

Dear 10<sup>th</sup> Superfinal pilots,

This message has a purpose to inform you about certain rules change that will take effect during the forthcoming 10<sup>th</sup> Superfinal.

Paragliding World Cup Committee started discussing updates of the Ballast and Leading Points related rules during the Annual Committee meeting in November 2018. Finally, yesterday, on 13<sup>th</sup> of March 2019, the Committee formulated and published an updated version of the Rules 2018, which made this changes final.

Reasoning behind this rule changes is based on the actual competition reality that we experienced in our recent events and nevertheless, with an aim of improving the fairness and the safety of the PWCA's competition circuit.

In order to achieve a synchronized rules system with Cat 1 events, both rules were presented during the CIVL Plenary Meeting, in Lausanne, February 2019.

Change of the ballast rule will find its place in the Section 7 starting May 1<sup>st</sup>, 2019.

Leading points rule will be applied during the next Worlds in Macedonia in August 2019.

So, once again, Paragliding World Cup is leading the way in providing a ruling system that is a guarantee for the safe, fair and satisfactory paragliding competitions.

In more detail:

The aim of the new Ballast rule is to simplify the rules regarding weight control and ballast. Currently, per the rules (paragraph 9.9), pilots are limited to no more than 33kg of equipment and ballast over their body weight, with the exception that anyone can ballast up to reach 95kg all-up weight.

The new rule is simply declares that pilots must fly within the certified weight range of their glider. Pilots all-up weight may be checked at launch, or at the LZ.

Along with this change, the existing rule 9.4, on Fitness, fully applies:

#### *9.4 Fitness*

- 1. A pilot may not fly unless he or she is fit.*
- 2. Any injury, drugs or medication taken which might affect the competitor's performance must be reported to the Meet Director before flying.*
- 3. The MD in accordance with the TD will decide if the pilot will be allowed to fly**

Fitness rule will be vigorously exercised in order to ensure that pilots can launch and land safely. If a pilot is seen to be carrying too much ballast that they do not appear to be able to launch safely, the meet director, launch director and technical delegate, may place him/her into the back of the queue, or the meet director and technical delegate may decide that the pilot is not allowed to fly.

The actual rule Book change:

9.9.3 and 9.9.4 are replaced with:

### *9.9 Ballast, Take-off Weight*

- 1. A competing glider may carry jettisonable ballast only in the form of fine sand or water.*
- 2. A competitor must avoid dropping ballast in a manner likely to affect other competing gliders or third parties.*
- 3. Pilots must fly within the certified weight-range of their glider.***
- 4. Pilots must be fit to fly with their chosen quantity of ballast. Any pilot experiencing difficulties launching will be required to stand aside and may not be allowed to fly.*

#### *9.9.1 Weight control*

- 1. Pilots may check their weight (at registration or on take-off) and adjust their weight. Also, when being systematically weighed at a launch gate, pilots may adjust their weight, if necessary.*
- 2. Pilots may be checked as they are about to take off or after landing, and this check will be definitive.*
- 3. If their all-up weight is out of their glider's weight range, they will be penalized without tolerance on the measurement.***
- 4. The weight measurement machine will be located close to the launch gate;*
- 5. The organizer must provide an inflexible horizontal platform with a minimum size of 100cm x 100cm.*
- 6. The Organizer or TD must have a list of pilots at the take-off with the weight range of their wing.*

And for the Leading points:

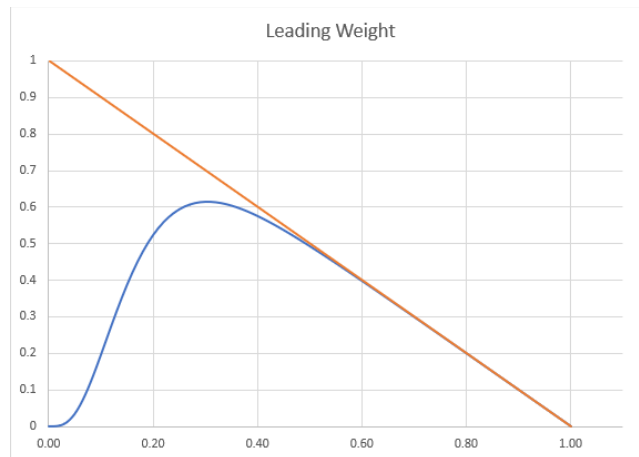
Leading Points formula has been updated in order to eliminate the necessity to have a perfect start (being highest at the optimized point) to have a chance of winning the task.

The new formula gives no leading points at all at the start but rapidly increases the value of the leading points thereafter until about 20% of the speed section where the formula closely matches the original formula for the rest of the speed section.

The reasons for this change are twofold:

- a) pilots are not obliged to be as high as possible to maximize their leading points, which will result in reducing of the pressure to play in clouds while in or out of the Starting Cylinder,
- b) pilots are not required to start at the optimum point to maximize their leading points, which will open up the starting options.

An indicative diagram shows the old (orange) and new (blue) leading points weight as a function of the proportion of the speed section flown.



Details of the rules affected might be found at:

*Appendix C: PWCA Scoring Formula*

As mentioned before, both of this rule will be applied in the 10<sup>th</sup> Superfinal, so, please get familiar with the changes and adjust your flying strategy and tactics accordingly.

Looking to meet all of you soon,

On the behalf of the Paragliding World Cup Committee,

Goran Dimishkovski,

PWCA President, Event Manager