

Dear EHPU,

thank you for the work you put in this resolution addressed to CIVL. We are also very much concerned about competition safety, however we see better ways which should lead to the same goal. Most of these ways are well expressed in the Interim Report created by CIVL Task Force.

**Therefore we will not join your resolution because we think it does not really solve the competition safety issues.**

The temporary suspension of competition class probably slightly improves the safety level for the few competition pilots, however at the cost of putting too many pilots in general public to danger.

The current safety problems lie in the fact that many of the 'competition class gliders' from 2011 are put to the EN D category for 2012 and this step will spread this category and render the EN standard valueless (we believe that 2 line gliders do not belong to EN D category).

We would like to have safe competition class glider category with certain simple and easily measurable design limitations, eg. wingspan. Which we think is better parameter limitation instead of aspect ratio of the wing. This will give some weight/gliderspan limitation for the pilots.

But the main safety point is changing the type and scoring of competition tasks. We would like to have less race to goal tasks and more elapsed time tasks or other forms of tasks (eg. AAT...) in the FAI competition.

The third thing which can lead to safer FAI competitions can be the reevaluation of the GAP system to motivate pilots, for example removing the arrival position points and give the high value to the leading points in race to goal tasks.

We would also like to cancel the temporary suspension of competition class gliders as soon as possible to ease the potential liability problems for competition organisers.

Hope this should be the hint how to change the FAI competitions for better safety without another tragic unintended side effects.

Czech paragliding committee of LAA