2013 CIVL PLENARY – ANNEX 19
PARAGLIDING XC

In conjunction with the Software Working Group and Safety Subcommittee

1. Creation of a new Competition Class

The new Competition Class Regulation (Annex 19a and b) is based on PMA recommendations (Annex 19c).
A historical background is provided (Annex 19d).

2. End of Speed Section.

Last November, PMA recommended to CIVL to change the way paragliding tasks are concluded by changing the End-of-Speed-Section as we know it now (the ESS cylinder) to an ESS inverted cone, or alternatively to award altitude bonus to pilots entering the ESS cylinder.
By doing this, and tweaking the angle of the cone or the amount of altitude bonus points awarded, the optimum speed for the final glide can be adjusted. Any pilot who goes faster will be punished on points. In all, the race will more or less be concluded in the last thermal before the final glide, and there will be absolutely no motivation to race into goal at high speed. This should lead to competition paragliders being designed with the emphasis on different properties, namely good handling/climbing characteristics and good performance in the optimum speed range. At this stage the PMA has come to the conclusion that the cone should have a slope of 4:1, but this may be adjusted in the future to match the required optimum speed.

The Paragliding Subcommittee discussed the matter and decided:

A cylindrical ESS with linear bonus points for height is equivalent to a conical ESS in terms of speed to fly, but has several advantages:
- Avoids anti-climax and reduced focus due to ending the race far from goal.
- Reduces the temptation to climb into cloud, since the ESS can't be reached in a vertical climb.
- Simpler to implement in scorekeeping software and instruments.

The time bonus that corresponds to a 4:1 cone is .45 s/m, assuming slightly worse than 10:1 glide at the optimum speed to fly for the cone (~55kph). This figure will need periodic revision as gliders improve.

Task setting will remain important for avoiding full speed drag races on final glide. It will still be best to avoid having the final leg along a soarable ridge or convergence zone.
The actual ESS crossing time (not the time adjusted after a bonus) of the winner should be used to compare to nominal time in GAP for the day quality formula. Otherwise the task could be devalued unnecessarily.
Having a 1 or 2km ESS cylinder will become much less necessary, but can be left as an option.

Proposal:
S7b is modified as follow.

1.6.13.10 Finish altitude
The altitude at which the glider crosses the finish line or enters the finish sector or cylinder respectively.

2.28.6 Goal altitude time bonus
In order to avoid pilots flying at dangerously high speeds in the final glide and instead encourage pilots to arrive higher at goal (for safety), a time bonus will be awarded to pilots, based on the altitude above the task-defined goal altitude at the point where they cross the goal line (if a line is used) or enter the goal cylinder or sector (if these are used). The time bonus will be the number of seconds to be subtracted from the pilot's time. The number of seconds to be subtracted shall be calculated equal to 0.45seconds per meter of altitude above the defined goal altitude.
This will be implemented in Category 1 events from May 1st, 2013. unless, in the judgment of the Meet Director, technical issues are present which make it impossible to implement in a fair way.
This will be implemented without restriction in Category 1 events from January 1st, 2014.
The default altitude reference and earth model will be defined in the Local Regulations.

3. Second reserve

The Paragliding Subcommittee supports the Bureau decision to make the use of a second reserve parachute mandatory, starting May the 1st, 2014 (Annex 19e).

4. Pilot Experience Declaration form

The Paragliding Subcommittee considered the Competition Safety Task Force long Term Recommendations: “Consider developing and introducing a Competition Pilot training and certification program. Require all pilots flying Competition Class wings in Category 1, possibly also in Category 2 competitions, to be recently (e.g. within the last 3 years) certified."
The Paragliding Subcommittee discussed the introduction of a certification for competition pilots, on the basis of the ParaPro program. The goal is to assess pilots’ skills, and to increase their incentive to train the skills necessary to fly a glider safely in competition. Further work in this area is still needed.
The Paragliding Subcommittee will keep investigating the Pilot Experience Declaration form, to evaluate its use in the selection process and in incident analysis, and to recommend improvements if necessary.

Proposal:
- S7 Annex A to chapter 7 is modified as follow (see Annex 19f).
- The Paragliding Subcommittee, in liaison with the Safety Subcommittee and the Training Officer, will study the implementation of a new “Competition” level in the ParaPro program (stage 6). The description of this new level will be ready for the 2014 CIVL Plenary. It will be then proposed to make it mandatory for 2015 through the IPPI Card scheme (or its equivalent for countries that do not recognize the IPPI Card).

5. Photo / Signature requirements

All paragliders being EN certified, the photo/signature requirements are considered as unnecessary.

Proposal:
Section 7b 12.1.1.4 is removed. Following article is renumbered accordingly.

6. Assisting injured pilot

Section 7b 5.4.1 should be rewritten (in line with S7a for hang gliders) to reflect that a pilot can help an injured pilot without landing (for instance, circling over him until the rescue team arrives).

Proposal:
S7b 5.4.1. is modified as follow:
Assisting a pilot in danger – A competitor who lands or limits his flight specifically to help an injured pilot must not be disadvantaged by this action… (the rest without change)

7. Software adjustments

To be discussed mainly in the Software Working Group meeting.
i) Speed rank used to calculate time validity.
ii) Stopped task general procedure.
iii) Stopped task validity.
iv) Distance point.
v) Nominal launch.
vi) No pilot in goal.
vii) Arrival points.
viii) Leading points.
ix) Parameters to be set by organizers.
x) GPS distance measurements.
xi) GPS altitude measurements.

8. Recommendations n°1 to 4 of the Competition Structure Working Group (Annex 20).

9. Review of the 14th FAI PG World bid from Colombia (Annex 31).

10 – Review of Bulgaria's proposals (Annex 29).

11 – Review of Portugal's proposal (Annex 30).