



CIVL 2025 PLENARY – ANNEXE 39 Z
PROPOSAL SWITZERLAND: RECORD DECLARATION

Propositions for adaptations in the FAI Sporting Code Section 7D - Class O

Written by: Stephanie Westerhuis, Head of the Swiss XC League

Represented by: Daniel Graf, Head of Sports of the Swiss Hanggliding Association

Introduction

If one would make a survey among XC-enthusiasts who have flown the largest FAI triangles, the majority of pilots would refer to Edouard Potel's flight from Col d'Izoard in August 2024. No one knows or cares about the fact that he would not have been able to comply with the rule that each record attempt - including those for free flights - must be pre-declared. It is our firm opinion that official records should represent the best performance in its category, not a performance where the pilot gets mostly rewarded for jumping through all the bureaucratic hoops. The rules for flying official records should be specific, purposeful and easily understandable. It is sad that thousands of pilots around the world follow, analyse and get inspired by flights on platforms like xcontest.org while only a handful of pilots know the names or performances of official record holders. In the end, there is little value in holding a record that nobody knows about.

We suggest changes to the following sections:

Section 3.3.1 Advance notice

Current version: Advance notice is required for all record attempts.

Proposed version: Advance notice is only required for record attempts aiming for a declared distance.

Reasoning: As written in the Introduction, the barrier to fly a record should be low to ensure that the best performance becomes also a record. Additionally we do not see how a predeclaration augments the certainty of the record.

Reasoning: The current sketch implies that a triangle must be started on the edge. Apparently, 3 of the 4 current triangle world records do not start on the edge.

Links to current records: [General](#), [multiplace](#), [female](#), [junior](#)

The addition of the second sketch should clarify that it is possible to start on the side as long as the flight is closed.

Furthermore, we ask for the formation of a working group that tackles the task of making FAI records more visible and more popular to fly. Therefore, Section 7D should be modernized. Here is a selection of points we would address:

- Update the Code in a way that it follows modern flying procedures. E.g. Section 5.4.1 states that “The Official Observer must clear the active GPS track-log” which dates back to a time when memory space was an issue. Section 5.4.3. states that “The barograph must be sealed and opened only by an Official Observer...and calibrated not more than 12 months before the record attempt.” We are not sure whether such devices even exist anymore.
- Disentangle records for cross-country flights, accuracy landings, and aerobatics.
- Drop badges.
- Increase the user-friendliness of the homepage that lists all records.
- Put Section 1.5.15 into action which states that “records will be published with their track-logs”.
- Clarify the difference between a turn point and a control point. (Sections 1.5.9 and 10 resp.)
- Reduce the number of types of records described in Section 3.2.1. and focus on the most popular ones. Obscure records, such as:
 - Speed around a triangular course of 25 and 50 km
 - Gain of height
 - Declared distance using up to 3 turn pointsshould be dropped.
- Simplify the structure of the document. Sections 1.5.5.8 and 1.5.6.2 contain redundant information. Also Section 3.2.1 could be merged with the sections mentioned above.