

CIVL PLENARY 2010 – LAUSANNE – ANNEX 18
SPAIN PROPOSALS

1.- Development of new type of tasks for XC paragliding competitions.

Current competitions are usually race to goal tasks. Elapsed time or multiple starts tasks are tasked as a way to solve uncertainty on weather or poor conditions days. Distance tasks (free or on axis) usually are not tasked due to logistic problems, given the improved performance.

In summary, race or time-based tasks: flying a given route (distance) in the shortest time with a final goal.

Having a goal is important in terms of logistics, media and pilot enjoyment.

Proposal is to open S7b to other type of tasks: **flying for a given time a route, previously set at pilot briefing or open to pilot decision while flying, BUT with a goal.**

This could lead to several types of tasks. Three proposals:

1.1.- Set a closed circuit, pilots have to fly for a task time (2-3-4 hours, decided by task setters) so many times they are able to. Then reach a goal in a given time also decided by task setters. Points are based on distance plus bonus points if pilots reach goal in the tasked time from where they finished their flight.

This type of task is media focused and has been created and refined for several years in Desafío la Palma competition. If this proposal was approved, we'd like to name this type of task 'Desafío'.

1.2.- Open Distance Out & Return: pilots have to fly as far as they can on an axis and back to a given goal in a given time. Pilots decide how long to fly on course depending on conditions, time, Similar scoring: distance + bonus for reaching goal on time.

1.3.- Free route with a given goal. Scoring: optimized distance (same as XC flights), minus distance to goal (to avoid pilots going free distance) plus bonus for reaching goal on time

Details for scoring and other details can be refined within paragliding subcommittee.

Opening S7b to this type of tasks will improve paragliding competition scene in several ways:

- **Safety** – providing task setters with more chances to deal with unreliable weather, storms risk, ... by limiting task time and pilot spreading.
- **Pilot enjoyment** – giving a chance to pilot decision and flying skills over their feet on bar.
- **Logistics and field control** – having a goal and giving pilots time and incentives (bonus points) to reach it, logistics are greatly simplified.
- **Media** – easy to follow tasks plus massive arrivals to goal (but not on bar).

2.- FAI has to take an active role in protecting free flying and other air sports against increasing air space limitations.

Some actions could be:

- Promote a lobby action pushed by FAI addressed to air space regulators, country and regional (European Union).
- Define a proposal of criteria and rules when dealing with free flying regions.