

**Bureau Proposals for Section 7 changes**

Sporting Code (Section 7) sub committee composed of Chairman (MZ), Secretary and Chairmen of technical sub-committees.

2.2.6 Change silver distance from 30km to 50km. Records and Badges committee (Stewart Midwinter) to consider and make proposal (if necessary) to Plenary.

5.4.2 The total period: Modify the 1<sup>st</sup> paragraph to read 9 days (instead of 16 days). Note: day validity factor should be taken into account.

Reason: with the use of GPS the prize giving ceremony can take place the night of the last competition day. The opening ceremony is the day before the 1<sup>st</sup> competition day. This leaves 8 competition days; In case of flying in non meteo friendly countries (the alpine countries for instance), statistically the average flown days are 50% and 4 tasks are enough to have a good champion.

5.4.8 Following the FAI decision to award only one medal per team, the proposal is to amend this to: ' Shall be awarded to the pilots placed first, second and third in each class, with FAI diplomas for those placed first to tenth. FAI medals will also be awarded to national teams placed first, second and third. Only one medal per team will be given (to the team leader), diplomas will be given to team members.'

This is in line with recent amendments to FAI General Section but Plenary should debate as to whether additional trophies/medals are supplied by the organiser.

5.5.2 Proposal that the 3<sup>rd</sup> point be amended to read:

One aeronautical chart of an adequate scale which must clearly indicate ALL take offs, landing fields, necessary turn points, restricted airspace and restricted areas. The chart must have a clearly visible grid that matches the GPS co-ordinates used for the competition.

Reason: We very seldom have good maps, there are always things missing. The grid is very important for safety reasons to find an injured pilot lost somewhere when we have just his GPS coordinates. Turn Points and landing fields that are not planned before the competition often create problems

5.11 Pilot qualifications:

Pilots will be admitted to Category 1 Championships only if at the last day of the month preceding the event, they have achieved one or more of the qualifying criteria:

- a. they are currently ranked in the World Pilot Ranking System
- b. during the previous 3 years they have been placed in the top 2/3 at a category 2 event
- c. they have competed in a category 1 Championships in 2000 or afterwards

Note1:

However due to a problem at the HG Europeans with a few non-qualified pilots having their entries accepted an additional proposal is that

'Those pilots who competed in the 2000 HG European Championships without having met the qualification criteria and failed to finish in the top 2/3 overall of that event MUST re-qualify for future Cat 1 events via top 2/3 of a category 2 event. That is they will not be qualified based on competing in this category 1 event.'

If this proposal is adopted the relevant pilots or their National Associations must be contacted and informed of this ruling. **ACTION SF**

Note 2: After the 2002 championships have taken place take out from 'c' 'in 2000 or afterwards' and replace with 'in the previous three years.' **ACTION MZ**

#### 5.13 Exceptions update:

For qualification purposes

- The Worlds 1999 HG and PG are considered as Category 2 events.
- Women's and Accuracy add 'or as laid out in the Local Regulations'
- Speed Gliding: previous speed gliding experience in a category 2 sanctioned meet or an exemption determined by the meet organiser will be accepted.

Reason: In 1999 the 2/3 rule was not implemented and in Monte Cucco not all the pilots would have qualify this is the reason why we have to consider this event as a cat 2 event. As for Bramberg it has already been considered as a Cat 2 event since the World meet has not been validated, but there has been 2 tasks flown.

### **5.21 moved as it should be 5.21.6!**

5.21.2 Parachutes – exempt accuracy and speed gliding from parachutes subject to the Local Regulations.

5.21.3 Drugs - add in note to refer to GS 3.11.2 which refers to Olympic Anti Doping Code.

5.21.6 Delete the last 3 lines from 'some nominal amount...' and replace with 'the task will be valid if 10% of entered pilots are in Goal'

Reason : This is certainly one of the best changes we made last year with regards to safety. We could see in the various meets that there was a need for a minimum number of pilots in goal to validate a task that has been stopped and most of the time it has been 10% of the entered pilots. It could be as well a fixed number of pilots or it could be left to the meet director decision in the local regulation.

5.21.7 To be discussed in context of danger to 'other 3<sup>rd</sup> parties'.

5.25 and 15.4.3 referring to rest days to be deleted if we agree to reduce the total period of a Cat 1 event.

5.29.3 finish line, must be clearly a set distance with fixed limits

15.4.1.3 to read the same as 5.26 re 'available to fly during the meet'

15.4.8 display in writing window extension and policy (decided during TL briefing)

21 Rules for flight verification.

Correct 1999 draft to allow flexibility. **ACTION MZ**

- The flight verification is either GPS or camera but not a combination of both.
- The back up system must be the same as the primary system.
- Start points or start gates (straight line or circle)
- Turn points : FAI sectors or cylinders
- Virtual or physical goal line

- Except in certain necessary circumstances where a virtual turn point might be necessary, the turn points are physical features on the ground and the co-ordinates must be accurate. The turn point that is going to be used is the virtual turn point corresponding to the co-ordinates, the physical feature being only a help to navigation
- Determination of the allowance for Check In or Cylinder radius for other programs to determine whether a pilot has made the start or turn point.
- ‘When a turn point missed, the pilot will be scored to the distance of the closest logged point from the missed turn point.’  
Points for consideration/discussion –
  - pilot cannot be awarded a distance longer than the turn point.
  - pilots with different track log intervals

Local regulations must provide adapted Flight Verification rules where all these parameters are clearly set up.

23.2 4<sup>th</sup> paragraph is in wrong place and needs to be moved into Local Regulation and reference S7 5.6.3. **ACTION MZ**

23.5 Last paragraph of 23.2 in wrong place. Create 23.5 from last paragraph of 23.2 **ACTION MZ.**

23.4.2 Team Scoring for PG: Proposal that this remains to be debated in PG sub-committee.

Appendix 10 Entry form should include:

- Note that insurance document should be provided with English translation where necessary
- Contact name and Tel number for medical emergency (e.g. next of kin)
- Medical details (blood group, allergies, etc.)
- Confirmation that qualification criteria met. Current WPRS ranking, 2/3 Cat 2 result in previous 3 years or Cat 1 event since 2000 (e.g. tick or circle one)
- Address /Tel number during competition
- Names of others sharing accommodation

Add in to Section 7 procedure for appointing Jury and Stewards

Add in to Local Regulations a section for pilot qualifications and parachutes (or in annexes).