**Sporting Code Subcommittee Agenda – 2009**

For convenience the proposals for changes to the various sections of our sporting code are shown separately in:

Annex A - Proposals for Section 7A Hang Gliding

Annex B - Proposals for Section 7B Paragliding

Annex C - Proposals for Section 7C Paragliding Accuracy

Annex D - Proposals for Section 7D Records & Badges

Proposals for changes to the Aerobatics Annexes to both Section 7A and 7B appear on the Aerobatics Subcommittee Agenda. For the hang gliding annex they include minimum specifications for structural cables and additional requirements for pilots.

December 2009 John Aldridge

Subcommittee Chairman

**Annex A to SC Agenda**

**Hang Gliding Classes 1,2 & 5**

**S7A throughout** – delete “PR Co-ordinator” wherever it appears and replace with “Competition Co-ordinator”.

*Reason: To update title of official.*

**S7A, 2.4.2 Event Period** – amend second sentence to read “Competitors are subject to all rules relating to championship flying” etc.

*Reason: to correct typo – word missing in last edition.*

**S7A, 2.17.12 Suspension, cancellation or stopping a task** – new sub-para 2.17.12.4.

When a task has been cancelled or stopped it is the responsibility of the organiser to announce this on competition and safety frequencies. In addition this should be notified to participants via team leaders. Where possible the announcement should also be repeated on team frequencies.

*Reason: This is common sense and current good practice but there is no rule making it mandatory.*

**S7A, 2.24.6 Take-off “push” system** – at end of first paragraph add “When an ordered launch is used a pilot who decides not to take off in his turn may not subsequently “push” in that task.

*Reason: to avoid tactical ploy of declining position in launch order, moving to back of queue and immediately instigating a “push”.*

**S7A, 3.4.8.1 Responsibilities of all** – delete this subparagraph entirely.

*Reason: It refers to a list on the CIVL website which is not available.*

**S7A, 3.4.8.2 Competition Organiser’s Responsibility** – delete 2nd sentence.

*Reason: It refers to a list on the CIVL website which is not available.*

**S7A, 4.3.3 Minimum Number of Tasks** – change heading to “Tasks” and add further sentence at the end “All competitors shall be set the same tasks, from the same sites on the same days”

*Reason: to regulate attempts to fudge minimum numbers and also stop applications to sanction XC league events where pilots do not even fly from the same sites.*

**S7A, 4.3.1**

Add the minimum numbers for Sport Class to be not less than 6.

*Reason: several organisers have run a Sport class competition this year yet none of them were validated as they did not have the minimum number of participants.*

**S7A, 5.2.1 Approved Systems**– amend the third sentence to read “Soaring competition is to be scored using the FS scoring programme with GAP 2000, OzGap, GAP2002 or GAP2008 formulas.

*Reason: Race can no longer be used as the calculation it uses for task distance does not comply with 1.6.6.3. GAP2008 has been added as it has been well tested and is basically GAP2002 with additional options*

**S7A, 5.2.2 Local Regulations**– delete this paragraph entirely.

*Reason: No longer required as approved scoring systems are listed in 5.2.1 and it is no longer considered appropriate to restrict the task setting flexibility of an MD by setting out in the LRs exactly how the scoring system and formula will be used; this should be decided in the light of the conditions prevailing on the day.*

**S7A, 5.5.8 Scoring of Stopped Tasks**– amend first sentence to read “A task which is stopped shall be scored if a minimum of one and a half hours have elapsed since the time the first valid start was taken by a competing pilot or at least one pilot who has taken a valid start has achieved goal.

*Reason: to clarify the point in time that the one and a half hours will be measured from and to ensure that no pilot who has not taken a valid start can claim to have triggered the scoring of a task that has been stopped.The words “but not cancelled” have also been dropped as it is not possible under other rules to cancel a task after pilots have launched, only to stop it and confusion has arisen over this point at a recent championship. Removing the words from this sentence should prevent confusion without any loss of meaning in the rule.*

**S7A, 5.6.2 As a Result of Complaint or Protest**– delete “not” in second line and replace with “no”.

*Reason: To correct typo.*

**S7A, 5.9.2 Application of Penalties**– add sentence detailing how progressive penalties are to be used when a pilot infringes the same rule on more than one occasion in a single flight e.g. in cases of cloud flying or altitude infringement. HG SSC to be consulted on this.

*Reason: this has happened in recent championships and the rules are not clear about the application of progressive penalties.*

**S7A, Chapter 9 Sample Local Regulations 1.5**– remove second line re. late entry payments.

*Reason: rarely used and implies the entry deadline is not really a deadline.*

**S7A, Chapter 9**

**Annex B to Sample Local Regulations**– remove existing document and append to Chapter 12 with revisions as agreed by HG SSC.

*Reason: existing document is badly worded and cannot be signed in honesty by many pilots. It is also not necessary to publish it with LRs and Chapter 12 is a more appropriate place.*

**10.1** Delete “Race” and insert “FS”.

*Reason: updating in line with Chapter 5*

**10.2** Delete entirely.

*Reason: Existing wording misleading and not required as full rule is in S7A.*

**10.4** Delete “by Race” in the second line.

*Reason: Race no longer used for 1st Category events.*

**10.5** Delete entirely.

*Reason: Existing wording out of date and paragraph not required as rule is in S7A.*

**S7A, Chapter 12 Hang Glider Safety Standards**– revised by HG SSC to produce the version attached. This is shown as a “clean” document with all changes completely incorporated to make it clear what will be published in place of the current Chapter 12. There is also a version with all the editorial mark up still in place to identify the detail of the changes.

*Reason: many elements of the existing chapter are out of date, badly worded or unclear, particularly where prototype gliders are concerned.*

**S7A, 15.5.4 Scoring a Stopped Task**– delete all up to “a single start time.The” in the 4th line and replace with “The rule giving the circumstances in which a stopped task will be scored is at 5.5.8. When this occurs”.

*Reason: to remove repetition of a rule which is found at 5.5.8.*

**Glossary** – add

Sprog A strut which supports an area of the sail on a flexwing hangglider. Sometimes referred to as “wash-out rods” and “anti dive sticks or struts” in the past.

*Reason: this is a term in common use which is likely to be referred to in Local Regulations for Class 1 championships.*

**Annex B to SC Agenda**

**Paragliding (Class 3)**

**S7B throughout** – delete “PR Co-ordinator” wherever it appears and replace with “Competition Co-ordinator”.

*Reason: To update title of official.*

**S7B, 2.6.1 The Local Regulations** – delete word “aeronautical” from the first bullet point and insert “map or”.

*Reason: An aeronautical chart is rarely provided and unnecessary if the remainder of the map or chart specification is met.*

**S7A, 2.18.9.4 Scoring of Stopped Task**– delete the words “but not cancelled” in the first line.

*Reason: Recommended in PanAm steward’s report. The words “but not cancelled” have been dropped as it is not possible under the rules to cancel a task after pilots have launched, only to stop it and confusion has arisen over this point at a recent championship. Removing the words from this sentence should prevent confusion without any loss of meaning in the rule.*

**S7B, 2.24.1 Launch Window Open Times** – delete second sentence.

*Reason: this is unnecessary in view of 2.24.2.*

**S7B, 2.18.9 Suspension, cancellation or stopping a task** – new sub-para 2.18.9.5.

When a task has been stopped it is the responsibility of the organiser to announce this on competition and safety frequencies. In addition this should be notified to participants via team leaders. Where possible the announcement should also be repeated on team frequencies.

*Reason: This is common sense and current good practice but there is no rule making it mandatory.*

**S7B, 3.4.3 Qualification After Gaining an Exemption** - delete paragraph entirely.

*Reason: This refers to S7A entry criteria and is not relevant to S7B.*

**S7B, 3.4.6.1 Responsibilities of all** – delete this subparagraph entirely.

*Reason: It refers to a list on the CIVL website which is not available.*

**S7B, 3.4.6.2 Competition Organiser’s Responsibility** – delete 2nd bullet point.

*Reason: It refers to a list on the CIVL website which is not available.*

**S7B, 4.3.1 Maximum Numbers** – move last paragraph about complaints and protests into 4.2.

*Reason: this paragraph does not relate to validation of an event.*

**S7B, new paragraph 4.3.2 Tasks** – All competitors shall be set the same tasks, from the same sites on the same days.

*Reason: to regulate attempts to fudge minimum numbers and also stop applications to sanction XC league events where pilots do not even fly from the same sites.*

**S7B, 5.2.2 Local Regulations**– delete this paragraph entirely.

*Reason: No longer required as approved scoring systems are listed in 5.2.3 and it is not considered appropriate to restrict the task setting flexibility of an MD by setting out in the LRs exactly how the scoring system and formula will be used; this should be decided in the light of the conditions prevailing on the day.*

**S7B, 5.7.2 Application of Penalties**– add sentence detailing how progressive penalties are to be used when a pilot infringes the same rule on more than one occasion in a single flight e.g. in cases of cloud flying or altitude infringement. PG SSC to be consulted on this.

*Reason: this has happened in recent championships and the rules are not clear about the application of progressive penalties.*

**S7B Glossary**

Remove reference to WHGS

*Reason: this subcommittee no longer exists.*

**Annex C to SC Agenda**

**For Paragliding Accuracy**

**S7C throughout** – delete “PR Co-ordinator” wherever it appears and replace with “Competition Co-ordinator”.

*Reason: To update title of official.*

**S7C, Chapter 5**– include performance standards of measuring equipment to be used.

*Reason: request from steward’s report after test event for European Championship.*

**S7C, 2.8.2, Appointment of Stewards** – amend 2nd sentence to read “If an entry of more than 100 is expected, two stewards may be required.”

*Reason: From steward’s report - Section 7C requires 2 stewards if more than 100 pilots are expected. This should be reconsidered, at this competition there were 86 pilots and 15 more pilots would not have made a difference. Two stewards should be a recommendation that is discussed when the bids are reviewed.*

**Annex D to SC Agenda**

**For Record & Badges**

**S7D, 7 TASK DECLARATION FORM** – under “Glider” delete “Type and number” and insert “Class, make, model and serial number”

**S7D, 8.4 Control** – add sentence “The observer must also confirm that he has identified the pilot as the individual claiming the record and that he is flying a glider of the appropriate class.

*Reason: There is currently no requirement to identify the pilots claiming a record and no requirement to check that aircraft flown meets the class definition requirements.*