CIVL Plenary 2026: Swiss Proposal 02 – Safer Stopped Tasks

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Proposal Number: [Assigned by CIVL]

Proposal Purpose: Remove incentives to fly towards a potentially unsafe goal after the task has been stopped by adjusting Time Points redistribution in stopped tasks.

Contents

1 Background / Context

1.1 Current Situation

In current CIVL XC competitions, when a task is stopped, all pilots are scored for their flight up to the task stop time and can then pick a safe landing place in any direction from their current position.

All pilots? Not quite: Pilots who are situated between ESS and goal at the stop time are scored for their complete flight. They are allowed to fly into goal and validate their Time Points. This creates an incentive to continue flying in potentially dangerous conditions, especially if the task was stopped because of the situation at or around goal. Allowing, or even encouraging one set of pilots to continue flying in a specific direction rather than landing in a safe spot immediately after the task stop was announced contradicts the whole concept of stopped tasks.

In other words, today one group of pilots is allowed to keep flying for points after the task has been stopped, while all others can no longer improve their score and are expected to land immediately.

An additional issue is fairness. Today Time and Distance Points are adjusted to compensate for the difference between pilots just before ESS (no Time Points, scored up to stop time) and pilots who had crossed ESS just before the stop (can fly to goal and receive Time Points). But nevertheless, pilots between ESS and goal still receive an advantage:

- They are scored for their whole flight, meaning they receive Distance Points also for the leg between ESS and goal.
- They can validate their ESS time and receive a part of their Time Points.

This results in an unfair and artificial difference in points between pilots who flew close together but were just on different sides of ESS at the stop time.

1.2 Why This Proposal Is Needed

In short:

- **Safety**: No pilot has a reason to fly towards a potentially unsafe goal after stop time.
- **Fairness**: Pilots close to ESS and close to goal receive similar total scores.

This proposal removes the different treatment and different rewards for different pilot groups by applying a uniform scoring principle to all pilots:

All pilots are scored only up to the task stop time, regardless of their position. No pilot gains an advantage by continuing to fly towards goal after the task has been stopped.

The proposal adjusts how Time Points are moved to Distance Points so that:

- Pilots just before ESS receive a fair score compared to pilots just after ESS.
- Pilots just before goal receive a fair score compared to pilots who already reached goal.
- No pilot has an incentive to fly into potentially unsafe conditions after the task stop is announced.

This removes the safety risk while maintaining fairness across all pilot groups.

2 Proposed Change / Action

2.1 Existing rules

Section 7F XC Scoring, paragraph 13.3.5 ("Time Points for pilots at or after ESS"), currently specifies:

"Pilots who were at a position between ESS and goal at the task stop time will be scored for their complete flight, including the portion flown after the task stop time. This is to remove any discontinuity between pilots just before goal and pilots who had just reached goal at task stop time.

A fixed number of points is subtracted from the Time Points of each pilot that makes goal in a stopped task. This amount is the amount of Time Points a pilot would receive if he had reached ESS exactly at the task stop time."

Additionally, paragraph 13.3.5 states that the reduced Time Points are added to all pilots' Distance Points.

The situation is illustrated in Figure 1. Scoring the whole flight for pilots who already have reached ESS is to eliminate the jump in points between pilots just before and already in goal (pilots D and E). Reducing Time Points for pilots in goal and redistributing them as Distance Points eliminates the jump in points between pilots just before and after ESS (pilots B and C).

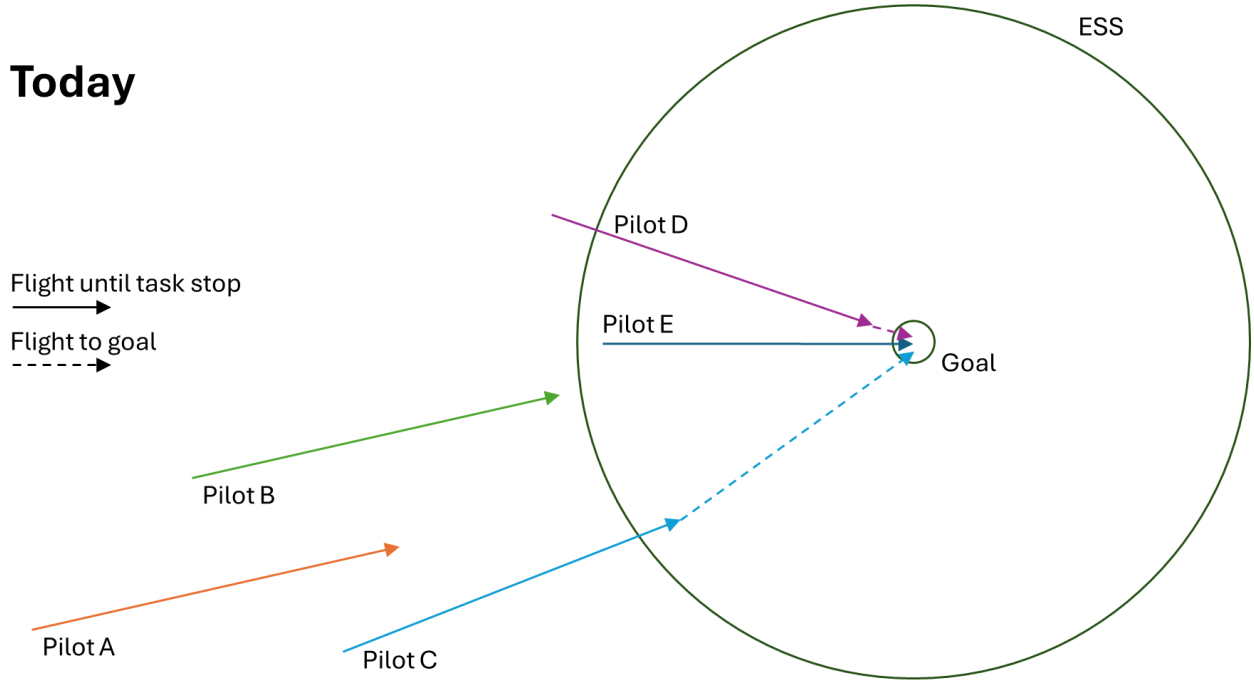

Figure 1: Today's situation for pilots between ESS and goal at task stop time

2.2 Proposed Modification / New Rule

In stopped tasks, all pilots shall be scored for their flight up to the task stop time, and no further (see Figure 2).

To compensate for the Time Points differences between pilots just before and after goal (pilots D and E in Figure 2), Time Points are reduced for pilots in goal, and moved to Distance Points:

1. **If no pilot has reached goal:** No Time Points are awarded, and no redistribution of Time Points is applied.
2. **If at least one pilot reached goal before the task stop time:**
    a. **If at least one pilot is between ESS and goal at task stop time:** The Time Points reduction is based on the first pilot who reached ESS among those who have not yet reached goal. This pilot is scored hypothetically to goal, and their Time Points become the reduction value. This value is subtracted from available Time Points and added to the available Distance Points.

b. **If no pilot is between ESS and goal:** The Time Points reduction is based on a virtual pilot reaching ESS at the task stop time, as in the current rule. This value is subtracted from available Time Points and added to the available Distance Points.

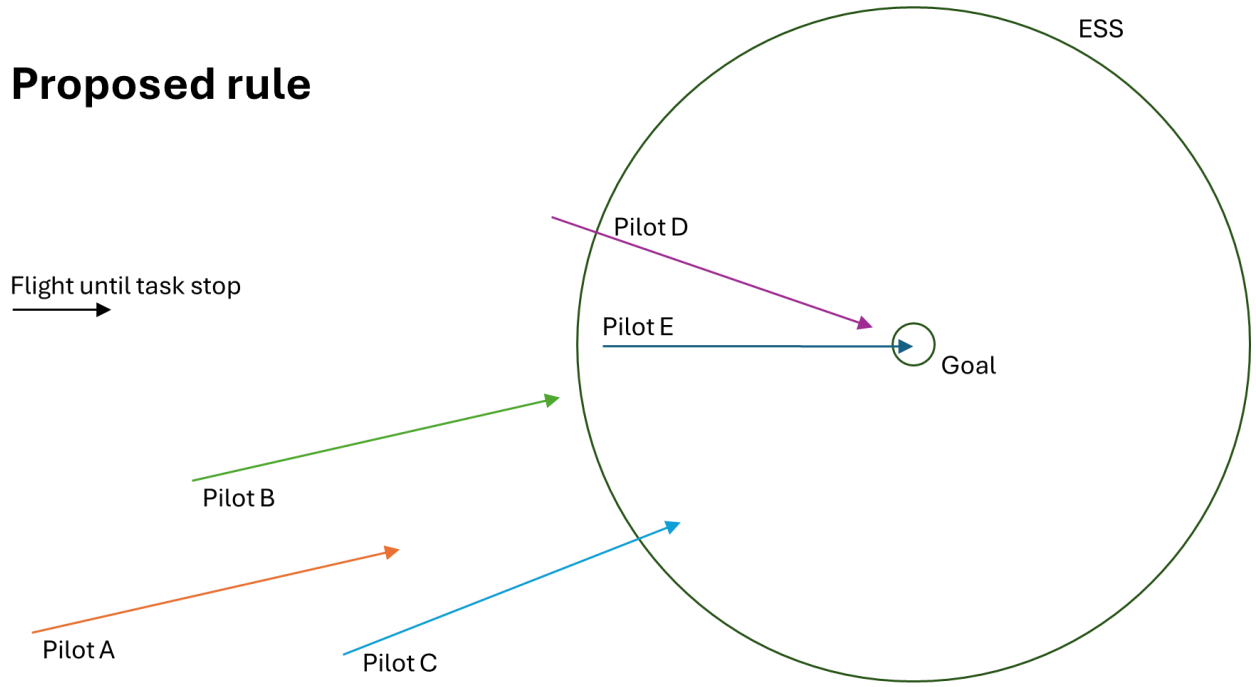

Figure 2: Proposed new rule: Score every pilot for their flight up to the task stop time only

2.2.1 New rules text

Replace paragraph 13.3.5 of Section 7F as follows:

13.3.5 Time Points Redistribution in Stopped Tasks

In stopped tasks, all pilots shall be scored only for the portion of their flight up to the task stop time. No pilot shall receive any points from any flight segment after the task stop time has been announced. The handling of Time and Distance Points follows the following scheme:

1. If no pilot reached goal at the task stop time, available Time Points for the task are zero, and no Time Points are moved to Distance Points.
2. **If at least one pilot reached goal before the task stop time:**
    a. **If at least one pilot is between ESS and goal:**
        1. The reference pilot is the pilot with the earliest ESS crossing time among those who have reached ESS but have not reached goal at the task stop time.
        2. Calculate the Time Points this pilot would have received if they had completed the flight to goal normally, using standard Time Points calculation (Section 12.2), with no adjustments for stopped tasks or not reaching goal.
        3. Let this value be *timePointsReduction*.
        4. For each pilot in goal, subtract *timePointsReduction* from their Time Points. Add an equal amount to the available Distance Points for the task.
    b. **If no pilot is between ESS and goal:**
        1. Calculate the Time Points a pilot would have received if they had reached ESS at the task stop time and flown to goal, using standard Time Points calculation (Section 12.2).
        2. Let this value be *timePointsReduction*.
        3. For each pilot in goal, subtract *timePointsReduction* from their Time Points. Add an equal amount to the available Distance Points for the task.

2.3 Scoring Examples

The following four examples illustrate how the rule differs from current practice. Note that to illustrate the concepts of the existing and the proposed rule:

1. We focus on the affected Time and Distance Points, ignoring Leading Points.
2. The distribution between Time and Distance Points is only approximated.
3. Scores are rounded to whole points.

2.3.1 Example 1: No Pilot Reached ESS

	Pilot A	Pilot B	Pilot C (leader)
Position at stop time	45 km	60 km	200 m before ESS
Distance Points (nobody in goal, 900 available)	579	771	900
Today			
Time Points	0	0	0
Total	*579*	*771*	*900*
With Proposed Rule			
Time Points	0	0	0
Total	*579*	*771*	*900*

Outcome: Identical. When no pilot reaches ESS, no Time Points are available in either system and no adjustment is made.

2.3.2 Example 2: Pilots Reached ESS But No One in Goal

	Pilot A	Virtual pilot	Pilot B	Pilot C (leader)
Position at stop time	50 m before ESS	at ESS	50 m after ESS	50 m before goal
Today				
Scoring after stop	Scored at stop time	Scored for goal	Flies to goal, scored for goal	Flies to goal, scored for goal
Original Distance Points (2 in goal, 850 available)	839		850	850
Original Time Points (90 available)	0	40	41	90
Time Points -> Distance Points (of virtual pilot)		40		
Corrected Time Points (remove the virtual pilot's 40 Time Points)	0		1	50
Corrected Distance Points (890 available: 850 + 40 removed from Time Points)	879		890	890
Total	*879*		*891*	*940*
With Proposed Rule				
Scoring after stop	Scored at stop time		Scored at stop time	Scored at stop time
Distance Points (nobody in goal, 900 available)	879		880	889
Time Points (nobody in goal, 0 available)	0		0	0
Total	*879*		*880*	*889*

Today, pilots B and C receive more points because they can still fly to goal after the task has been stopped.

In the proposed system no pilot gets Time Points because nobody reached goal. All pilots are scored for their flight up to the stop time, and therefore for their flown distance only. No Time Points redistribution occurs.

Outcome: In the proposed system the incentive for pilot B to fly to goal and the unfair points advantage of pilots B and C is removed.

2.3.3 Example 3: Pilots in Goal, Others Between ESS and Goal

	Pilot A	Virtual pilot	Pilot B	Pilot C	Pilot D (leader)
Position at stop time	50 m before ESS	at ESS	50 m after ESS	50 m before goal	In goal
Today					
Scoring after stop	Scored at stop time	Scored for goal	Flies to goal, scored for goal	Flies to goal, scored for goal	Scored at stop time (in goal)
Original Distance Points (3 in goal, 840 available)	829		840	840	840
Original Time Points (3 in goal, 100 available)	0	40	41	80	100
Time Points -> Distance Points (of virtual pilot)		40			
Corrected Time Points (remove the virtual pilot's 40 Time Points)	0		1	40	60
Corrected Distance Points (880 available: 840 + 40 removed from Time Points)	868		880	880	880
Total	*868*		*881*	*920*	*940*
With Proposed Rule					
Scoring after stop	Scored at stop time		Scored at stop time	Scored at stop time	Scored at stop time (in goal)
Original Distance Points (1 in goal, 860 available)	839		840	859	860
(Hypothetical) Time Points (1 in goal, 80 available)	0		33	64	80
Time Points -> Distance Points (of first pilot at ESS who is still not in goal)				64	
Corrected Time Points (remove pilot C's 64 Time Points)	0		0	0	16
Corrected Distance Points (924 available: 860 + 64 removed from Time Points)	901		903	923	924
Total	*901*		*903*	*923*	*940*

Today, pilots B and C receive more points because they can still fly to goal after the task has been stopped.

In the proposed system, pilots who did not reach goal are scored only for distance, not for time. All pilots are scored for their flight up to the stop time. **Pilots who did not reach goal are therefore scored for their flown distance only.** Some of the Time Points awarded to the pilots in goal are moved to Distance Points to reduce their advantage over pilots who were prevented from gaining Time Points by the task stop.

Outcome: In the proposed system the incentive for pilot B to fly to goal and the unfair points advantage of pilots B and C is removed.

2.3.4 Example 4: Pilots in Goal, None Between ESS and Goal

	Pilot A	Pilot B	Virtual pilot	Pilot C (leader)
Position at stop time	200 m before ESS	50 m before ESS	at ESS	In goal
Today				
Scoring after stop	Scored at stop time	Scored at stop time	Scored for goal	Scored at stop time (in goal)
Original Distance Points (1 in goal, 860 available)	838	839		860
Original Time Points (1 in goal, 80 available)	0	0	40	80
Time Points -> Distance Points (of virtual pilot)			40	
Corrected Time Points (remove the virtual pilot's 40 Time Points)	0	0		40
Corrected Distance Points (900 available: 860 + 40 removed from Time Points)	877	878		900
Total	*877*	*878*		*940*
With Proposed Rule				
Scoring after stop	Scored at stop time	Scored at stop time	Scored for goal	Scored at stop time (in goal)
Original Distance Points (1 in goal, 860 available)	838	839		860
(Hypothetical) Time Points (1 in goal, 80 available)	0	0	40	80
Time Points -> Distance Points (of virtual pilot)			40	
Corrected Time Points (remove the virtual pilot's 40 Time Points)	0	0		40
Corrected Distance Points (900 available: 860 + 40 removed from Time Points)	877	878		900
Total	*877*	*878*		*940*

Outcome: Identical. When no pilot is between ESS and goal, both systems use the virtual ESS-at-stop-time pilot, to reduce Time Points for pilots in goal like pilot C and move them to Distance Points. This is because pilots A and B can no longer obtain their Time Points, for no fault of their own. The results are the same.

3 Rationale

3.1 Safety Concern

The primary motivation for this proposal is safety. Under the current rule, when a task is stopped – particularly when stopped due to unsafe conditions near the goal – pilots who are between ESS and goal are explicitly incentivized by the current scoring rules to fly into those unsafe conditions. This creates a serious conflict between the safety decision (stop the task) and individual pilots' incentives (continue to goal to validate Time Points).

Task stops are safety decisions made by Meet Directors based on real-time hazard assessment. When a stop is announced, all pilots must respect that decision. The scoring system should support this

principle, not work against it. This proposal ensures that no pilot gains a scoring advantage by continuing to fly in potentially unsafe conditions or in a potentially unsafe direction after the stop was announced.

3.2 Fairness

A secondary but important benefit is fairness. The proposal treats all pilots consistently: everyone is scored for their flight up to the stop time, and Time Points are redistributed in a way that does not penalize pilots who were near ESS or near goal at the moment of the stop. Just like all others, the pilots flying between ESS and goal are scored according to the distance they covered towards goal by the time the task was stopped.

3.3 Benefits of the New Rule in Stopped Tasks

1. **Removes Incentive for Unsafe Flying** — Pilots no longer gain a scoring advantage by flying to goal after the task is stopped.

2. **Treats All Pilots Consistently** — Everyone is scored only to stop time, no exception for pilots between ESS and goal.

3. **Uses Real Pilot References** — When possible, the reference is an actual pilot who reached ESS but not goal, making the rule more transparent and fairer to pilots near that boundary.

4. **Maintains Smooth Score Distribution** — Time Points are still moved to Distance Points, preserving the principle that pilots near each other at ESS or goal should have similar total scores.

5. **Use of Existing Mechanism** — When no pilot is between ESS and goal, the rule falls back to the current virtual pilot mechanism, so existing calculations are preserved where possible.

1. **Applies to All Disciplines** — The rule works for both hang-gliding and paragliding under Section 7F.

4 Potential Impact

4.1 Impact on Paragliding and Hang-Gliding Competitions

Positive:

- Tasks can be stopped for safety reasons without the side effect of incentivizing pilots to fly into unsafe conditions.
- Meet directors gain confidence that a stop signal will be respected by all competitors for the right reasons.
- Reduces post-task disputes about whether a stop was fair or whether pilots were forced to choose between safety and score.

Minimal Burden:

- The rule is a logical adjustment to an existing mechanism (Time Points redistribution), not an entirely new concept.
- No changes to task setting, field procedures, or navigation device definitions.
- The rule is easier for pilots to understand: everyone is scored the same way.

4.2 Impact on Pilots

Positive:

- Clear, uniform scoring rule; no exceptions based on position in the task.
- Safe to respect a task stop without penalty; no pressure to fly into potentially unsafe areas.
- Fair treatment of pilots near ESS and goal; small position differences do not create large score gaps.

No Significant Concern:

- Pilots are not affected by this rule in normal (non-stopped) tasks.
- In stopped tasks, they are now all scored the same: for their flight up to stop time, regardless of their position relative to ESS.
- The difference in how Time Points are redistributed is an administrative adjustment they do not directly control.

4.3 Impact on Competition Organizers

Minimal Burden:

- No new task-setting rules or field procedures.
- The rule is transparent and easy to communicate to pilots in briefings.
- Meet directors can confidently declare a task stop knowing all pilots can land immediately without scoring concerns.

4.4 Impact on CIVL Operations

Minimal:

- This is a clarification and adjustment of an existing rule in Section 7F.
- No governance or procedural overhead beyond publishing the amended rule text.

4.5 Impact on Navigation Devices and Software

None to Minimal:

- Navigation devices do not require changes. The rule is about scoring, not flight planning.
- Pilots can plan to goal as usual; if the task is stopped, they are scored to stop time.
- No adjustment to final glide calculations or task definitions needed.

4.6 Impact on Scoring Software

Required:

- Scoring software (FsComp, AirScore, and other approved systems) must implement the revised logic for determining *timePointsReduction* in stopped tasks with at least one pilot in goal:
  - Identify pilots between ESS and goal at stop time. If none exists, fall back to existing virtual pilot mechanism.
  - Select the pilot with the earliest ESS crossing time.
  - Calculate their Time Points as if they had reached goal.
  - Use this value as the redistribution basis.

Effort estimate:

- This change is straightforward: it adds a new condition (one pilot must be in goal) and enhances one calculation (virtual pilot at ESS) with another case (real pilot between ESS and goal), both of which are already supported by the software.
- 8-12 hours per scoring platform

5 Implementation Timeline

- **Effective date for 2026 competitions:** May 1st, 2026.
- **Transition period:** None required. The rule applies immediately to any stopped task after the effective date.
- **Software implementation deadline:** Approved scoring software must support the revised Time Points redistribution logic for stopped tasks by May 1st, 2026.

6 Financial Implications

Minimal. This proposal requires no new hardware, training programs, or operational costs for CIVL, NACs, or organizers. Scoring software updates are estimated to take 8–12 hours per platform. No additional competition procedures or field equipment are needed.

7 Related Documents / References

- FAI Sporting Code, Section 7 – Common 2025
- FAI Sporting Code, Section 7A – Cross Country 2025
- FAI Sporting Code, Section 7F – XC Scoring 2025 V1.0
- FsComp – CIVL Scoring Software: https://fs.fai.org
- AirScore – CIVL Online Scoring Software: https://airscore.cc