

CIVL Sporting Code Subcommittee Report

The reports should cover issues raised by pilots, organisers, SSC members, delegates, Steward & Jury reports etc.; Outcomes (recommendations, proposals, actions); and concerns.

Subcommittee or Working Group: Sporting Code	Date: 16 Dec 2008
Name: John Aldridge	Confidential to Bureau: Y /N For publication: Y/ N

Summary of subcommittee activity since the last report:

This has mainly consisted of implementing tidying up the matters notified in my October report so that they may more readily translate into rule proposals for the other SC and the Plenary to consider.

Issues raised, discussed or actioned and resolved:

Issues raised to be resolved, suggested actions:

See Annexes.

Issues or concerns requiring Plenary or Bureau guidance/response:

The annexes to this report contain proposals for change to Section 7 of the FAI Sporting Code for consideration by the 2009 CIVL Plenary.

Issues of potential interest/relevance to other SSCs:

All Sporting Code SC issues are relevant to other SCs.

For HG SC Comment

S7A, 1.6.6.3 Measurement – delete second sentence.

Reason: this can become mandatory with FS authorised for use at Cat 1 events.

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.

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

Reason: additional wording no longer necessary.

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.

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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

S7A, Chapter 3 Entry to 1st 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 1st 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.

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.

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.

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.

S7A, 5.2.1 Scoring Formula – insert “or FS” after “RACE” in the third line.

Reason: FS has now been thoroughly trialled in Cat 2 events and is deemed fit for use at Cat 1 events.

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.

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.

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.

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.

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.

S7A, 7.2 Second Category Events – Delete last sentence and replace with “If an organiser of a 2nd Category event is found not have checked each competitor’s FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.”

Reason: Current penalty system does not involve the NAC.

S7A, 11.1 Procedure – After the first sentence insert “For 1st Category and practice events the senior CIVL official present is responsible for providing this report.”

Reason: responsibility is not currently specified.

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.

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.

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.

S7A, Chapt 9 Annexes to LRs proposed by Heather Mull – FAI approval sought.

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

Reason: tidying up.

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.

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.

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.

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.

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.

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.

S7A, 16.6.1 GPS Equipment – delete “from 1st May 2009” from line 4.

Reason: not necessary to include a date in 2009 edition.

S7A, Glossary – add new item:

WAG World Air Games.

Reason: abbreviation already in common usage.

For PG SC Comment

S7B, 1.6.6.4 Measurement – delete second sentence.

Reason: this can become mandatory with FS authorised for use at Cat 1 events.

S7B, 1.6.7.3 Start Point/Departure point:

Delete “or a ground feature photographed from the correct photo sector” in the first sentence.

Reason: Photo evidence no longer permitted in 1st Category events.

S7B, 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.

S7B, 2.4.6 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.

S7B, 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.

S7B, 2.5.5.1 Minimum Representation

Clarify validation of Women's continental comps when part of overall open class Cat 1 meet.

Reason: duplicates proposal for S7A for conformity.

S7B, New paragraph 2.18.3 – 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.

S7B, New paragraph 2.18.5 – 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.

S7B, 2.23.4 Re-Launch

When permitted a re-launch pilots will not take priority over other pilots who have not yet launched at all.

Reason: A fairness issue raised in the Serbian Europeans Steward's report.

S7B, 2.27 Outlandings

Delete all after close of parenthesis in last sentence.

Reason: no longer required when GPS track log evidence is used.

S7B, 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.

S7B, 3.2.2 Host Nation Team

After “top nation” in the second line insert “except that they may not enter a male as a substitute for the female pilot place allocated in the base team size”.

Reason: fairness to other nations.

S7B, 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:

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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.

S7B, 5.2.3 Scoring Formula – insert “or FS” after “RACE” in the third line.

Reason: FS has now been thoroughly trialled in Cat 2 events and is deemed fit for use at Cat 1 events.

S7B, 5.2.5 Team Scoring

After “illness or injury” in the 5th line insert “but he may not be scored as a team member in a task where the injured team pilot has already attempted any part of the task.”

Reason: A fairness issue raised by the steward at the Serbian Europeans.

S7B, 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.

S7B, 5.3.2 Times and Distances

Delete second paragraph and replace with:

5.3.4 Pilots Who Do Not Fly

5.5.4.1 DNF

A pilot who is present at the launch site for the task but decides not to fly scores 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 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.

S7B, 6.6 Forms and briefing notes

Delete penultimate bullet point “Official outlanding map” and all detail.

Reason: no longer used in 1st Category events.

S7B, 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.

S7A, 7.2 Second Category Events – Delete last sentence and replace with “If an organiser of a 2nd Category event is found not have checked each competitor’s FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.”

Reason: Current penalty system does not involve the NAC.

S7B, Chapter 13 - Move remaining paragraphs (about goals) into Chapter 2, perhaps under HEADER 2 “Goals in Soaring Competition”.

Reason: housekeeping.

S7B, Chapter 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 PG SC.

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

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

S7B, Glossary – add new item:

WAG World Air Games.

Reason: abbreviation already in common usage.

For PA SC

S7C, 2.3.4 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.

S7C, 2.4.3 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.

S7C, New paragraph 2.17.2 – 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.

S7C, 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.

S7C, 2.16.7 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 SECTOR 7C - CLASS 0 PARAGLIDING ACCURACY CLASSIII 2007 Edition > (Chapter 2.19.7 "Collision avoidance" - pag. 20).-

S7C, 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.

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S7C, 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.

S7C, 7.2 Second Category Events – Delete last sentence and replace with “If an organiser of a 2nd Category event is found not have checked each competitor’s FAI Sporting Licence a warning letter will be sent by CIVL to the NAC for the first offence and for any subsequent offences a financial penalty will be imposed; this will be that the sanction fee will be doubled for the next sanction application from that country.”

Reason: Current penalty system does not involve the NAC.

S7C, Glossary – add new item:

WAG World Air Games.

Reason: abbreviation already in common usage.

For Record & Badges SC

S7D, rules 3.2 to 3.4 – replace with:

3.2 Permitted Records

3.2.1 Types of Record

The following types of flight performance may be recognised as hang gliding and paragliding records:

- Straight distance
- Free distance
- Straight distance to a declared goal
- Out-and-return distance
- Free out-and-return distance
- Distance around a triangular course
- Free distance around a triangular course
- Free distance using up to 3 turn points
- Speed around triangular courses of 25, 50, 100, 150, and all multiples of 100 km
- Speed over out-and-return courses of 100 and all multiples of 100 km
- Gain of height

Reasons: To include the free distance categories approved by the 2008 Plenary. Also a claim was submitted for a triangular flight of 404km made in sub-class O-5. The pilot claimed the "speed over a triangular course of 400 km" record but the current 3.4 explicitly indicates that this type of record is available for triangles of up to 300 km only.

3.2.2 Minimum Increase in Flight Performance

To be recognised as a new record all distance flights must exceed the previous record by a minimum of one kilometre, speed flights must better the previous record flight performance by 1% the gain of height record must show an improvement of 3% or a minimum of 100m. In addition, free distance records must exceed the corresponding pre-declared record by one kilometre.

Reason: Reworded to include free distance records.

3.2.2 Classification of Records

Records listed in 3.2.1 may be claimed in the following categories:

- 3.2.2.1 General category - The best performance achieved by a solo pilot.
- 3.2.2.2 Multiplace category - For the best performance in this category, the age of each occupant other than the designated pilot-in-command shall not be less than 14 years. Only the pilot in command need hold an FAI Sporting Licence but only holders of FAI Sporting Licences can be co-holders of a record .
- 3.2.2.3 Feminine category - The best performance achieved by a woman.

Reason: Better and more consistent wording, no rule change.

3.2.3 Classes of Hang Glider

Refer to Rule 1.5

Reason: Repositioning of paragraph, no rule change.