well-aware of the OCTWG work, shall be informed asap about the Plenary decision.

• The Subcommittee **recommends** that the Plenary adopts the France proposal to continue the OCTWG with the aim of achieving a recognized standards for (currently) Open Class gliders. The meeting seconded France's amendment to its own proposal:

*"For Cat 1 competitions at least until 2012 included, France proposes that the Plenary adopt the short term solution suggested by the OCTWG: the implementation of requirements for glider with no EN or LTF certification. The OCTWG will be extended for the same period of time so it can work on the long term solutions: the introduction of a new certification (eventually EN)."*

• The Subcommittee discussed the U.K. Proposal to restrict Cat 1 events to EN certified gliders. An indicative vote showed an even split amongst the participants.

• The Subcommittee reviewed the Bids for the 2013 Paragliding Worlds and did not identify any significant obstacles. On the contrary all bids seem well prepared. It recommends that the Plenary requests further information about:

- internet access: Turkey, Bulgaria
- accommodation costs: Portugal
- airspace issues: Portugal, Bulgaria
- radio licenses: Portugal
- weather forecasts/meteorologist: Portugal

#### Outline of planned activity for the coming year:

• Three persons (CB, LG, KK) to work on safety issues: identify the key relevant issues, (re-)publish relevant existing material, construct a template for the Safety Officer Consolidated Incident Report, review the Mandatory Safety Briefing topics in Section 7B.

• AG, CB and LG, to finalize Local Regulations Template, liaising with the equivalent group in the HG SC. The final version should be ready to publish in S7 and as a downloadable document by 1 May 2011.

• MS is to develop an action plan to continue the work of the Open Class Technical Working Group with an aim to refine the requirements for (currently) Open Class gliders towards a recognized standard. The plan shall include actions to become involved with the EN standards working group, a schedule, and possible budget implications.