



*Fédération  
Aéronautique  
Internationale*



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# Minutes

of the Annual Meeting of the  
**Paragliding Subcommittee**

**Held in Talloires, France**  
on 2 February 2007

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1. **Qualification dates for cat 1 events** - *instead of having 4 months previous to the competition (which could be in the middle of a month), maybe is better to have "date to be set in the organizer agreement close to 4 months before the competition starts"*.  
It was amended to be: The date is to be set in the organiser agreement and will be the last day of the month four months before the month in which the competition starts but this shall not be less than 3 months.
  
2. **Reviewing the timelines for eligibility of the pilots to get in cat 1 event.**  
To prevent any possibility of manipulation of the WPRS to affect Cat 1 selection of pilots, the following was agreed:
  - i) Organisers of Cat 2 events must provide official results within 7 days of the end of the competition.
  - ii) If results are not received, CIVL will send a reminder to the organiser and the NAC concerned at the 7 day point.
  - iii) If no official results are received by the 14 day point, another reminder will be sent and unofficial results (obtained from a reliable source) will be added to the WPRS list.
  - iv) If the official results have still not been received by the 30-day point, the unofficial results will be deemed to be final and official.
  
3. **Changes to Paragliding Team Size and Team Scoring requirements (Annexes 14, 19, 26)**
  - It was decided that the qualification criteria will be more stringent.
  - The base team size will be 3+1.
  - Reallocation will be in order from nation 1 to the last nation, if any places are still available, the process will start at the top again.
  - The 3 members that will score for the team will have to be nominated before the start of the competition.
  - Qualification criteria for both men and women will be agreed 1 year in advance by the organiser and the CIVL steward at the test competition.
  
4. **Fixed Total Validity (Annex 18) Proposal** : *that Fixed Total Validity (FTV) be adopted and used with the Race scoring system - Annex 1. FTV has been used in with success Australia over the past two summers.*  
There was a consensus to recommend to the Scoring ranking and CIVL software WG to adopt the ability to use FTV in RACE.
  
5. **Changes of Paragliding Stopped Task Scoring Rule - Section 7B 2.20.7.4 (Annex 15)**  
Australia proposed that the requirement for a pilot to be in goal be replaced with the "minimum task time" rule as used in hang gliding. The minimum task time is to be stated prior to a task; either in the local rules or on the daily task board.  
The PG SSC did not agree with the proposal as it was written but did not put forward any changes.
  
6. **Female Entry into European Championship (Annex 17)**  
The Local regulations for the 2006 European Championships state that non-European pilots must be ranked within the top 50 on the WPRS. At the time of the Europeans only one woman in the world was ranked in the top 50. An Australian pilot was ranked fourth woman on the WPRS. There were many European women entered at a lower ranking and flying level than this pilot. There was space in the competition and the organisers of the Europeans were keen to allow her to enter, but the CIVL Steward advised the organiser that this was contrary to S7B.

It was agreed to recommend to change S7B to allow entry for the top 20 women on the WPRS.

7. **GPS error margin (Annex 1 of the PG SC)**  
The software that calculates distance is different between different equipment and software. There must be half a percent error margin. It is recommended to set the sectors at 402m rather than using the automatic error margin feature.
8. **To use only 3D GPS units.**  
This was agreed. It was removed after discussion in the Plenary.
9. **Safety - Paragliding flying close to the ground (Annex 24)**  
There will always be several seconds difference between GPS units, so relying solely on GPS times can lead to unfairness which is why some monitoring of goal lines should continue.  
The organisers must insure that in normal conditions, in the final glide to goal, all pilots shall have sufficient height to throw their reserve parachute and land safely if any problem occurs.  
This means paragliders should cross the goal line with plenty of height to spare.
10. **Safety - Paragliding Pilot qualification criteria (Annex 25)**  
The value for the ranking of the pilot in WPRS to qualify for a Cat 1 competition has remained the same for several years. Accident data showed pilots throughout the ranking had accidents, and raising the number to the top 500 would have no effect.  
Changes to the WPRS formulas should ensure it reflects pilot skill better.  
France removed the proposal but asked the PG SSC to carefully consider what level for qualification should be set in the Local Regulations. Portugal asked to be considered that by raising the number in the WPRS, you will be reducing the number of pilots qualified to compete in a Cat 1 comp.
11. **Pilots registration (Annex 30)**  
There is a system as part of the WPRS that has already been used in 2006 for the Nordic Open as a test. It can be available for general use for summer 2007. It is a system that can handle pilot registrations and pilots can customise their details. Stephane Malbos will send the problems he had as Europeans organiser to Agust and other feedback is welcomed.
12. **Sanction fees (Annex 27)**  
The French proposal was amended and agreed - The entry fees from the top 2 nations in the WPRS will be required to be paid to FAI and the repayment will be agreed by the Jury president during or immediately after the competition, as soon as it established that it is no longer required.
13. **FAI licences and WPRS calculation (Annex 13)**  
There is a conflict between organisers who want as many pilots in a competition as possible, and the numbers of pilots who are prepared to pay for an FAI sporting licence.  
  
*S7B clearly states: In Second Category events a competitor must hold a current FAI Sporting Licence. At the moment if results are sent in with licence numbers recorded, those without numbers are removed. If competitors later confirm their licence number they can be included in the WPRS. Complete results which have no numbers are presumed to have a licence.*  
  
It was decided that results will not be accepted if they show competitors who do not hold FAI licences. If a separate competition is run at the same time as the Cat 2 competition, the results sent for the WPRS must only have FAI licence holders.
14. **Review of the Local Rules sample in S7b. 10.1 For the S7 : the protest to be published so the pilots and teams will know about. 10.2 have in S7 the penalties for most of the possible infringements so we'll not lose time at every competition establishing different penalties.**

Martin Scheel and Christian Quest will work to produce a table of penalties and how they should be applied. They will circulate them to the PG SSC during the year for discussion at the next plenary meeting.

In the meantime penalties were set as:

Taking advantage of Cloud flying:

1<sup>st</sup> offence - zero for the day

2<sup>nd</sup> offence - expelled from the competition

If a pilot finds himself in cloud, he must safely exit the cloud as soon as possible so as to place himself in a position of no advantage.

Continuous wrong turn direction:

1<sup>st</sup> offence - warning

2<sup>nd</sup> offence - 100 points then doubling for every offence after that.

For dangerous and aggressive flying during the task and aerobatics after reaching the goal line the penalty will be:

1<sup>st</sup> offence - warning

2<sup>nd</sup> offence - 100 points then doubling for every offence after that.

Top Landing after the launch window is open

If the pilot has an obvious safety issue and top lands there will be no penalty; if it is not a clearly obvious safety issue, the pilot must get the agreement of an official.

1<sup>st</sup> offence - 100 points then doubling for every offence after that.

Failure to report back:

1<sup>st</sup> offence - zero for the day.

Subsequent offence - expulsion from the competition.

Too much ballast:

1<sup>st</sup> offence - 100 points

2<sup>nd</sup> offence - zero points for the task

3<sup>rd</sup> offence - expulsion from the competition

#### **15. Event officials flying the course line (Annex 22)**

It was agreed to accept the Australian proposal only for the Manilla World PG Championships - to officially permit 3 event officials (or Air Marshalls) to fly the course line with pilot safety as a priority role. A guideline/operations manual for such officials should be in place and strictly adhered to.

The duties can include but would not be limited to :

- conditions updates (eg for independent weather conditions news especially for task cancellation situations - our tasks can be up to 200kms from launch !)
- cloud flying infringements
- accident assistance - (well spaced locally experienced AM's will be on the spot for this critical role - they will also have senior first aid capabilities, first aid kit and all communications methods on board for communications relays)

#### **16. Harmonization of CEN and DHV (Annex 31)**

Japan proposed to find some solution so that manufacturers only need to get one certification, not two or more. It concerns not only manufacturers but also pilots in the world as they buy products on which manufacturers add the cost of certification(s).

It was pointed out that any neutral body can say it can give CEN certification and DHV did not want to harmonise because they wanted to retain control of the standards.

It was debated whether this was the right forum to discuss this, there was some feeling that CIVL should not just be concerned with competition, that the safety and training committee was not working properly, and the CIVL Bureau should discuss whether they should take more of a part in glider certification.

**17. S7b 5.2 Competition with a cut - delete**

There is a possibility that cuts may be used in the future, so it was agreed not to remove it.