



FAI Hang Gliding & Paragliding Commission (CIVL)

MINUTES - CIVL Bureau Meeting, **25 – 27 October 2002 (Pleguien, France)**

Apologies : Michael Zupanc – Vice President

Present : Olivier Burghelle – President, Dennis Pagen, John Aldridge, Mark Presson,
Leonard Grigorescu – Vice Presidents, Paula Bowyer – PR co-ordinator

Friday

1. Review of the 1st Category events in 2002

These Championships have been reviewed to take note of the lessons for Section 7 (S7) modifications. These will be proposed to the next Plenary meeting after discussions by the appropriate subcommittees and Working groups.

- a) The example layout (from Race) for the task board is to be put into the Competition Organisers handbook.
- b) Good procedures for making a protest will be added to S7.
- c) Add Steward & Jury Checklists to the Jury/Stewards handbook (ACTION Paula Bowyer)
- d) To encourage the organisation of more continental championships, the minimum numbers of pilots and countries for a competition to be valid was considered. Proposal to change S7 – For continental championships minimum of 3 countries with minimum 8 pilots will be discussed in the next plenary. It is not necessary to change S7 to allow more pilots per nation as was demonstrated in Chelan. The S7 rule concerning the nationality of the CIVL officials is more constraining than the General Section (GS). It is recommended to change S7 to reflect GS in that field.
- e) Accident reporting & information dissemination at sanctioned events. OB already reported about the fatality in Tolmin. MP said that the Nordic countries and the other CIVL delegates should receive more than laconic reports regarding the accidents. OB proposed to send to the delegates the report of the Jury President Reini Valtonen. Agreed.(ACTION Paula Bowyer).
- f) Future WAG
Details are being developed about a WAG in 2005. It will be on a single airfield with an additional mountain site next to the airfield to accommodate the sports that need a mountain. It will be media friendly, with speed gliding and possibly aerobatics. The Bureau will ask Riikka to help Olivier in developing an Accuracy format so that Paragliding will at least be present even if PG aerobatics are not finalised by 2005. There will be a maximum of 900 pilots. ACTION OB will provide the WAG final product by the end of the year (rules, selection procedures)

Bureau decision with regards to unsportsmanlike behaviour

- Korean pilot in Algodonales
 - Danish pilot in Sierra Nevada
1. Korean pilot hit a woman official in Algodonales
 2. So far there is no positive answer from the Danish NAC regarding the pilot who broke a bus windscreen in Sierra Nevada
- ACTION – The unsportsmanlike behaviour that occurred during the WAG in Spain will be followed by action from the Bureau

2. Review of the test competition World Championships : Brazil, Portugal and Slovenia

- a) Accuracy local regulations and recommendations;
Riika Viikuna's report. No problems in Slovenia. She proposed some modifications for S7. John A did not feel that Paragliding Accuracy should have less equipment safety documentation than other disciplines and this was agreed by the Bureau. The Bureau agreed that the qualifying criteria for accuracy through cat 2 events is not necessary. Later, when we have more pilots, we can impose qualification criteria. We need some more specific proposals for the other proposed changes to S7. ACTION: we need to set up an accuracy sub-committee and Riika V said she will run such a committee. John A will draft an amendment to Internal Regulations for this in co-operation with Riika.
- b) Portugal PG local regulations and recommendations
Sarah Fenwick's report. There was a problem regarding one take-off. ACTION – a Bureau statement to insist that the take-off to be enlarged to accommodate all the pilots. The Bureau is not in favour of the proposal about re-flights and we can't accept that the local regulations can be amended at the first briefing; It will be suggested to the organiser to have Christian Quest for scoring. John A we shouldn't require the agreement of the organiser to produce the report. The organiser should follow the advice from the Steward's report. Sarah and Jorge should give the local regulations to Xavier to be discussed in the sub-committee before the plenary meeting.
- c) Brazil. Regarding the local regulations Dennis has some modification and the local regulations will be finalised for the plenary. The local regulations should be discussed in the sub-committee before the plenary. The organisers had asked to increase the total number of competitors as the launch area is to be expended. It was agreed that this could only be permitted if the improvement had been made by the time of the Plenary.

3. Progress report on the 2004 Continental Championships

- a) OB reported on the Asian championship in Korea. In Hadong the take off area is small but they intend to enlarge it. In case this is not possible due to the National Park rules, it is planned to run this event in Mun Gyoung, where the PWC was run. They have requested reducing the number of competition days to 7 days, this was agreed. The PWC final in Mun Gyoung was brilliantly organised. The organisation team of the Asian Championship will be the same.
- b) The Greek NAC accepted to run the 2004 Euro PG Championship. OB visited Greece and the new site is a very beautiful area for a competition (in the Northern part of Peloponese Peninsula). There are no problems that couldn't be solved.

4. Bid for the 2004 Female and Rigid World meet in 2004

Three bids respectively from Austria, Japan and USA have been announced officially by the NACs. None of them was complete and the Bureau decided to extend the bidding period until December the 5th. After this date the Bureau will make its decision according to Internal CIVL rule 3.6.4

5. Bids to be awarded during the next Plenary for events in 2005

- **European Class 2 and 5 in 2005** if any bid is received
- **HG World Championship in 2005** in Florida for which the USHGA announced an official bid. During the last CIVL Plenary the Australian delegate announced an intention to bid for which no confirmation has been received so far.
- **PG World Championship in 2005**. We received an official bid from Brazil Governador Valadares. A test competition is planned in 2004. With regards to the team size the organiser has to apply the S7 rule. ACTION: OB to send the Bureau comments The bid

will be sent to the PG subcommittee for comments. During the last Plenary France declared an intention to bid for which we have not received yet any confirmation .

- **Accuracy World Championship in 2005:** During the last Plenary, Turkey announced their intention to bid but the Bureau recommends that they should prove, by sending their team to the other PLA events, that they know what has to be done for such an event. An invitation to bid will be done in time via CIVL Info.

6. Class definition (Rigid wings)

The Bureau thinks that no change is needed to existing definitions at present.

a) In competition Class 2 and Class 5 are allowed to compete together.

b) For records Class 5 gliders should be able to set records in both Class 5 and Class 2. providing that the inclusion in Section 7 of a record class 5 is approved by the Plenary. Past records set by Class 2 or 5 gliders will be reallocated to the appropriate class or classes.

7. Aerobatics

The main goal is to develop the package for sending to the WAG co-ordinator. OB will run an Aerobatic meeting in Lausanne mid November to try and make some progress.

8. Speed Gliding

The WHGS committee is currently being administered by the Competition Committee. In the future, increased activity may warrant making it a separate committee.

Activity in various countries is still occurring with some meets being sanctioned. The 2005 WAG will focus on speed gliding, aerobatics and possibly a match race, that will be administered under the guidance of the CIVL and the WHGS series. The actual competitions that take place will depend on the facilities of the venue. If no mountains are nearby, towing may be used in which case, aerobatics and match racing may be the choice (both hang gliding and paragliding).

9. Serial class (PG) and the purpose of safety and training committee

A well known maintenance company has been asked if it was possible to control the gliders in competition, the answer is yes: they have all the line and speed system plans of the gliders on the market. It takes 30 minutes to check a glider. There would be an additional cost for the organiser for the professional staff who will check the gliders, the Bureau agreed that we cannot rely on a steward to do that work, nor an additional cost for more medals if we run 2 separate classes. How will the team size and the percentage of the serial class pilots be established, the number of female pilots flying serial class? If we run a serial class championship an additional class VI has to be defined and added in section 7 taking into account the present situation (DHV and AFNOR definitions) and the new norm that is not yet implemented but that will be in force in a near future. The Bureau is reluctant to recommend creation of a new class for paragliders.

Mark P who did some investigation stated that more than 50% of the manufacturers and pilots don't want prototypes anymore in competition. We can do this either by banning the prototype in Cat 1 event as it has been accepted 2 years ago by CIVL as an aim for the future or to run a separate serial class in addition to the normal open class Championship.

Mark P will prepare a motion from Sweden.

The Bureau feels that there is a safety issue and we strongly urge a motion to deal with this problem by the Safety and training subcommittee and the competition committee as well.

10. Awards

We should remind to NACs that the awards exist. There are awards that that CIVL could award: FAI airport medal, Paul Tissandier diploma and HG Diploma. ACTION Paula to send a reminder to the delegates .

OB to send to FAI the awards granted by the Bureau to be announced at the next CIVL Plenary.

11. Sub committees and Working Groups

The record, badges and flight verification sub committee. The FAI secretariat is doing most of the work for records and Badges at the moment. This subcommittee chaired by Fred Escriba undertook the work to update in co-operation with the FAI secretariat the procedures for records using GPS technology. A progress report should be made to the next Plenary For the records that don't fulfil all the requirements, the CIVL has also to state very clearly the requirements needed. We have to put in the same paragraph of the S7 all the rules and requirements regarding the records. ACTION John A in the near future The safety sub committee. We should ask Klaus to consider the fatality we had in Tolmin to give some comments.

There are 2 competition sub committees: HG, PG, the Speed Gliding and Aerobatics HG, are under WHGS. A proposal for a 3rd competition sub committee will be made at the next Plenary for a Paragliding Landing Accuracy (PLA) sub committee.

The sub committees and working groups should prepare reports twice a year – once for the Bureau and once for the Plenary. We should put this in our internal regulations, as the responsibilities of the sub committees. ACTION : John A will prepare a proposal for these internal rules amendments.

Regarding the use of Data loggers for FAI certification Dennis will contact the Ball Varios for their co-operation in this matter.

12 Section 7 reorganisation

The Bureau decided to reorganise S7, in order to get a set of general rules that apply to all disciplines and separate chapters for each discipline. All the rules concerning World records should be in the same chapter. ACTION: John A

13. Selection criteria for cat 1 meets

Implementation procedures. Exemptions

Exemptions. Mark P believes that there is no reason to grant exemptions just because some pilots could not take part in Cat 2 events and qualify. Dennis P thinks that for the HG female and Rigid wing exemptions are necessary otherwise we won't have enough pilots to validate a meet, for instance most of the class 2 pilots can't find cat 2 meets to qualify.

For Class 3 if an exemption could be exceptionally granted for a continental Championship this is not possible for the Worlds since it becomes a competition rule and an exemption would prevent a country with enough eligible pilots to enter additional pilots.

It was agreed that exemptions will not normally be granted in Class 1 and Class 3 except for Women Worlds in class 1. An exemption will not normally be granted in other classes unless there is clear evidence of a lack of opportunity to qualify.

If an exemption was granted for a cat 1 event, the pilot should be ranked in the top 2/3 of this event for the qualification to be carried forward.

For class 3 until we find a simpler solution based on the WPRS the Bureau proposes to use the same criteria that we have used until now:

- Competed in a cat 1 event with the above provision, **or**
- Qualified in the top 2/3 of a cat 2 event,
- **And** either
- qualified in the top 2/3 of a PWC comp
- **or** flown 100 km

For the continental championships the Women should fulfil the same requirements as men.

Section 7 amendment proposal: At the beginning of the selection criteria add except for Women Worlds.

14. Staffing the 2003 events with CIVL officials. Steward and Jury from the host nations

Allow in S7 the possibility for Steward or Jury from a host nation; our rule should not be more constraining than the GS.

11-27th July 8th World PG Champs Portugal

Jury: *Reini Valtonen, Anestis Paliatsos, Leonard Grigorescu*
Steward: *Sarah Fenwick, another to be appointed*

17th-30th Aug 14th World HG Champs Brazil

Jury: *John Aldridge, Dennis to seek a suitable jury member from the Americas, (Michael Zupanc, Vasco Raposo)*
Steward: *Dennis Pagen, Heather Mull*

8-12 Sept 2nd World PG Accuracy

Jury: *Mervyn Turner, Darius Jakubauskas, a third member will be determined*
Steward: *Riika Vilku*

15. Staffing the 2003 test competitions with Stewards for the 2004 events
ACTION Leonard G

June/July HG Test Europeans

Steward: *Flip Koetsier*

The PWC in 2003 as test-europeans in Greece

Steward: To be determined

The test-Worlds Women's/Class 5 Meet

Steward: *Michael Zupanc (Japan) or Paula Bowyer*

1st Asian Championship

Steward : *Olivier Burghelle*

16. Update of Steward/Jury database and how to chose stewards

Put the list on the web and due to the increasing need of CIVL officials organise a seminar at the Plenary on Thursday evening (2/3 hours) before the working sessions that are taking place on Friday.

17. Disseminating previous Steward/Jury reports

The Jury reports are already on the net. Regarding the Steward reports we could disseminate these reports to the Stewards. Paula B. will extract recommendations from the Stewards reports and add to the Organisers Guidelines.

18. Budget - provisional accounts and budget. Appointment of a new treasurer

Paula B. to be the new treasurer until the next Plenary where another treasurer has to be found.

The Bureau decided to continue supporting the cost of the small team medals as we have done this year. we have to notify the organisers. The organisers will continue paying the big FAI medals for individuals and the teams (one per team)

19. Detailed procedure for countries that have to pay directly their entry fee for Cat 1 championship to FAI to serve as a deposit. Minimum sanction fee

S7 states that when a meet has less than 75 entries the sanction fee could be negotiated. Up to now the basis for negotiation was 50 CHF/pilot. From 2003 to reflect the increase in the sanction fee, the Bureau recommends to base the negotiation for less than 75 competitors at 60 CHF/competitor.

At the last Plenary it has been decided to require the top countries to pay their entry fee directly to FAI to serve as a deposit. The Bureau has been tasked to sort out the details.

The result is that the top 3 countries from the WPRS will pay as indicated in the local regulations .

ACTION: Add in S7 at Sanction Fee

20. Proposal for Section 7 changes including Zupy's proposal, the suggestions from the Stewards and Juries' reports and Dennis' proposal for stopping a task (Suggestions for organisers next year). 1000 meters rule.

The Bureau discussed all the proposed modification of the S7 and deliberated on the final form to be presented as draft to the sub committee.

1000 meters rule - The release altitude of the world record. S7 3.5.6.2

To contact the record committee to straighten out this matter (to reduce the altitude of release in case of tow launch to 700 – 650 meters).

ACTION: The Bureau proposal for section 7 changes will be distributed together with the agenda and will be the reference document. Any amendment proposed after the publication of that document will be indicated in a different colour so that everything should be clearer

21. Documentation required for equipment in a Cat 1 meet.

OB recommendation agreed by the bureau: On registration since the organisers are not familiar with this procedure, assign one of the CIVL officials (Steward or Jury member) to take care of verifying the following papers:

- Certified glider – the pilot will sign a paper stating that he/she has not modified the glider

- Prototype – pilot needs the authorisation of the manufacturer to fly that prototype. In addition for class 3 the load and shock test as defined in section 7 must be presented. A standard form of pilots' affidavit is to be included with the Local Regulations in S7.

22. CIVL Waiver

We should leave it as a possible solution for the competitions if the National law allows it. This should be specified in the local regulations.

ACTION Add a special item in the local regulations.

23. Team medals in Algodonales

The Bureau have been informed that the Austrian Team didn't receive the team medals in Algodonales. The president will investigate if all the teams didn't get the medals and will take action through the FAI.

24. IPPI Card and Hungarian problem

Max Bishop is still waiting for an answer from the Hungarians. In the meantime, until the problem is solved regarding the issuing of the IPPI cards, any issuing has to be by the rules. If the procedure is not followed, the FAI will notify all other countries that there is a problem with that countries IPPI cards until the problem is solved.

25. FAI Licences

After consultation with Max, it is clear that for international competitions and record claims, a pilot needs an FAI sporting licence issued by the NAC he is representing. The development of cat 2 events is successful. There were actually 108 events in 2002. However since there is no CIVL officials it's difficult to force the organiser to control that the pilots hold an FAI sporting licence. In the future the FAI secretariat is planning to update a database of all the pilots holding an FAI licence but it will take time and in the meantime the pilots who are caught without an FAI licence will not be scored for that competition. It is questionable if we should penalise the NACs which do not make sure that this rule is implemented. The Bureau wishes to charge a double sanction fee for the cat 2 events in a country where it has been found that an organiser had not controlled the FAI sporting licences. This point will be an agenda item.

26. Rosier Desiree questionnaire

Mark sent the questionnaire to the NACs to get an idea about the situation of the issuing IPPI cards.

After the IHPA pointed out an ambiguity the Para Pro requirements should be amended.

ACTION: The info will be passed to Klaus Tanzler for his sub committee examination.

27. Record in Cat 1 comp: Ales Hoffer record refused. Record claims – clarifying S7

The Bureau will send a letter to the Swiss Aeroclub. It is our feeling that they made a mistake when they refused the triangle record claimed in Sierra Nevada.

28. WPRS including new system and promotion of continental championship. New scoring system – using it for Cat 1 qualifying (set minimum points)

We must have a comparison between the old and the new system. The 1st condition is that the organisers used the RACE program. The new system has to be published on the site for being used side by side with the old one and to see if it is workable.

29. Organisation of the next Plenary including the Agenda

Mark P ask that the Budget to be sent with the invitation. This will be done but the accounts are not settled when the agenda is sent and it would be provisional accounts.

a) Plenary session Saturday 09.00 – Sunday 14.00

b) Working session

Thursday: Bureau Meeting 14.00-17.00 and

training session (S&J)-> 17.00-19.00

Friday: working session: Safety & Training; 3 comps committees; record badge and flight verification; business committee. They will finish their work at 17.00

S7 subcommittee 17.00 – 19.00

Written reports to Leonard by 21.00 Friday.

(1st the HG and PG to discuss the modifications of S7, give the results to Zupy/John and in the evening adjust the modifications)

The CIVL delegates will be reminded that the Agenda will be finish by 10th December and according to the internal rules they have to send the issues they want to be discussed 45 days before the Plenary dates.

Annex: Proposal seconded by the French delegate

This proposal will be addressed to the 2 competition sub committees agendas

COMPETITION PILOT PROPOSAL FOR STOPPING/CANCELING A TASK

The Brazilia pre-meet resulted in two stopped or cancelled tasks which in turn resulted in much discussion of the matter and two meetings to develop a proposal for the CIVL Bureau and plenary to consider. While it was difficult to achieve a consensus, the following points were agreed upon:

1. The hang glider pilots *do not* want to use the current S7 definition, whereby a task may be stopped if one pilot has achieved goal. Hang gliding does not have as much problem as paragliding in validating tasks. Also, hang gliding often uses multiple start windows, which means pilots choosing the early windows have an advantage on a stopped task (paragliding doesn't have as much problem with large gaggles, so they can use a single start time). Often there is nothing indicating that a task may be potentially stopped before the windows open.
2. Each local regulation should include the stopped task rule for the meet before the first round begins.
3. The CIVL should provide some suggestions for the local regulations. For example: The higher the level of pilot skill in the meet, the higher percentage of pilots at goal in order to stop a task rather than cancel it. Possibility of stopped task only with a race start (one start window); otherwise cancelled. Another possibility is to stop the task only if a certain percentage makes more than a given fraction of the course distance. Another possibility is to limit the task time. With this option, the task committee must carefully choose a task that can be made if pilots don't delay and follows a track at the end with ample landing areas.