



*Fédération
Aéronautique
Internationale*

**MINUTES OF CIVL BUREAU MEETING
11th – 14th November 2004, Pléguien (France)**

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1. Welcome and attendance: The President, Olivier Burghelle welcomed the members of the Bureau. Present were: Olivier Burghelle (OB), John Aldridge (JA), Leonard Grigorescu (LG), Scott Torkelsen (ST), Flip Koetsier (FK), Jim Zeiset (JZ), Paula Howitt (PH), Stephane Malbos (SM).

2. Safety in Category 1 events. The Bureau met a day early in order to provide adequate time to discuss safety aspects of Category 1 meets following the high accident level in 2004 World Hang gliding and European hang gliding and paragliding championships. This item was also moved to the head of the Bureau agenda.

The following documents were used as a basis for discussion: minutes of the safety meeting in Kalavrita, the Galli/Grigorescu/Quest paper on safety and rescue in competitions, FAI suggestions from Max Bishop, French and Danish proposals submitted to the Bureau and existing CIVL rules and guidelines on issues affecting safety.

The Bureau discussed causes of accidents and how flight safety can be improved, in particular when flying in windy conditions. It also discussed pilot standards, site selection, the safety organisation at Category 1 meets, the role of FAI officials, safety related equipment and post-accident procedures.

2-1. Organisation, including the role of FAI officials

It has been suggested that the Jury should be involved in the Meet Director's task decisions but the Bureau agreed that this should continue to be the Steward's role. Both the steward and the safety committee have recourse to the Jury President if their advice is not heeded. He is the person with the power to stop the competition at any point and can do so until he is satisfied that safety considerations have been reasonably applied. The current rules are sufficient for this as long as there is cooperation between steward and Jury President.

It was agreed that the safety committee and the steward have to know the conditions on course from the flying pilots, especially those from the safety committee. It was also agreed that it is necessary to ensure we have sufficient pilots in the safety committee – a minimum of 3 is a good number and Section 7A and 7B rules should be harmonised in this respect (specifying the composition of the safety committee). Action: JA.

It should be mandatory for the organiser to appoint a Safety Director with no other responsibilities. He should be fluent in both English and the language of the host nation and should have adequate means of communication; i.e. a separate radio frequency, access to the meet frequency and both landline and cell 'phone numbers for his sole use. Both 'phone numbers and radio frequency details should be included in the pilot information pack.

It was agreed that there should be a mandatory requirement for the organiser to hold a safety brief for all pilots before the start of a championship. This should take the form of a safety briefing followed by questions from the pilots and team leaders on matters of concern. Attendance at the safety brief by all competition pilots should be mandatory. This requirement should go into S7. Action: JA.

2-2. Communications

In addition to the safety communications detailed above, radios should be mandatory for pilots to encourage better communication of safety issues. Because in some countries radios transmitters are prohibited, the rule should be for competitors to carry radio receivers but not transmitters. Radios are also considered an essential piece of safety equipment for announcements about stopping or cancelling the task. JA to add this in S7. It would also be useful to add information on mobile (or cell 'phone) coverage in the S7 Checklists for Competition Organisers.

It was suggested that there are countries which completely forbid the use of radios by pilots in hang gliding and paragliding. It was generally felt that Category 1 championships should not be awarded to such countries.

Feed back from the pilots after a task has been flown is extremely useful but is rarely available. We should follow the World Cup example of including a simple tick box flight safety assessment in the mandatory run (or flight) report. JA pointed out that, despite a run report being a S7 requirement, many meet directors in hang gliding fail to enforce it. Refer to appropriate sub-committees.

2-3. Flying in Windy conditions

It was generally felt that the Danish proposal to introduce rules giving the maximum wind or gust speed would be useful and aid Meet Directors in resisting pressure to fly tasks in marginal conditions. It was acknowledged that different classes of glider and types of terrain would require different limits and the following rule agreed for S7:

"The organiser shall include in the Local Regulations the maximum wind speed in which a task may be flown; this shall be the maximum gust speed but not that generated by a dust devil, and shall be in force for the period the task is being flown. If the figure is exceeded that task shall be stopped.

The figure for each Category 1 meet shall be agreed between the organiser and the steward prior to the practice competition and reviewed by them at its conclusion." (Action: JA)

2-4. Selection of Sites

It has been suggested to require an organiser to run a second test competition if the first one was not satisfactory. The Bureau felt that this was not possible due to the 2 years interval between the next cat 1 meet. A new bidding process would be in place.

Current S7 rules are considered sufficient but if we are not able to run a satisfactory test competition the main competition should be cancelled.

Where problems are encountered at the test competition the Steward may ask for some changes. Where these affect safety, the running of the championship should be conditional upon these being implemented and it may be necessary to impose deadlines for provision of proof that the measures recommended by the steward have been put in place.

The Jury and Steward handbook should include guidance for stewards on making recommendations about the safety of the turn points and the need to review any additional ones the organiser plans to use. Action: JA.

2-5. Training of Officials

Our rules do not have to be changed but some additional guidance needs to be put into the Jury and Steward Handbook (Action: JA). In the last 5 years we have regularly run Jury and Steward seminars and we emphasized their role in the Jury and Steward Handbook. The bureau suggests that all Jury and Stewards on the active and available list, renew such mentioned Jury and Steward seminars min. once every 3 years, to update their safety knowledge base and competition rule amendments.

2-6. Pilot qualification

It was agreed that some pilots are less experienced at flying in windy conditions than others and that the pilot standard at the lower levels in Category 1 meets should always be considered; it follows that exemptions from pilot eligibility requirements should be granted sparingly and only after careful consideration.

For hang gliding it appears likely we will continue to use the top 2/3 rule so it is necessary to have meaningful minimum criteria for Category 2 meets. Proposals for these had already been received and were agreed with minor alterations later in the meeting.

For paragliding the new eligibility rules looks adequate.

2-7. Equipment

For gliders the rules are clear and good (the affidavit for certified gliders and specific documentation for prototypes).

A continuing problem with hang gliders is pitch stability. A solution used by a few is adding a tail but most the pilots think this gives additional drag. Pilots tuning gliders for a better glide is also a factor in some cases. SM offered to write to manufacturers and pilots a note underlining the pitch stability problem. He will also remind manufacturers of their responsibilities when giving letters of authorisation for pilots to fly prototypes (uncertified) gliders. The Safety & Training sub-committee are also preparing a proposal requiring additional information on the glider documentation for prototype hang gliders.

For paragliders the working group examining the introduction of Serial Class championships have reported that they are unable to come up with any proposals. ST briefed the Bureau on the difficulties and the main problem appears to be that manufacturers state they will continue to make small changes to their serial class gliders to make them more competitive and these will not be identifiable without taking the glider apart. Some apparently acknowledge this to be cheating.

At the last plenary we adopted the emergency medical equipment requirements from the World Cup for inclusion in the Competition Organisers Handbook. We should now also mention in the organiser rules in S7 that the safety requirements must be followed. Action: JA. Suggestions have

been made for pilot to carry an individual safety pack. This issue has come from paragliding and will be referred to the safety subcommittee. Action: OB.

Pilots competing in the Class 5 World Championships 2004 were asked to fill in an anonymous form about the amount of ballast they carry, why they did so and what their views on this were. The information was gathered at the Plenary's request 2004 to give an indication of the problems, the results were processed by SM and will be presented to the HG Sub Committee for discussions at the next Plenary along with a proposal from France limiting the weight of the equipment (without glider) for class 2 and 5 at 25 kg.

2-8. Additional Matters for the Safety & Training Subcommittee

There is a need for a standard accident and incident report format.

Should it be mandatory for pilots competing at Category 1 level to have completed an SIV course, this should also be referred to the Paragliding Subcommittee.

2-9. Bids for Category 1 Meets

It was felt that more priority should be given to safety considerations when awarding a Category 1 meet. As the awarding of such meets is a matter for delegate voting, it appears that the best way to ensure safety becomes a higher priority in the process is to provide more safety information at this stage.

It was agreed that in future bidders would be required to provide delegates with hard information in line with the S7 Check List for Competition Organisers and answer questions on it before being permitted to run an Audio/Visual presentation. A suggested format is at Annex A. Action: OB. The organiser must also attend the last CIVL plenary meeting before the competition to make a progress report. The bidder must also specify who will be the Meet Director and if this person is not present, explain why. Action: OB.

In the organiser's agreement it should be stated that all communications between the organiser, steward and jury president should also be copied to the NAC so they will know which are the problems still to be solved - especially regarding safety. Action: OB.

The FAI should give the opportunity to individual Airsport Commissions to add in the organiser agreement any additional matters specific to their sport, such as safety requirements. Action: OB.

2-10. 2005 Category 1 Events

Implementation of the additional safety requirements will be in force for the 2007 competitions and for the interim period we will request the organisers enforce these new requirements despite them not being in the original bid agreement. Action: LG for Brazil and JZ for Hay.

3. Review of 2004 Championships:

3.1 Greifenburg – FK reported on the competition and the Bureau discussed the current rule allowing Class 5 gliders to compete in Class 2 and the unsatisfactory situation in Greifenburg where some had to be persuaded to do so in order to validate Class 2. It was decided to refer this to the HG sub-committee. The French proposal to remove the rule specifying minimum numbers to validate a championship was discussed but the Bureau were reluctant to allow a situation where there could be 4 pilots in a championship and 3 of them would receive FAI medals. There had been a proposal to amend the S7 push rules and a suggested draft will be passed to the HG subcommittee (Action JA). There was a problem with criteria for stopping and scoring a task and this will also go to the sub-committee (Action FK). A proposal to modify the GAP formula for HG competition was dropped after discussion. **Millau** – FK again reported on the competition, the only matter not already included in the safety discussion was the need to re-examine the rule which allows additional place for women in continental HG comps (Action JA).

3-2. Kalavrita – LG reported that, apart the safety issues already discussed, there were no major problems.

3-3. Hadong – LG again reported, the competition was well organised and there were no major problems to report.

4. Review of the test competitions run in 2004:

4-1. Hay – JZ reported on the meet. The Bureau also discussed problems that had come to light since. Complaints had been received about the lack of an effective and easy to find website. Also some nations had sent entry fees for their pilots but have had no acknowledgement that the funds have been received and the pilots registered. There had also been considerable problems in communication between FAI officials and the organiser. It was agreed it had become necessary to involve the Australian NAC in the process. Action: OB.

4-2. Brazil – Dennis Pagen's (DP) report had been read and it was agreed necessary to check through the list of safety issues and also we have to finalize the LR. The organiser needs to be reminded of the mandatory safety requirements and DP should check these, also the hospitals to see if they have a backboard (stretcher). If they do not SM will approach the FFVL doctor to take an additional one. Action: LG & SM.

4-3. Serbia Montenegro Riikka Vilkuna (RK), the steward, had provided a report which suggested 2 changes to S7 regarding the launch order and the final approach. These will go to the PA subcommittee for discussion. RK also requested permission for a totally new Jury President and members to be appointed which was not considered acceptable. An experienced Jury President is essential but the appointment of one Jury member from Serbia Montenegro was agreed.

5. Test competitions in 2005

5-1. Euro PG in Morzine & Euro HG in Croatia - Suitable stewards are required for the test competitions in Croatia and Morzine. LG should ask for availability of people registered on the steward list for Morzine. Action: LG. It was also agreed that FK will ask Heather Mull to be the steward in Croatia. If she is not available, FK will do it.

5-2. Asian: OB reported that no bid had yet been received for 2006 but there is a possibility of combining Asia and Oceania due to internal problems in two of the NACs. This will probably also mean that the next Asian Championship will be awarded for 2008. If Asia and Oceania could be combined the championship could be organised by Australia, but again, this will not be possible in 2006.

5-3. 1st Pan-American PG in 2006 - We have signs that next year Brasilia will run a pre-World Cup and a pre-Pan American Championship. The time is too short but CIVL will accept the report of the WC observer when considering a future Pan American Championship in 2008.

5-4. Women's and Class 2/5 Worlds Practice – 2006 World Hang Gliding Championship. JZ requested that the organisers of the Women's/Class 2/Class 5 championship be allowed to run a CIVL Category 2 flexwing meet from the same field over the same period to help ensure the financial viability of the Category 1 meet. This Cat 2 meet would be run with non-overlapping tasks and separate launch times but using the same launch field and resources. Bureau members had reservations about this but did not rule it out in principle. It was decided to refer it to the hang gliding sub-committee and to ask for a report from the steward at the test competition in 2005. Action PH.

6. Medals 2005. The medals required for 2005 championships were agreed and the Bureau decided that CIVL will pay for all the medals for the competitions starting from 2006, but there will be no change to the present requirement for organisers to pay for transportation and customs costs.

7. S7 Rules for Category 2 events – the rules suggested by JA for S7 were agreed with some minor alterations and are at Annex A to these minutes, the majority of these are the bringing together of existing rules and reference to those rules appears in parenthesis at paragraph headings. The new chapter will appear in the next edition of S7 but any new rules included must be agreed by the plenary.

8. Progress reports:

8-1. HG sub-committee including HG aerobatics. No report was received from this sub-committee. A set of rules is needed for aerobatics. Action: DP.

8-2. PG sub-committee No report was received from this subcommittee. We have to finalise the LRs for Brazil and to see if the GPS program they will use can accept all the GPSs. Action: LG.

8-3. Aerobatics WG – OB gave a verbal report. We defined the team size for the World championship; we will have solo and team participants. We also produced the WAPR (World Aerobatic Pilot Ranking) which is not yet published on the web site. The Norwegians are very advanced in producing a PG aerobatic program and this will be translated into English. For the world championship – if the organisers decide a steward is necessary we have to find one from their judges is familiar with their rules. The Jury could be selected from the members of the Jury and Steward database.

8-4. Serial Class WG. The aim of introducing a Serial Class standard was to have competitions without prototypes. ST has attended two meetings of this working group. The concept of having a serial class is seriously undermined by some manufacturers indicating they might change serial class gliders flown by their pilots in a fashion that is difficult to detect, thereby turning them into prototypes, even though they acknowledge that this would be cheating. No further progress seems possible at the moment. SM raised the idea of a monotype competition that implies finding a manufacturer who could provide 150 gliders for a competition and then to find a way to sell them on, perhaps at a discounted rate to schools etc.

8-5. Safety Subcommittee. We will have a proposal from the DHV shortly.

8-6. Record Badge and Flight verification sub-committee. ST reported that as far as flight verification is concerned Martin Henry from Canada is working with Garmin to standardise the use of GPS and determining how it is possible to cheat and to avoid cheating. The size of turn point cylinders for competitions and records is not the same and harmonization does not look possible. Badge requirements need to be changed to some more realistic criteria, taking into consideration the advances in flying equipment and performance in the last 15 years. There is a large amount of work to be done before Guatemala, but this could be done by e-mail as we do not know how many people will attend the plenary and may not have sufficient people with expertise in sub-committees. OB will send e-mails to all sub-committee chairmen asking that they do most of their work before Guatemala. Action: OB
ST would like someone to replace him to chair the RBFV and he will try to find somebody interested from that sub-committee.

9. CIVL organisation

9-1 CIVL Web site & Other Communications. We need to improve our work on the web site and improve the timing of publishing new information through this and other channels. Information regularly goes out to NACs but it was felt this does not always reach pilots; we need to make information more readily accessible at all levels and modern electronic communications make this possible. SM offered to take over PR work as long as PH could be funded for more hours to do the actual dissemination of the material he would produce and a budget for this was agreed. Early publication of subjects discussed and basic, non-controversial details of decisions made at Bureau and Plenary meetings should be published via the CIVL-Info-I list or on the website within days while the detail was being agreed for the full minutes. Articles should also be published on FAI Licences, jury selection and responsibilities and other subjects relevant to competition pilots to promote a better understanding of our rules and procedures. It is regretted that many NACs do not provide this information for their pilots and many appear not to understand some rules themselves. Action: SM/PH.

9-2 WPRS - control of Selection procedures. The selection procedure for PG should continue in the way we are doing it now. For the Worlds in Brazil we will not grant any exemptions. The selection committee for Brazil will be: OB, LG, PH and DP. The HG selection committee will be JA, FK and JZ

9-3 Manpower. We have to find somebody to replace ST in the Record, Badges and Flight verification subcommittee. A replacement treasurer for SM should also be found so he can devote time to PR.

9-4 Travel expenses. Replacing sub-committee chairmen whose NACs do not fund their expenses would be difficult as there are no delegates who want to take over these posts. OB suggested that CIVL pay for these people if necessary in order that the work of the sub-committees can continue effectively. This was agreed in principle and it was noted that Xavier Murillo's travel to Guatemala will have to be funded. Action: SM.

9-5 Bureau Expenses. When NACs do not support travel expenses CIVL do so. It appears the Guatemalan organiser of the next plenary meeting offered to pay for a ticket for a Bureau member but it was felt more appropriate that any such generosity should cover the costs of PH instead as she does not have a vote. Action: OB.

9-6 Communication between Bureau members. JA raised the issue of internal Bureau discussion being passed to third parties. It was agreed in principle that Bureau members should not be constrained in discussion by concern about this and discussion would remain private until a decision had been made on matters. Bureau members wishing to distribute such information further should, as a matter of courtesy, check with the Bureau first. It was also accepted that, while Bureau members carry their national vote at Plenary meetings and act accordingly, within the Bureau they work for the benefit of our sport disregarding national interest where possible.

10. Debriefing of the FAI General Conference

10-1 World Air Games The discussions with Poland about hosting and organising the WAG were interrupted. The FAI will continue to work trying to organise WAG and we will be informed about progress. It has been proposed that a UK professional "event organising" company take over organisation and PR of the WAG. FAI is in negotiation with this company and will keep the ASC's informed about any progress. If the WAG is to be awarded for 2007 we have to know the dates before the 2005 Plenary if our top pilots are to attend. In the mean time Poland has offered to organise something similar (perhaps called the FAI Centenary Air Games) to celebrate next year's FAI centenary. This would be a Category 2 event.

10-2 2005 FAI Centenary Events

- May in Lausanne FAI executive board meeting and ASC Presidents meeting.
- August Centenary Air Show in Lausanne (the best thing is to contact a local PG or HG club if we want to organise something)
- October, some festivities in Paris.
- SM gave info regarding the HG history project, also possibly a CD with pictures from the early days. One person (Jery Declerc) has a museum with hang gliders from the very beginning of the sport and he wishes the CIVL to support his travel expenses and a small donation (300 to 500 Euros) so he can bring some wings to display them in May in Lausanne. SM proposed a budget of 1000 Euro for this issue and the Bureau agreed.

10-3 Organiser's Agreement. There were discussions about the organiser agreement because some of the organisers failed to do what they have agreed to do before competitions.

10-4 FAI Branding. We now have a new logo and a new flag. In order to make FAI officials easier to recognise at competitions FAI will develop some promotional materiel (T-shirts, hats etc.). We should take this into account for future budgets.

10-5 Environmental Commission. This has requested a budget but has no concrete plans at present. First they have to present their plans in order to get a budget.

11. Centenary Air Games – see report by OB attached.

12. FAI Awards

12-1. Hang Gliding Diploma. Max Bishop had received a letter of recommendation for Mr. Song Jin Seok (KOR) to get the HG diploma. It was agreed this nomination should follow normal FAI procedures and be considered at the next Plenary.

12-2 Pepe Lopez Hang Gliding Medal. JA reminded the Bureau that during the Paragliding European Championship in Kalavrita, Philippe Broers (BEL) made an exemplary attempt to rescue Spanish pilot Carlos Izquierdo and was deserving of an award. JA was Jury President in Kalavrita and agreed to produce a citation for this medal. Action: JA.
This medal was established before the appearance of paragliders (Class 3 hang gliders) and it was felt it might be appropriate for the Plenary to agree to change its name to The Pepe Lopez Medal, omitting the words "Hang Gliding". Action: OB to consult FAI and Brazilian NAC.

13. Accounts 2004 and Budget 2005

SM presented the accounts and budget. CIVL has a healthy balance compared to some other commissions and we are in a position to spend some money in the interests of our sport.

OB will contact Ivan Twose for an update regarding his development of an integrated programme for flight verification and scoring and to comment on the cost and viability of a "stand-alone" ranking programme which could be under CIVL control, simple to input data to and easy to amend ranking parameters. Action: OB.

Sales of IPPI cards were profitable. As CIVL wishes to encourage their use if was decided to review the amount charged for them. Action OB & SM.

It was also agreed that it is no longer necessary to implement the increases in Category 1 sanction fees authorised to come into effect in 2005. These will remain at a maximum of 5000 CHF for a continental championship and 8000 CHF for a world championship. Action: JA.

The budget revisions decided upon for next year should result in a small deficit.

14. WPRS

We have to make the new WPRS work for PG in order to qualify the pilots for Category 1 events.

A situation occurred at the 1st Asian Paragliding Championship where pilots might not have received any WPRS points. This was solved by awarding points according to rules for Category 2 event. This would not occur under the new ranking system but in case the PG sub-committee do not adopt that at the next plenary the rules for the current WPRS will be amended to avoid this arising again. Action: JA.

JA expressed his concern about the new WPRS and the bonus received by the pilots as a function of the quality of the pilots. A competition validity coefficient differential between Cat 1 and Cat 2 events is also used in the formula so this results in pilots at Cat 1 event being effectively rewarded twice for the higher standard of the meet. The Bureau will strongly recommend to the HG and PG sub-committees that the coefficient of 0.8 for a Cat.2 event be changed to 0.9 as the first step toward phasing it out entirely. Pilots based on continents where no continental championship is held currently have less chance of benefiting from the current system than some others.

15. Acceptable test laboratory for the load and shock test

Besides DHV, AFNOR, SHV etc. there are some manufacturers who claim they are making the same tests in accordance with the CEN requirements and do not wish to incur the additional costs of submitting equipment to these test houses. A decision is needed on accepting manufacturer's in-house test data. Initially a list of manufacturers who have the correct equipment for doing the test is needed. This is an item for the safety subcommittee. Action: OB.

16. Organiser Agreement

16-1 Liability Insurance. OB outlined some suggestions being considered by the FAI. David Hamilton has proposed that the FAI try to find an insurance company for all FAI competitions and to include in the insurance the delegates team and judges of the FAI. The Bureau supports this proposal.

16-2 NAC Responsibility. The NAC which appoints an organiser has to recognise that they are responsible for that organiser fulfilling his obligations regarding the sanctioned competition.

16-3 Communications. After signing the organiser agreement the CIVL president should contact the organiser's NAC stating that the Steward of the meet must be informed regarding championship preparations and application of amendments for the competition.

17. Preparation for 2005 Plenary

The FAI received an e-mail from the Guatemalan NAC expressing doubts regarding the plenary being held in Guatemala under the management of Giovanni Vitola. OB had replied that it is already too late to change the place and that Giovanni Vitola had assured the Bureau that all the preparations are going well. Earlier doubts expressed about the security situation in Guatemala did not appear to be an issue in the Plenary location, which is in a popular tourist area.

18. Tandem flights in PG Championships

Germany had raised the issue of allowing tandem pilots to fly in PG Championships and asked for a ruling on this. The S7 are not entirely clear but do appear to generally refer to participants in the singular. There may be safety implications and the Bureau preferred a solution where tandem flying only occurs in special tandem events. It was decided to refer the matter to the PG sub-committee. Action: OB.

19. Guide lines for Bid Presentation for Cat 1 meets

The Bureau wishes to ensure that all essential information is supplied to delegates before they vote on awarding these meets. The bid guidelines will be amended as shown in Annex B and the revised format will be taken into use for the 2005 Plenary. Action: JA and OB.

20. Environment

As it appears the FAI environmental group may be active soon it was decided to ask Riikka Viikuna if she could put us in touch with the Scandinavian expert who made a presentation to delegates in Lausanne. Action: OB.

21. AOB

21-1 Jury & Steward Handbook. JA said this requires updating before the Hay Worlds as it does not cover the use of a Representational Jury. He was tasked with revising it for Bureau approval. Action: JA.

21-2. 2007 Hang Gliding World Championship. JZ gave notice of the US intention to bid for this Category 1 event.
We received a preliminary Bid from Slovakia

21-3 2007 PLA World championships; We received an intention to bid from Lithuania and declaration of interest from Turkey and Croatia

21-4 2007 PG World Championship. We received a bid from Austria and an intention to bid from Australia.

3. CIVL RECOGNISED 2nd CATEGORY EVENTS

3.1 General Rules

3.1.1 Conflict (S7 2.1)

The rules for Second Category events shall be based as far as possible on those for First Category events and shall not conflict with them in principle.

3.1.2 Language (GS 3.9.5)

The rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the organisers, French and/or the language of the host country. In all interpretations the English language version shall prevail.

3.1.3 FAI Authority (GS 3.9.3)

The Rules, Regulations, programme and all other official documents shall carry the statement of FAI authority and display the FAI logo.

3.1.4 Type of Event (CIVL Website)

Only competitions defined as International Sporting Events or Open National Championships (GS 3.1.3 & 4) and meeting the requirements below may be sanctioned as CIVL recognised 2nd category events.

3.1.5 Representation (GS 3.7.2.1 – except last sentence)

In Second Category events a competitor must hold a current FAI Sporting Licence and represents the NAC that issued the licence, unless he belongs to an international team. Such international teams should not be given the names of FAI member nations.

3.1.6 World Pilot Ranking Scheme (Website)

Pilots participating in valid Category 2 events will earn WPRS points under the rules currently in force for that scheme.

3.2 Requirements

3.2.1 NAC Authority (1st sentence on Website)

Only events which have the approval of the NAC of the organiser may be sanctioned as Category 2. If the event is to be held in the territory of another NAC then the organiser must also notify that NAC. If the NAC of the territory where the event is to be held does not approve it should notify FAI/CIVL giving reasons.

3.2.1 Notice of Event (Website)

Organisers must give a minimum of one month's notice of the event to the CIVL PR Co-ordinator.

3.2.3 Application for Sanctioning (Website – except minimum fee & URL)

The organiser must provide the following a minimum of one month before the event inscription:

- A completed application form (see Appendix) to the CIVL PR Co-ordinator.
- The sanction fee (minimum 30 Swiss Francs) to the FAI together with a copy of the application form.
- URL or email address for international entries and details of fee payment method. This will enable the event to appear on the FAI calendar and be publicised as a Category 2 event.

3.2.4 International Participation

In order to be recognised as a Category 2 event a minimum of 25% of the maximum available places must be set aside for pilots from nations other than that of the organiser e.g. if the maximum number is 100, 25 of these places will be set aside for international competitors. The registration deadline for foreign pilots shall be no sooner than 15 days before the start of the competition. After that date unused places can be filled at the discretion of the organiser.

3.3 Validation

3.3.1 Minimum Numbers (GS 3.5.3.2 – except “not less than 15”)

The minimum number of competitors required to validate a Second Category event shall be stated in the regulations for that event and shall not be less than 15.

3.3.2 Maximum Numbers

The maximum number of pilots must not exceed 150, the maximum number permitted in Category 1 events.

3.3.3 Minimum Number of Tasks (old WPRS)

The minimum number of tasks for a Category 2 event to be valid is two.

3.4 WPRS (Website)

Category 2 events will gain WPRS points for the pilots competing in accordance with current WPRS rules.

3.5. Complaints, Protests and Appeals (1st sentence new)

The method and timing limits for complaints and protests shall be stated in the local regulations and be in accordance with the FAI General Section. The rights of Appeal to the FAI are defined in Chapter 9 of the General Section and any such appeals should be directed through the NAC of the pilot concerned, except where GS states otherwise.

Centenary Air Games in 2005 in Poland

Report on my visit to Poland on the 10th of October 2004 (Olivier Burghelle)

1. The aim of the event:

Organise an event oriented toward the Public and the Media including as many as possible events based on the WAG events dossier

2. Sites intended to be used:

- a) Airfield of Bielsko-Biala situated at the NW of the city
- b) Zar mountain: difference of height 350 m with the landing field which is a gliding school airfield. The transport to the top can be done either by funicular or by road, the shuttle will not require more than 10 minutes;
I visited the other possible surrounding sites in Szczyrk. They are good for X country but no Speed gliding would be possible.

I also flew over these sites so I have a good over view of what could be organised.

The distance between Zar mountain and the Bielsko-Biala airfield is 17 kms

3. Possible formats:

3.1 HG Speed Gliding in Zar mountain. Although the difference of height is small, the interest of this site is that all the ski track which is along the funicular is visible from the landing field where the public would stand.

It would be easy as well to put cameras in strategic position to cover all the course.

The ski track is bordered with street lamp that could be used as pylons where appropriate. If some of them are considered as being a danger on the course, it would be possible to put them down.

There is a power line at the bottom of the ski track that should be put down under ground before the event. In case this was not done in time it could however be possible to design a course that avoids the power line.

It is necessary for an expert to try the site for designing the best course. I am thinking of Dennis Pagen for that job.

3.2 HG Match race:

The top of the Zar mountain is covered by an artificial lake which area is forbidden. However there is a small restaurant and on each side a possibility to take off and to top land for 2 gliders, making possible a match race. This has to be tested as well. There is not much space for the public and anyway the public should be monitored and fences being installed

3.3 HG X country: due to the proximity of the Bielsko-Biala airfield it would be very interesting to combine common X country legs with the Gliders which are going to compete in Bielsko-Biala with a common landing in the airfield.

3.4 PG Skill:

Next to the Gliding school there is a slope used for PG training which could allow organising a Skill competition. I believe the local pilots could cope with this format and I don't think an expert would be needed.

3.5 PG X country: As well, due to the short distance between the 2 sites, we could organise PG X country tasks during the thermal activity of the day with landing in Bielsko-Biala.

3.6 Aerobatics: Unfortunately the difference of height in Zar mountain does not allow aerobatics. However above the lake it could be possible to organise such an event using winch towing with speed boats and even helicopter dropping for the PG pilots. This should be studied a bit further if we decided to run such an event.

3.7 As well accuracy landing could be organised on the Bielsko-Biala airfield with winch towing to get airborne. In that case I would recommend an expert and as well the necessary expert equipment if needed: winches, electronic judging equipment.

4 The dates:

Due to the weather statistics the best dates are in August. The final dates to be confirmed

5 Duration:

The polish aeroclub is thinking of a max one week event that could be the following:
Starting on Sunday with an opening ceremony and ending next Sunday with a prize giving ceremony.

6 Dates problems:

For HG there is no problem of dates. By the time being there is no major event planned on the CIVL Calendar.

For PG the problem is more complicated

World Cup final in Portugal 6-13 August

Aerobatics PG events: A 3/4 days event every week end of August with the first week end to be confirmed.

7 Number of pilots:

Since among the events that will be run match races needs a multiple of 8, I recommend to invite 16 HG and 16 PG pilots. If this number is considered too small, PG Skill format could accept 32 pilots that will of course.

8 Selection mode:

We need the top world pilots.

The invitation should be in the order of the World Pilot Ranking

9 Incentives to attract the top pilots

- As there will be few pilots, the entry fees would be almost nothing in the budget so I recommend if possible not to charge any entry fee.
- The Entry fee should include Accommodation, food, catering and as well participation to all parties and ceremonies.
- As far as possible Prize money should be awarded at least for the podium.

10 Sanction of these events:

This event can be only a cat 2 event as far as CIVL is concerned. The sanction fee for a cat 2 event is the equivalent of one pilot entry fee. So if no entry fee is charged, no sanction fee will be charged.

11 Final decision and publicity:

When the dates are decided it could be possible to decide what events could be run especially for PG. Indeed it's of the utmost importance to invite the top world pilots for the public to meet the heroes and as well for safety reasons.

A good opportunity for advertising this event would be for Paragliding the World Cup final event in Mexico 24-31 October 2004 (I am leaving for Mexico on the 22nd). For Hang gliding the World Championship in Hay (Australia) beginning of January would be a very good opportunity.

12 My personal views:

During the week, a combination of X county, Match Race and Speed gliding for 16 top pilots should be very attractive for the HG pilots and we should concentrate the most attractive events for the Public (Speed Gliding and Match Race) during the week end.

For Paragliding a combination of X country and Paragliding Skill should be interesting as well with the Skill event run during the week end or at list a final round.

At the occasion of X country competitions, common Goal in the Bielsko-Biala airfield should be given priority to give the opportunity to all the pilots to meet together. This was one of the goals of the WAG that have never been achieved.

Pléguien 13/10/04

Annex C to Nov 2004 CIVL Bureau Minutes

Guidelines for presentation of bids to hold FAI/CIVL Championships

Championships to be awarded in February 2005:

- World HG championship in 2007
- World PG championship in 2007
- World Accuracy PG Championship in 2007
- European open Rigid wings Championship in 2007

1. **Location & Date:** Bids will be presented during the CIVL Plenary meeting in Guatemala, 19 - 20 February, 2005.

Presentations will be on Saturday afternoon and voting on bids on Sunday morning. Presentations should be no longer than 30 minutes (absolute maximum).

2. **Presenters:** Bids should be presented by persons with sufficient knowledge to answer questions on all aspects of the bid including financial aspect. The Meet Director should also be present. And, in the case of bids for World Championships, if possible, a senior representative of the Local Authority should attend.

3. **New sites and/or new organisers:** If the site or organiser has not been used before for national or international competitions the bid must be accompanied by a site report from a nominated CIVL inspector.

4. **NAC confirmation:** The bid must be supported by a letter of confirmation of bid from the NAC and a letter of support from the local authority of the area in which the event is to be held

5. **Bid Information:** The bid must be accompanied by a copy of Annex A, signed by the organiser.

6. **Prior to the Plenary session:**

To follow the last Plenary recommendation, an electronic copy of the bid should be sent to the CIVL President (email: olivier.burghelle@wanadoo.fr) by the 10th December 2004 to be reviewed by the Bureau and circulated to the CIVL delegates together with the agenda. A completed copy of the checklist at Annex A should be forwarded at the same time.

7. **FAI/CIVL rules and guidelines:** Before presenting the bid, bidders should familiarise themselves with the relevant chapters and annexes in FAI General Section and Section 7, Internal Regulation for FAI/CIVL Chapter 3.6 and Guidelines for Organisers (available on the FAI website at www.fai.org)

8. **Language:** the presentation is to be in English

9. **Format:** This should start with a verbal presentation of the information required for the Check Lists for Championship Organisers; slides may be used to illustrate launch areas and goals. It will assist you in this if hard copies of the information are made available to delegates prior to the presentation. This verbal presentation will be followed by questions from the delegates. If sufficient time is left a short AV presentation may be played BUT if videos are shown they should ONLY show information relevant to the competition. Please DO NOT show tourist type videos.

10. **Visual Aids:** PowerPoint, maps, flip charts, overhead projectors, videos, etc. [Please advise Paula Howitt](#) by 31 January if visual aids equipment is required.

11. **Sanction fee:** Intentions to bid must be accompanied by a sanction fee deposit of CHF 1'000 to the CIVL's FAI account :

Bank: Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH- 1002 Lausanne
Switzerland

Account name: Fédération Aéronautique Internationale
Account Number: 0425-457968-31 (Swiss Francs)
SWIFT Code: CRES CHZZ 10A

or by credit card at the FAI Office (tel +41 21 345 1070 or fax +41 21 345 1077)

This deposit will be refunded if the bid is unsuccessful.

12. The Championship will be awarded subject to the signature of the [Organiser Agreement](#)

13. In the interests of fairness to all bidders and to facilitate evaluation of bids, please remember to only present relevant information.

CIVL look forward to seeing you in Guatemala and wish you a successful presentation.

Olivier Burghelle
CIVL President

CHECK LIST FOR CATEGORY 1 CHAMPIONSHIP BIDS

Note: CIVL has produced a Guidebook for Competition Organisers which is available to download from the FAI/CIVL website. This should be consulted as part of the competition preparations and used as a basis for standards of organisation.

Statement by Organiser: Prior to submitting this bid we, the organisers, have considered the Checklist for Competition Organisers in Section 7 and provide the following information in support of our bid:

- **Site(s).** Comments on suitability for competitions with up to 150 pilots, accessibility, availability, permissions for use:

- **Locations:**
 - For Hill sites:** List wind direction suitability, height above valley, configuration, surface, size of take-off area, number of ramps, enough rigging area, power wire and other hazards, helicopter landing space, car park, shelter and refreshment, toilets, telephone and Windsock:
 - For Aero tow sites:** Airfield details, large enough in all wind directions, facilities, noise:

- **Distance to site(s).** Road access suitable for private cars or only 4-wheel drive vehicles or organiser's trucks, cable car or mountain railway to take-off area, parking available part way up for cars not going to top, organiser transport arrangements to sites:

- **Facilities at site.** Details of shelter, refreshments, washrooms etc.

- **Task flying area.** Type and suitability of terrain. Unlandable and built up areas difficult to avoid, local road quality for retrieves, suitable goal landing fields and height AMSL, road traffic problems, any prohibited landing areas:

- **Airspace.** Is free or available above take-off and task flying areas with the following limitations:

- **Airspace and Other Restrictions.** Any prohibited areas, restricted access areas, frontier crossing arrangements within the competition area:

- **Radio.** Details of permission to use and on what frequencies, any licence requirements:

- **Mobile/Cell 'Phone Coverage.** Details of coverage within the competition area:

- **Weather.** Details of any sites prone to low cloud, possibility of wave or fohn, best time of day for thermals from slope, possibility of residual lift late in afternoon, known turbulence areas and type of conditions plus recommended maximum wind speed for task flying.

- **Meteorology.** Data on period of best weather, what arrangements will be in place for forecasts during the event and the relevant experience of the forecaster. Details of Satellite weather monitoring.

- **Maps of task area.** Details of scale and availability:

- **Rescue/Medical Services.** Information on experience of event doctor, first aid arrangements, medical first response in task area, helicopter availability including response times:

- **Details of any vaccinations recommended for competitors:**

- **Details of visas required for visitors from FAI member nations:**

- **Details of customs arrangements** for temporary importation of gliders and other competition equipment and assurance that customs at all main entry points for the event will be informed of the nature of equipment which will accompany pilots. List entry points which have been notified.

- **Event Headquarters.** Facilities, location, briefing room, communication equipment, telephones available for competitors , fax, word processors, copiers, info distribution arrangements, internet access for competitors:

- **Director and key officials.** Qualifications, experience, languages, availability:
 Meet Director:
 Safety Director:
 Chief Launch Marshal:
 Chief Goal Marshal:
 Meteorologist:
 Others:

- **Finance and sponsorship.** Is there enough money to run the event? Give outline budget on a separate sheet.

- **Local facilities** General outline of availability of hotels, camping sites, car hire, shops, repair facilities etc and distances from Comp HQ:

- **Retrieves** Details of arrangements, organisation vehicles, vehicles to be provided by competitors etc, communication arrangements:

- **Insurance.** Details of Organisers Liability cover and that required for competitors, which must include public liability.

- **Entry Fee.** Amount and what is covered by fee, plus details of optional additional charges such as tow fees, retrieve or optional lunches:

- **FAI Entry Rule.** Will any FAI member be refused entry to country? Give details:

- **Early arrivals.** State any date before which competitors should not arrive. Give details of arrangements for pilots if early arrival is possible:

- **Guest pilots.** How many? What are eligibility requirements?

- **Championship information.** Details of the website which will be the main means of disseminating information about the championship and confirmation that this will be complete with all relevant information at least 60 days before the closing date for entries. Note: an interactive online registration and payment facility is desirable.

- **Statement of compliance with FAI Code on the Environment** (see FAI website):
- **Liaison with police, military, public services:**

Date:

Signed: